

ULTIMATE RUNWAY CONDITIONS AFTER RSA COMPLETION

10R TORA: 7,175'

10R TODA: 7,175'

10R ASDA: 7,175'

10R LDA: 7,000'

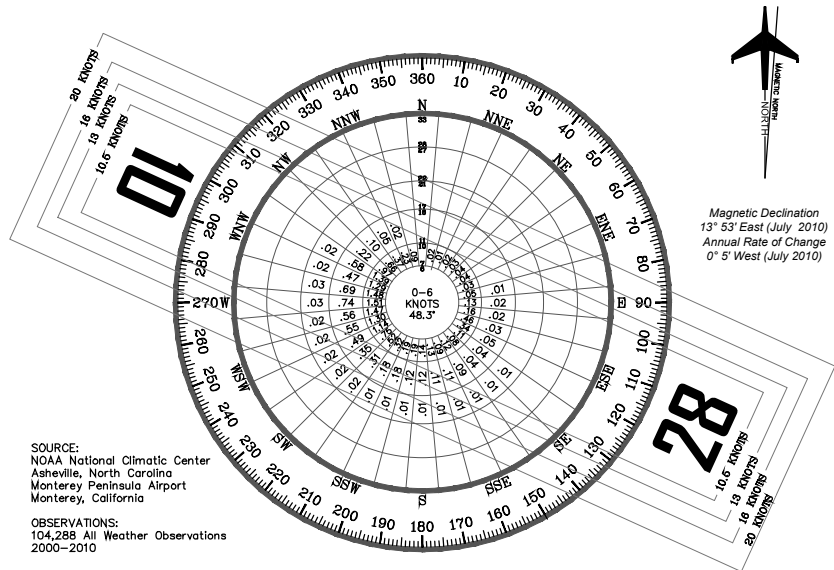
28L TORA: 7,175'

28L TODA: 7,175'

28L ASDA: 7,175'

28L LDA: 7,000'

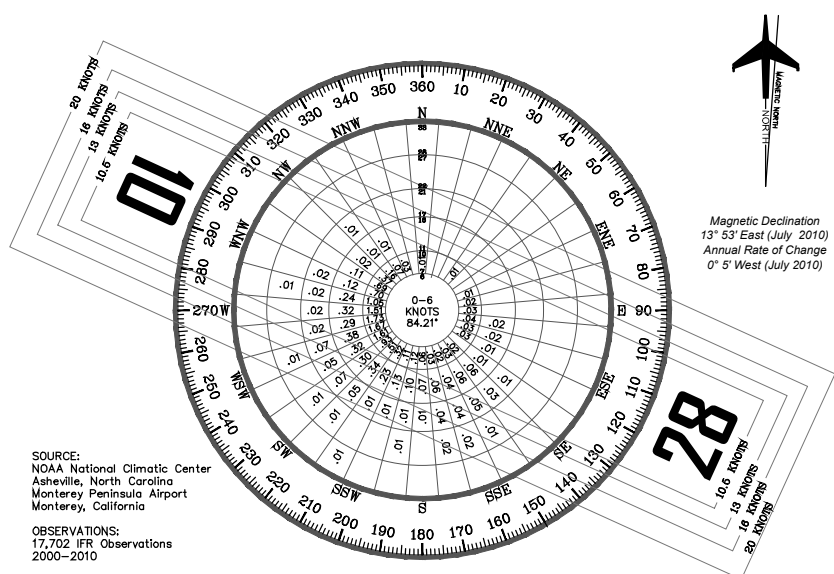
ALL WEATHER WIND COVERAGE				
Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 10-28	97.66%	98.97%	99.86%	99.98%



SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Monterey Peninsula Airport
Monterey, California

OBSERVATIONS:
104,288 All Weather Observations
2000-2010

IFR WIND COVERAGE				
Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 10-28	97.62%	98.70%	99.66%	99.98%



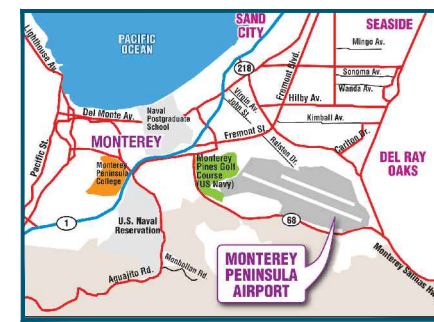
SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Monterey Peninsula Airport
Monterey, California

