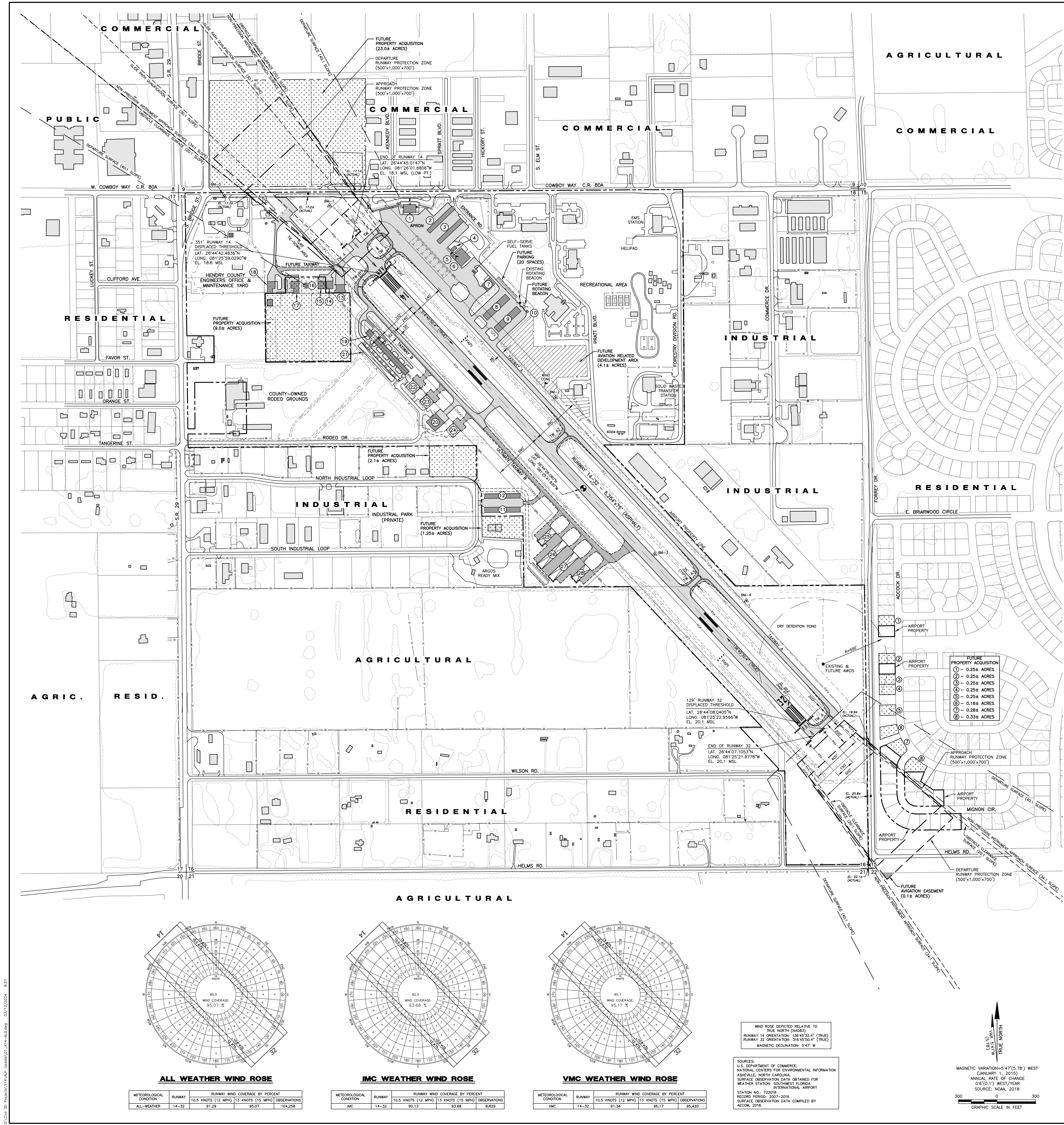




RUNWAY DATA TABLE			
ITEM	RUNWAY 14/32		FUTURE
	EXISTING	NEW	
RUNWAY LENGTH (FT)	5,254	5,254	SAME
RUNWAY DESIGN CODE (RDC)	B/II	B/II	SAME
APPROACH REFERENCE CODE (APRC)	B/II/5000	B/II/5000	SAME
DEPARTURE REFERENCE CODE (DPRC)	B/II	B/II	SAME
CRITICAL AREA AIRCRAFT	0.0381	0.0381	SAME
EFFECTIVE GRADIENT (%)	95.07	95.07	SAME
% WIND COVERAGE	95.07	95.07	SAME
RUNWAY PAVEMENT	PCN	20/F/A/T/1	SAME
RUNWAY SURFACE	ASPHALT	ASPHALT	SAME
MAXIMUM RUNWAY ELEVATION (ABOVE MSL)	20.2	20.2	SAME
RUNWAY LIGHTING	MRL	MRL	SAME
RUNWAY MARKING	VISUAL	NON-PRECISION	SAME
RUNWAY ENDS	14	32	14
END ELEVATIONS (NAVD 83) (MSL)	18.1	20.1	18.1
END COORDINATES	26°44'45.0147"N	26°44'07.1053"N	26°44'45.0147"N
LONGITUDE	081°25'22.9778"W	081°25'22.9778"W	081°25'22.9778"W
DISPLACED THRESHOLD ELEVATIONS (NAVD 83) (MSL)	18.6	20.1	18.6
DISPLACED THRESHOLD COORDINATES (NAVD 83)	26°44'42.4836"N	26°44'08.0405"N	26°44'42.4836"N
LONGITUDE	081°25'22.9778"W	081°25'22.9778"W	081°25'22.9778"W
DATUM	HORIZONTAL	NAVD83	NAVD83
VERTICAL	NAVD83	NAVD83	NAVD83
RUNWAY PROTECTION ZONE (RPZ)	1,000'	1,000'	1,000'
WIDTH-INNER/OUTER	500'/700'	500'/700'	500'/700'
APPROACH LIGHTING	NONE	NONE	NONE
RUNWAY TOUCH DOWN ZONE ELEVATIONS (MSL)	19.3	20.2	19.3
C.F.R. PART 77 MAGNARY	NON-PRECISION	NON-PRECISION	NON-PRECISION
APPROACH CATEGORY	34-1	34-1	34-1
APPROACH SURFACE SLOPES	34-1	34-1	34-1
RUNWAY DEPARTURE SURFACE	YES	YES	YES
THRESHOLD SITING SURFACE	20.1	20.1	20.1
NAVD83	N/A	N/A	N/A
NAVIGATIONAL AID	PAPI-4	PAPI-4	PAPI-4
TYPE OF INSTRUMENT APPROACH	RNAV (GPS) LPV	RNAV (GPS)	RNAV (GPS)
