



- NOTES**
- COORDINATE DATA IS BASED ON CALIFORNIA ZONE IV, HORIZONTAL DATUM IS NORTH AMERICAN DATUM OF 1983 (NAD83), VERTICAL DATUM IS NORTH AMERICAN VERTICAL DATUM OF 1988 (NAV88).
 - THE RUNWAY CROSSWIND COMPONENT FOR RUNWAY 12-30 IS 10.5 KNOTS. REFER TO SHEET 3 - AIRPORT DATA SHEET FOR ADDITIONAL WIND DATA.
 - REFER TO SHEET 3 - AIRPORT DATA SHEET FOR TAXIWAY DETAILS.
 - REFER TO SHEET 2 - AIRPORT DATA SHEET FOR RUNWAY SHOULDER INFORMATION.
 - THE PERIMETER FENCE IS 8' IN HEIGHT.
 - THE BUILDING RESTRICTION LINE (BRL) IS BASED ON A MAXIMUM ALLOWABLE BUILDING HEIGHT OF 35' AT A DISTANCE OF 245' FROM THE PRIMARY SURFACE.
 - MONUMENTS ARE REPRESENTED BY PRIMARY AND SECONDARY AIRPORT CONTROL STATIONS AND ARE DEPICTED BY "P" AND "S," RESPECTIVELY.
 - COMPASS CALIBRATION PAD AND NEARBY HANGARS WERE CITED BASED ON GUIDANCE IN FAA ADVISORY CIRCULAR 43-215.
 - AWOS CRITICAL AREA WAS DETERMINED BASED ON GUIDANCE IN FAA ORDER JO 6950.20C. ALL OBSTRUCTIONS MUST BE AT LEAST 10' LOWER THAN THE HEIGHT OF THE SENSOR WITHIN THE 500' RADIUS AND AT LEAST 10' LOWER THAN THE HEIGHT OF THE SENSOR FROM 500' TO 1,000'.
 - REFER TO THE AIRSPACE SHEETS FOR ELEVATION INFORMATION FOR THE TRAVERSE WAYS THAT INTERSECT PART 77 APPROACH SURFACES AND EXTENDED RUNWAY CENTERLINE.
 - THE SPONSOR WILL ASSURE COMPATIBLE LAND USE AND TAKE ALL POSSIBLE MEASURES TO PROTECT AGAINST, AND REMOVE OR MITIGATE, INCOMPATIBLE LAND USES BY CONTINUALLY MONITORING AND EVALUATING THE LAND USES IN THE AIRPORT APPROACH AND DEPARTURE AREAS TO ENSURE THE AIRPORT CONTINUES TO OPERATE SAFELY AND EFFICIENTLY.

BUILDINGS / FACILITIES		LEGEND	
NO.	FACILITY TYPE	DESCRIPTION	SYMBOLOLOGY
1	ADMINISTRATION BUILDING	AIRPORT REFERENCE POINT	
2	ADMINISTRATION BUILDING ANNEX	LIGHTED WIND CONE	
3	BATHROOM BUILDING	SEGMENTED CIRCLE	
4	ELECTRICAL CONTROL BUILDING	AIRCRAFT TIE-DOWNS	
5	FBO / SHOP / OFFICE	FUTURE ITINERANT AIRCRAFT TIE-DOWNS	
6	CONVENTIONAL HANGAR	HELICOPTER OPERATING AREA	
7	CONVENTIONAL HANGAR	FUEL TANK	
8	CONVENTIONAL HANGAR	MONUMENTS (PACS & SACS)	
9	CONVENTIONAL HANGAR	RUNWAY THRESHOLD LIGHTS	
10	BOX HANGARS	AWOS	
11	CONVENTIONAL HANGAR	AWOS CRITICAL AREA	
12	CONVENTIONAL HANGAR	GROUND CONTOURS	
13	T-HANGARS	FENCE	
14	T-HANGARS	AIRPORT PROPERTY LINE	
15	T-HANGARS	HOLD LINE	
16	CONVENTIONAL HANGAR	DASHED TAXIWAY / TAXILANE EDGE	
17	T-HANGARS	RUNWAY SAFETY AREA (RSA)	
18	T-HANGARS	RUNWAY OBJECT FREE AREA (ROFA)	
19	CONVENTIONAL HANGAR	RUNWAY OBSTACLE FREE ZONE (ROFZ)	
20	BOX HANGARS	RUNWAY PROTECTION ZONE (RPZ) - APPROACH	
21	ELECTRICAL VAULT	RUNWAY PROTECTION ZONE (RPZ) - DEPARTURE	
22	BOX HANGARS	TAXIWAY / TAXILANE SAFETY AREA (TSA)	
23	FUEL TANK FOR EMERGENCY GENERATOR	TAXIWAY / TAXILANE OBJECT FREE AREA (TOFA)	
24	AIRPORT MAINTENANCE SHOP	PART 77 APPROACH SURFACE	
25	CONVENTIONAL HANGAR	THRESHOLD SITING SURFACE (TSS)	
26	TOWER (AFFIXED ON TOP OF HANGAR)	DEPARTURE SURFACE	
27	T-HANGARS	BUILDING RESTRICTION LINE (BRL)	
28	T-HANGARS	AIRFIELD PAVEMENT (RWY / TWY / APRON)	
29	T-HANGARS	NEW AIRFIELD PAVEMENT	
30	T-HANGARS	NEW VEHICLE PARKING PAVEMENT	
31	T-HANGARS	EXISTING ON-AIRPORT BUILDINGS	
32	T-HANGARS	NEW ON-AIRPORT BUILDINGS	
33	T-HANGARS	PAINTED ISLAND	
34	BOX HANGARS	PAVEMENT / BUILDINGS TO BE REMOVED	
35	BOX HANGARS	FUTURE AVIGATION EASEMENT	
		GLIDESLOPE QUALIFICATION SURFACE (GQS)	

TRUE
MAGNETIC

MAGNETIC DECLINATION: 12.82° W
ANNUAL CHANGE: 0.09 W

GRAPHIC SCALE IN FEET
0 100 200 400

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AIRPORT LAYOUT PLAN DRAWING SET

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PROJECT NUMBER: 091733014 DRAWN BY: JC
DATE: NOVEMBER 2022 REVIEWED BY: CW
APPROVED BY:

NO.	REVISIONS	DATE
0	SUBMITTED 2021 DRAFTED ALP SHEET SET	06/20/2021
1	REVISED PER FAA COMMENT LETTER DATED SEPTEMBER 8 th , 2022	11/01/2022

SHEET TITLE: **FUTURE LAYOUT** SHEET NUMBER: **5 OF 15**

THE PREPARATION OF THIS PLAN WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 105 OF THE AIRPORT AND AIRWAY REVENUE ACT OF 1982. THE AIRPORT SPONSOR'S ACCEPTANCE OF THIS PLAN BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE REGULATIONS.

FAA APPROVAL

AIRPORT SPONSOR APPROVAL

City of Fresno,
A California Municipal Corporation

By: *Henry Thompson* Date: 3/27/2023
Henry Thompson, A.A.E., C.A.E., IAP
Director of Aviation
Airports Department

GLIDESLOPE QUALIFICATION SURFACE
SLOPE - 30:1
TYPE - 6

DEPARTURE SURFACE
SLOPE - 40:1
TYPE - 7

THRESHOLD SITING SURFACE
SLOPE - 20:1
TYPE - 4

**14 CFR PART 77:
APPROACH SURFACE**
SLOPE - 20:1
DIMENSIONS - 500' X 2,000' X 5,000'

RUNWAY 30 DEPARTURE RPZ
DIMENSIONS - 250' X 450' X 1,000'

RUNWAY 12 APPROACH RPZ
DIMENSIONS - 250' X 450' X 1,000'

RUNWAY 12 END
LAT. 36° 44' 6.1025" N
LONG. 119° 49' 31.2967" W
ELEV. 278.1266'
TDZE. 279.5780'

RUNWAY LOW POINT
LAT. 36° 44' 6.0767" N
LONG. 119° 49' 31.2502" W
ELEV. 278.0868'

DISPLACED THRESHOLD
LAT. 36° 44' 3.7101" N
LONG. 119° 49' 27.1554" W
ELEV. 278.5291'

AIRPORT REFERENCE POINT
LAT. 36° 43' 55.6500" N
LONG. 119° 49' 13.2000" W

DISPLACED THRESHOLD
LAT. 36° 43' 48.2898" N
LONG. 119° 49' 0.4646" W
ELEV. 279.5615'

RUNWAY HIGH POINT
LAT. 36° 43' 45.6097" N
LONG. 119° 48' 55.8177" W
ELEV. 279.7681'

RUNWAY 30 END
LAT. 36° 43' 45.1901" N
LONG. 119° 48' 55.0996" W
ELEV. 279.2323'
TDZE. 279.6130'

BLAST PAD
60' X 80'

(F) GLIDESLOPE QUALIFICATION SURFACE
SLOPE - 30:1
TYPE - 6

RUNWAY 12 DEPARTURE RPZ
DIMENSIONS - 250' X 450' X 1,000'

RUNWAY 30 APPROACH RPZ
DIMENSIONS - 250' X 450' X 1,000'

**14 CFR PART 77:
APPROACH SURFACE**
SLOPE - 20:1
DIMENSIONS - 500' X 2,000' X 5,000'

THRESHOLD SITING SURFACE
SLOPE - 20:1
TYPE - 4

DEPARTURE SURFACE
SLOPE - 40:1
TYPE - 7