OBSERVATIONS:
17,702 IFR Observations
2000-2010

RUNWAY DATA	RUNWAY 10-28							
	EXISTING		ULTIMATE		EXISTING		ULTIMATE	
	10R	28L	10R	28L	10L	28R	10L	28R
AIRCRAFT APPROACH CATEGORY-DESIGN GROUP	D-III		D-IV		B-I-VS		B-I-VS	
RUNWAY DESIGN CODE	D-III-2400		D-IV-2400		B-I-VS		B-I-VS	
14 CFR PART 77 CATEGORY	Precision Nonprecision		Precision Nonprecision		Nonprecision Nonprecision		Nonprecision Nonprecision	
APPROACH VISIBILITY MINIMUMS	1/2 Mile 3/4 Mile		1/2 Mile 3/4 Mile		> 1 Mile > 1 Mile		> 1 Mile > 1 Mile	
CRITICAL AIRCRAFT	Gulfstream IV/MD-83		Boeing 757-300		Citation CJ-1		Citation CJ-1	
WINGSPAN OF DESIGN AIRCRAFT	107.8'		124.8'		46.9'		46.9'	
UNDERCARRIAGE WIDTH OF DESIGN AIRCRAFT	16.7'		24.0'		12.6'		12.6'	
APPROACH SPEED (KNOTS) OF DESIGN AIRCRAFT	149		142		108		108	
MAXIMUM CERTIFIED TAKEOFF WEIGHT (LBS) OF DESIGN AIRCRAFT	163,000		255,000		10,700		10,700	
RUNWAY EFFECTIVE GRADIENT	1.3%		1.4%		1.7%		1.6%	
RUNWAY MAXIMUM GRADIENT	1.3%		1.4%		1.7%		1.6%	
PAVEMENT DESIGN STRENGTH (in thousand lbs.) ¹	100(S),160(DW),300(DTW)		100(S),160(DW),300(DTW)		12.5 (S)		12.5 (S)	
APPROACH SLOPE	50/40:1 34:1		50/40:1 34:1		20:1 20:1		20:1 20:1	
RUNWAY END ELEVATION (MSL)	155.1' 257.1'		158.3' 256.6'		197.9' 256.2'		188.0' 256.2'	
RUNWAY TOUCHDOWN ZONE ELEVATION (MSL)	193.0' 257.1'		197.08' 256.6'		249.6' 256.2'		232.3' 256.2'	
RUNWAY HIGH POINT ELEVATION (MSL)	257.1'		256.7'		256.2'		256.2'	
RUNWAY LOW POINT ELEVATION (MSL)	155.1'		158.2'		197.9'		188.0'	
LINE OF SIGHT REQUIREMENT MET	YES		YES		YES		YES	
RUNWAY LENGTH	7,603'		7,175'		3,504'		4,504'	
RUNWAY WIDTH	150'		150'		60'		60'	
RUNWAY BEARING (TRUE)	114.45° 294.45°		114.45° 294.45°		114.45° 294.45°		114.45° 294.45°	
RUNWAY SAFETY AREA LENGTH BEYOND STOP END OF RUNWAY	1000' 1000'		425' ² 425' ²		240' 240'		240' 240'	
RUNWAY SAFETY AREA WIDTH	500'		500'		120'		120'	
RUNWAY OBJECT FREE AREA LENGTH BEYOND STOP END OF RUNWAY	1000'		1000'		240'		240'	
RUNWAY OBJECT FREE AREA WIDTH	800'		800'		250'		250'	
RUNWAY OBSTACLE FREE ZONE LENGTH BEYOND RUNWAY END	200'		200'		200'		200'	
RUNWAY OBSTACLE FREE ZONE WIDTH	400'		400'		250'		250'	
DISTANCE FROM RUNWAY CENTERLINE TO HOLD BARS AND SIGNS	252'		252'		125'		125'	
RUNWAY MARKING	P		P		V		V	
STANDARD SEPARATION - RUNWAY CL TO PARALLEL TAXIWAY CL	400'		400'		150'		150'	
STANDARD SEPARATION - TAXIWAY CL TO FIXED OR MOVABLE OBJECT	93'		129.5'		44.5'		44.5'	
RUNWAY THRESHOLD DISPLACEMENT	0'		175'		0'		0'	
RUNWAY SURFACE/PAVEMENT MATERIAL	Asphalt Grooved		Asphalt Grooved		Asphalt		Asphalt	
RUNWAY PAVEMENT SURFACE TREATMENT	HIRL		HIRL		MIRL		MIRL	
RUNWAY LIGHTING	HIRL		HIRL		MIRL		MIRL	
TAKE-OFF RUN AVAILABLE	7,603'		7,175'		3,513'		4,513'	
TAKE-OFF DISTANCE AVAILABLE	7,603'		7,175'		3,513'		4,513'	
LANDING DISTANCE AVAILABLE	7,603'		7,000'		3,513'		4,513'	
ACCELERATE STOP DISTANCE AVAILABLE	7,603'		7,175'		3,513'		4,513'	
TAXIWAY DESIGN GROUP	5		5		1		1	
TAXIWAY WIDTH	Varies (50' Standard)		Varies (75' Standard)		25'		25'	
TAXIWAY SURFACE MATERIAL	Asphalt		Asphalt		Asphalt		Asphalt	
TAXIWAY OBJECT FREE AREA WIDTH	186'		259'		89'		89'	
TAXIWAY SAFETY AREA WIDTH	118'		171'		49'		49'	
TAXIWAY WINGTIP CLEARANCE	34'		44'		20'		20'	
TAXIWAY MARKING	Centerline		Centerline		Centerline		Centerline	
TAXIWAY LIGHTING	MIL		MIL		MIL		MIL	
RUNWAY NAVIGATIONAL AIDS	GPS (10R,28L)		GPS (28L)		GPS (10L)		GPS (10L)	
RUNWAY VISUAL AIDS	Rotating Beacon Segmented Circle Ltd Wind Indicator ILS or LOC, MALSR VASI-4L (28L) PAPI-4L (10) REIL (28L)		Rotating Beacon Segmented Circle Ltd Wind Indicator ILS or LOC, MALSR PAPI-4L (28) PAPI-4L (10) REIL (28L)		Rotating Beacon Segmented Circle Ltd Wind Indicator		Rotating Beacon Segmented Circle Ltd Wind Indicator PAPI-2	

