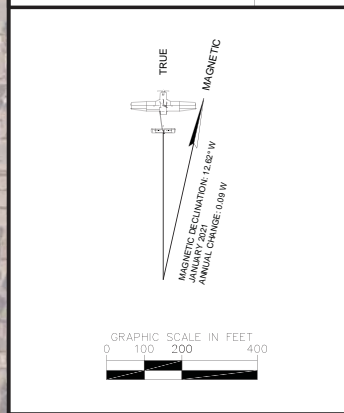


- NOTES**
- COORDINATE DATA IS BASED ON CALIFORNIA ZONE IV. HORIZONTAL DATUM IS NORTH AMERICAN DATUM OF 1983. VERTICAL DATUM IS NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD83).
 - THE RUNWAY CROSSWIND COMPONENT FOR RUNWAY 12-30 IS 10.3 KNOTS. REFER TO SHEET 3 - AIRPORT DATA SHEET FOR ADDITIONAL WIND DATA.
 - 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 36' 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.
 - AVOS CRITICAL AREA WAS DETERMINED BASED ON GUIDANCE IN FAA ORDER JO 6962.02C. 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.

NO.	FACILITY TYPE
1	ADMINISTRATION BUILDING
2	ADMINISTRATION BUILDING ANNEX
3	BATHROOM BUILDING
4	ELECTRICAL CONTROL BUILDING
5	FBO / SHOP / OFFICE
6	CONVENTIONAL HANGAR
7	CONVENTIONAL HANGAR
8	CONVENTIONAL HANGAR
9	CONVENTIONAL HANGAR
10	BOX HANGARS
11	CONVENTIONAL HANGAR
12	CONVENTIONAL HANGAR
13	T-HANGARS
14	T-HANGARS
15	T-HANGARS
16	CONVENTIONAL HANGAR
17	T-HANGARS
18	T-HANGARS
19	CONVENTIONAL HANGAR
20	BOX HANGARS
21	ELECTRICAL VAULT
22	BOX HANGARS
23	FUEL TANK FOR EMERGENCY GENERATOR
24	AIRPORT MAINTENANCE SHOP
25	CONVENTIONAL HANGAR
26	TOWER (AFFIXED ON TOP OF HANGAR)
27	T-HANGARS
28	T-HANGARS
29	T-HANGARS
30	T-HANGARS
31	T-HANGARS
32	T-HANGARS
33	T-HANGARS
34	BOX HANGARS
35	BOX HANGARS

LEGEND	
DESCRIPTION	SYMBOL
AIRPORT REFERENCE POINT	(Symbol)
LIGHTED WIND CONE	(Symbol)
SEGMENTED CIRCLE	(Symbol)
AIRCRAFT TIE-DOWNS	(Symbol)
FUTURE ITINERANT AIRCRAFT TIE-DOWNS	(Symbol)
HELICOPTER OPERATING AREA	(Symbol)
FUEL TANK	(Symbol)
MONUMENTS (PACS & SACS)	(Symbol)
RUNWAY THRESHOLD LIGHTS	(Symbol)
AWOS	(Symbol)
AWOS CRITICAL AREA	(Symbol)
GROUND CONTOURS	(Symbol)
FENCE	(Symbol)
AIRPORT PROPERTY LINE	(Symbol)
HOLD LINE	(Symbol)
DASHED TAXIWAY / TAXILANE EDGE	(Symbol)
RUNWAY SAFETY AREA (RSA)	(Symbol)
RUNWAY OBJECT FREE AREA (ROFA)	(Symbol)
RUNWAY OBSTACLE FREE ZONE (ROFZ)	(Symbol)
RUNWAY PROTECTION ZONE (RPZ) - APPROACH	(Symbol)
RUNWAY PROTECTION ZONE (RPZ) - DEPARTURE	(Symbol)
TAXIWAY / TAXILANE SAFETY AREA (TSA)	(Symbol)
TAXIWAY / TAXILANE OBJECT FREE AREA (TOFA)	(Symbol)
PART 77 APPROACH SURFACE	(Symbol)
THRESHOLD SITING SURFACE (TSS)	(Symbol)
DEPARTURE SURFACE	(Symbol)
BUILDING RESTRICTION LINE (BRL)	(Symbol)
AIRFIELD PAVEMENT (RWY / TWY / APRON)	(Symbol)
NEW AIRFIELD PAVEMENT	(Symbol)
NEW VEHICLE PARKING PAVEMENT	(Symbol)
EXISTING ON-AIRPORT BUILDINGS	(Symbol)
NEW ON-AIRPORT BUILDINGS	(Symbol)
PAINTED ISLAND	(Symbol)
PAVEMENT / BUILDINGS TO BE REMOVED	(Symbol)
FUTURE AVIATION EASEMENT	(Symbol)
GLIDESLOPE QUALIFICATION SURFACE (GQS)	(Symbol)



FAA APPROVAL

AIRPORT SPONSOR APPROVAL

City of Fresno,
A California Municipal Corporation

By: *Henry Thompson, AAE, CAE, IAP* Date: 3/27/2023
Director of Aviation
Airports Department

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

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° 43' 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

FRESNO CHANDLER EXECUTIVE AIRPORT

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AIRPORT LAYOUT PLAN DRAWING SET

PREPARED BY: **Kimley-Horn**
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PROJECT NUMBER: 09173014 DRAWN BY: JC
DATE: NOVEMBER 2022 RECEIVED BY: CW

NO.	REVISIONS	DATE
0	SUBMITTED 2021 DRAFTED ALP SHEET SET	06/29/2021
1	REVISED PER FAA COMMENT LETTER DATED SEPTEMBER 07, 2022	11/01/2022

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

THE PREPARED OF THIS PLAN WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 405 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1966. AS HEREBY THE CONTRACTOR HAS NOT NECESSARILY ACCEPTED THE FEDERAL AID OR OBJECT OF THE PLAN. ACCEPTANCE OF THE PLAN BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT OF THIS PROJECT. THE CONTRACTOR HAS HEREBY INDICATED THAT THE PROJECT DEVELOPMENT IS FINANCIALLY RESPONSIBLE AND ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLICATION.