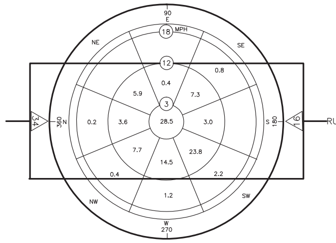
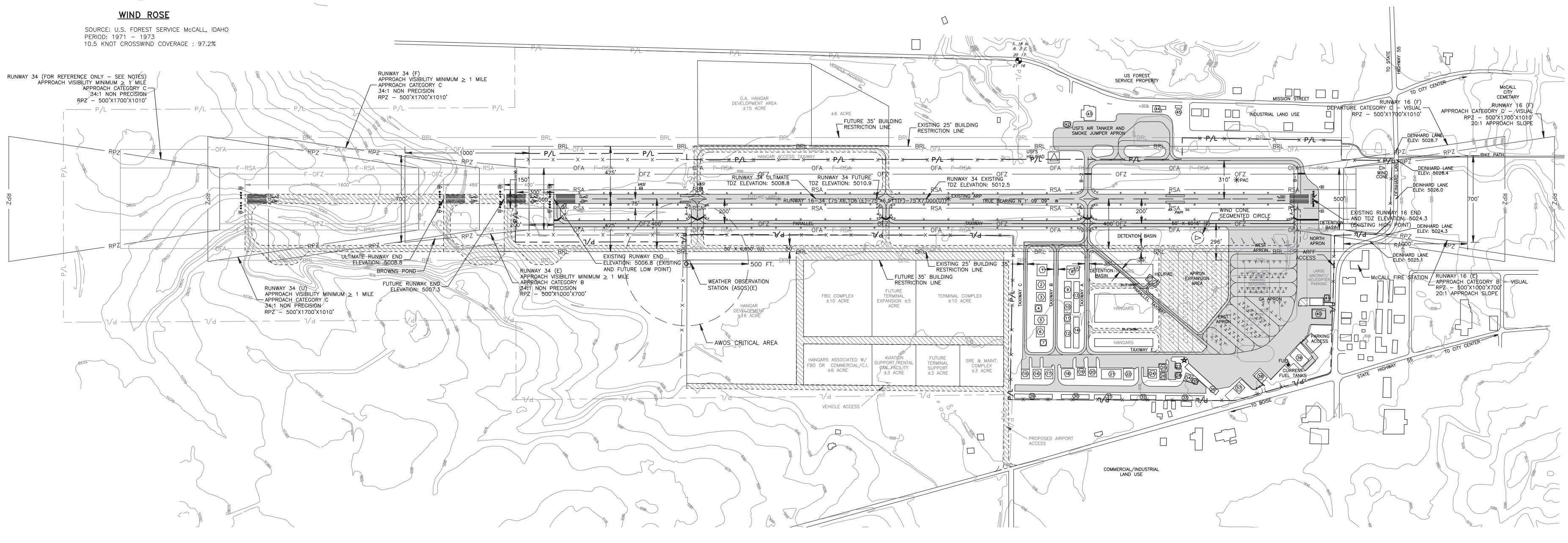


WIND ROSE

SOURCE: U.S. FOREST SERVICE McCALL, IDAHO
PERIOD: 1971 – 1973
10.5 KNOT CROSSWIND COVERAGE : 97.2%

DECLINATION
15° 02' E
(APRIL 2007)

0 200 400 800 1200
SCALE 1"=400'



	AIRPORT ELEMENT	AIRCRAFT NAME	APPROACH SPEED / APPROACH CLASS	WING SPAN / DESIGN GROUP	TAKEOFF WEIGHT / AIRCRAFT SIZE
CRITICAL AIRCRAFT DATA					
CURRENT	CATEGORY APPROACHES GA DIMENSIONS	FALCON 900	100 KN	63.4'	45,500 LBS
			B	II	LARGE
CURRENT	GA PAVEMENT	FALCON 900	100 KN	63.4'	45,500 LBS
			B	II	LARGE
CURRENT	R/W & T/W PAVEMENT	P2V	90 KN	101.0'	80,000 LBS
			A	III	LARGE
CURRENT	USFS DIMENSIONS	DC–4	90 KN	117.5'	73,000 LBS
			A	III	LARGE

SPONSOR APPROVAL

WILLIAM ROBERTSON MAYOR, CITY OF McCALL DATE

FAA APPROVAL

MANAGER, SEATTLE AIRPORTS DISTRICT OFFICE APPROVAL LETTER DATED

RUNWAY END		RUNWAY END DATA TABLE: EXISTING (6,106)	FUTURE (6,511)	ULTIMATE (7000)
16	LATITUDE (NAD83)	44° 53' 49.6"N	44° 53' 49.6"N	44° 53' 49.6"N
	LONGITUDE (NAD83)	116° 06' 07.3"W	116° 06' 07.3"W	116° 06' 07.3"W
	TDZ ELEVATION	5024.3	5022.3	5022.3
	END ELEVATION	5024.3	5022.3	5022.3
34	LATITUDE (NAD83)	44° 52' 49.3"N	44° 52' 45.3"N	44° 52' 40.5"N
	LONGITUDE (NAD83)	116° 06' 05.3"W	116° 06' 05.1"W	116° 06' 05.0"W
	TDZ ELEVATION	5012.5	5010.9	5010
	END ELEVATION	5006.8	5007.3	5008.8

PAC AND SAC MONUMENTATION

MONUMENT	LATITUDE (NAD83)	LONGITUDE (NAD83)	ELEVATION (NAVD88)
PAC	44° 53' 45.7990"N	116° 06' 09.1965"W	5020.11
SAC	*	*	*

SOURCE: NGS *DOES NOT CURRENTLY EXIST

THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER TITLE 49, UNITED STATES CODE, SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS REPORT 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 ENVIROMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

RUNWAY DATA

ITEM	RUNWAY 16–34 EXISTING		RUNWAY 16–34 ULTIMATE	
TRUE BEARING	N 01° 09' 09"W		SAME	
LENGTH / WIDTH (SHOULDER)	6106' X 75' (NONE)		7000' X 75' (NONE)	
RUNWAY CATEGORY	NON–PRECISION		SAME	
CRITICAL AIRCRAFT – WING SPAN	FALCON 900 (63.5')		BOMBADIER CRJ 900 (81.5')	
– WEIGHT	P2V (80,000 MTOW)		BOMBADIER CRJ 900 (80,500 MTOW)	
AIRCRAFT DESIGN GROUP	B–II		C–II	
PAVEMENT – TYPE	ASPHALT CONCRETE		SAME	
– TREATMENT	NONE		SAME	
– STRENGTH*	80,000SW/110,000DW		SAME	
RUNWAY GRADIENT	0.29%		SAME	
RUNWAY LINE OF SIGHT	MEETS REQUIREMENTS		SAME	
RUNWAY MARKINGS	NON–PRECISION		SAME	
RUNWAY LIGHTING	MIRL – DUCTED		SAME	
RUNWAY WIND COVERAGE	10.5 KTS – COVERAGE 97.2%		16 KTS – COVERAGE NOT AVAIL.	
RUNWAY SAFETY AREA (LENGTH)	300'		1000'	
RUNWAY SAFETY AREA (WIDTH)	150'		500'	
RUNWAY OBJECT FREE AREA (LENGTH)	300'		1000'	
RUNWAY OBJECT FREE AREA (WIDTH)	500'		800'	
RUNWAY OBJECT FREE ZONE	NO PENETRATIONS		SAME	
THRESHOLD	TH 16	TH 34	TH 16	TH 34
APPROACH – CATEGORY	VISUAL	NPI ≥ 1 MILE	SAME	SAME
– SLOPE	20:1	34:1	SAME	SAME
– LIGHTING	NONE	NONE	SAME	SAME
– INSTRUMENT APPROACH AIDS	NONE	GPS/NDB	SAME	SAME
THRESHOLD DISPLACEMENT	NONE	NONE	NONE	NONE
DECLARED DISTANCES				
LANDING DISTANCE AVAILABLE (LDA)	6111'	6111'	7000'	6600'
ACCELERATE–STOP DISTANCE AVAIL. (ASDA)	6111'	6111'	7000'	6600'
TAKEOFF RUN AVAILABLE (TORA)	6111'	6111'	7000'	7000'
TAKEOFF DISTANCE AVAILABLE (TODA)	6111'	6111'	7000'	7000'
BLAST PAD (LENGTH/WIDTH)	NONE	NONE	SAME	SAME
STOPWAY (LENGTH/WIDTH)	NONE	NONE	SAME	SAME
VISUAL AIDS	PAPI–4/NONE	VASI–2/REIL	PAPI–4/REIL	PAPI–4/REIL
RPZ DIMENSIONS – INNER WIDTH	500	500	SAME	SAME
– OUTER WIDTH	700	700	1010	1010
– LENGTH	1000	1000	1700	1700

*"SW=SINGLE WHEEL; "DWG"=DUAL WHEEL GEAR

LEGEND

EXISTING	FUTURE	DESCRIPTION
		AIRPORT PAVEMENT
—P/L—	—P/L—	AIRPORT PROPERTY LINE
CURRENT	FUTURE	AIRPORT REFERENCE POINT (ARP)
		SECURITY FENCE
		BUILDING
—BRL—	—F–BRL—	BUILDING RESTRICTION LINE (BRL)
—RSA—	—F–RSA—	RUNWAY SAFETY AREA (RSA)
—OFA—	—F–OFA—	RUNWAY OBJECT FREE AREA (OFA)
—RPZ—	—F–RPZ—	RUNWAY PROTECTION ZONE (RPZ)
—OFZ—	—F–OFZ—	RUNWAY OBJECT FREE ZONE (OFZ)
VASI	PAPI–4	NAVIGATIONAL AID INSTALLATION
		RUNWAY END INDICATOR LIGHT
		RUNWAY THRESHOLD LIGHTS
		AUTOMATED WEATHER STATION
		LIGHTED BEACON
		SEGMENTED CIRCLE/WIND INDICATOR
		SECTION CORNER
—1080—		TOPOGRAPHIC CONTOURS

NON STANDARD CONDITIONS	PROPOSED DISPOSITION
TREES PENETRATING TRANSITIONAL SURFACES ON BOTH SIDES OF APPROACH 16; OBSTRUCTION SURVEY RECOMMENDED.	REMOVE AS NECESSARY
RUNWAY/TAXIWAY SEPARATION WAIVED PER ALP – JANUARY 17, 1990. NORTH AMERICAN DATUM OF 1983.	RELOCATE TAXIWAY

AIRPORT DATA

	CURRENT	FUTURE
AIRPORT ELEVATION	5024	5024
A R P COORDINATES (EST.)	44° 53' 22.9"N 116° 06' 04.6"W	44° 53' 07.1"N 116° 06' 05.9"W
MEAN MAXIMUM TEMPERATURE	80° F	80° F
TERMINAL NAVAIDS	NDB/GPS	SAME
TAXIWAY LIGHTING	REFLECTORS	MITL
TAXIWAY MARKING	CENTERLINE	SAME
NPIAS SERVICE LEVEL	GA	SAME
COMBINED WIND COVERAGE	97.2% (10.5 KTS)	16KTS
AIRPORT REFERENCE CODE	B–II	C–II
MAGNETIC DECLINATION (APRIL 2007)	15° 02' E	0° 9' W ANNUALY

NOTES

1. THE FUTURE RUNWAY 34 END RESULTING IN A RUNWAY LENGTH OF 8,600 FT. IS FOR REFERENCE ONLY. RUNWAY CALCULATIONS FOR THIS DRAWING SET WERE BASED ON AN 7,000 FT. ULTIMATE RUNWAY LENGTH. FOR FURTHER INFORMATION REFER TO THE AIRPORT MASTER PLAN NARRATIVE REPORT.
2. WHILE THE FUTURE ARC OF THE McCALL AIRPORT IS IDENTIFIED AS C–II, A 400 FT. SEPARATION STANDARD (DESIGN GROUP III) IS RECOMMENDED FOR THE FUTURE RUNWAY/TAXIWAY SEPARATION OF THE (F) EAST SIDE PARALLEL TAXIWAY.
3. FOR RUNWAY SITING SURFACE INFORMATION REFER TO SHEETS 4 AND 5 (RUNWAY 16/34 APPROACH SURFACE PLAN AND PROFILES & RUNWAY PROTECTION ZONE PLAN)
4. ALL ELEVATIONS ARE BASED UPON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88).
5. ALL LATITUDE AND LONGITUDE COORDINATES ARE BASED UPON THE NORTH AMERICAN DATUM OF 1983.
6. ALL HORIZONTAL COORDINATES AND VERTICAL ELEVATIONS ARE EITHER ESTIMATED OR CALCULATED. ALL ELEVATIONS AND COORDINATES MUST BE FIELD SURVEYED PRIOR TO THE DESIGN OF AN INSTRUMENT APPROACH.

BUILDING/FACILITIES

NUMBER	DESCRIPTION	ELEVATION
1	HANGAR – COX	5045
2	HANGAR – GERBLICK	5045
3	HANGAR – LINDSAY	5045
4	HANGAR – GERBLICK	5046
5	HANGAR – CARPENTER	5046
6	HANGAR – O'GARA	5041
7	HANGAR – COLLINS	5041
8	HANGAR – SCOTT	5043
9	HANGAR – MULLETT	5045
10	HANGAR – SANDS	5045
11	HANGAR – HOOVER	5045
12	HANGAR – CONDOMINIUM	5043
13	HANGAR – FLITE LINE SYSTEMS	5043
14	HANGAR – FLITE LINE SYSTEMS	5043
15	HANGAR – JORGENSEN	5058
16	HANGAR – WOLF	5058
17	HANGAR – SUN COAST LUMBER	5056
18	HANGAR – MANCINI	5056
19	HANGAR – MILLER–POSTEN	5056
20	HANGAR – CHAPMAN	5056
21	HANGAR – MAY, McNAIR	5052
22	HANGAR – WOOTEN	5051
23	HANGAR – WOOTEN	5051
24	HANGAR – ANDERSON	5052
25	HANGAR – ANDERSON	5052
26	HANGAR – WRIGHT	5052
27	HANGAR – McGEE	5043
28	HANGAR – McGEE	5043
29	HANGAR – CONDOMINIUM	5054
30	HANGAR – CONDOMINIUM	5055
31	HANGAR – CONDOMINIUM	5057
32	HANGAR – CONDOMINIUM	5059
33	HANGAR – CONDOMINIUM	5059
34	HANGAR	5059
35	HANGAR	5059
36	T–HANGAR – MULTIPLE OWNERS	5046
37	HANGAR – WHITE	5053
38	HANGAR – DEW	5070
39	HANGAR – McCALL AVIATION	5062
40	HANGAR – MANCHESTER	5051
41	AIRPORT MANAGER'S OFFICE	5045
42	HANGAR – USFS	5031
43	USFS ADMINSTRATIVE BUILDING	5055
44	USFS PILOT READY ROOM	5030
45	USFS FIRE RETARDENT TANKS	5045

McCALL MUNICIPAL AIRPORT
CITY OF McCALL, IDAHO
AIRPORT LAYOUT PLAN

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COEUR d'ALENE, IDAHO

REVISIONS		
NO.	ITEM	DATE

E–FILE NAME: SHEET 2–ALP.dwg
DESIGNED: NSC
DRAWN: NCS
CHECKED: CMP
APPROVED: KRB

MEAD & HUNT

DATE: DEC 2007
PROJECT: 05139

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