¹ Small Planes Exclusively
² Installation of Standard Engineering Materials Arresting System (EMAS) allows for use of 425 foot RSA and ROFA length beyond stop end of runway.

LOCATION MAP



VICINITY MAP



<p>ULTIMATE RUNWAY 28L END AND EMAS SHIFTED 8 FEET WEST; REVISED THE DECLARED DISTANCES FOR RUNWAY 10R-28L; REVISED RUNWAY 28L END COORDINATES AND ELEVATION; REVISED THE RELOCATED VEHICLE SERVICE ROAD ALIGNMENT ON EAST END; AND ADDED PROVISIONAL OPEN AREAS PER THE SETTLEMENT AGREEMENT. ADDED RDC AND TDG TO RUNWAY DATA TABLE; TSS LINETYPE ADDED TO LEGEND TABLE; LINETYPES FOR NAVAID CRITICAL AREAS ADDED TO LEGEND; ILS HOLD BAR ADDED TO LEGEND AND RUNWAY PLAN VIEW. OBSTACLES TO AIRSPACE AND TERPS RECENTLY CLEARED NOTED ON ALP.</p>	02/21/14	DH	JH	
	<p>THE DRAFT AIRPORT DATA SHEET AND AIRPORT LAYOUT PLAN SUBMITTED TO FAA IN AUGUST 2010 WERE REVISED PER FAA COMMENTS. REVISIONS WERE MADE TO THE NONSTANDARD TABLE AND RUNWAY DATA TABLE.</p>	06/21/11	DH	JH
No.	REVISIONS	DATE	BY	APP'D

MONTEREY PENINSULA AIRPORT
AIRPORT DATA SHEET
MONTEREY, CALIFORNIA

PLANNED BY: Steven G. Benson
DETAILED BY: Diana L. Hopkins
APPROVED BY: James M. Harris

JUNE 21, 2011 SHEET 1 OF 10