TYPE OF SURVEY REQUIRED	VERTICALLY GUIDED	NO	NO
APPROACH VISIBILITY MINIMUMS	388-1 1/4 MI.	480-1 MI.	388-1 1/4 MI.
RUNWAY SAFETY AREA (RSA)	W=300'	W=300'	W=300'
BRE-BEYOND RUNWAY END	W=300'	W=300'	W=300'
RUNWAY OBJECT FREE AREA (ROFA)	W=300'	W=300'	W=300'
BRE-BEYOND RUNWAY END	W=300'	W=300'	W=300'
RUNWAY OBSTACLE FREE ZONE (OFZ)	W=400'	W=400'	W=400'
BRE-BEYOND RUNWAY END	W=400'	W=400'	W=400'

AIRPORT DATA TABLE			
ITEM	EXISTING		FUTURE
	EXISTING	NEW	
AIRPORT REFERENCE CODE	B-II	SAME	SAME
MEAN MAX. TEMPERATURE - HOTTEST MONTH	91.1 (AUG)	SAME	SAME
ESTABLISHED AIRPORT ELEVATION (NAVD 83)	20.2 (MSL)	SAME	SAME
AIRPORT NAVIGATIONAL AID	ROTATING BEACON	SAME	SAME
AIRPORT REFERENCE POINT (ARP)	26°44'26.067"N	SAME	SAME
COORDINATES (NAVD 83)	081°25'41.830"W	SAME	SAME
MISCELLANEOUS FACILITIES	4805	SAME	SAME
CRITICAL AIRCRAFT	CITATION II	SAME	SAME
MAGNETIC VARIATION	5°47'	ANNUAL RATE OF CHANGE	ANNUAL RATE OF CHANGE
DATE OF MAGNETIC VARIATION	01/01/2015	SAME	SAME
AIRPORT ROLE (NPAS)	GENERAL AVIATION	SAME	SAME
AIRPORT ACREAGE	2495 AC	2844 AC	2844 AC

DECLARED DISTANCES				
RUNWAY	TORA	TODA	ASDA	LDA
14	5,254'	5,254'	5,254'	5,254'
32	5,254'	5,254'	5,254'	5,120'

TAXIWAY/TAXILANE DATA TABLE						
TAXIWAY (TGS 2)	WIDTH	T.S.M.	SHOULDER	T.S.A.	T.O.F.A.	LIGHTING
A1	35'	7.5'	15'	79'	131'	MTL
A2	35'	7.5'	15'	79'	131'	MTL
A3	35'	7.5'	15'	79'	131'	MTL
B	35'	7.5'	15'	79'	131'	MTL
B1	35'	7.5'	15'	79'	131'	MTL
TAXIWAY A (TGS 1A)	20'	5'	10'	49'	79'	MTL
TAXILANE B (TGS 1A)	20'	5'	10'	49'	79'	MTL

BUILDING/TENANT INDEX		
NO.	DESCRIPTION	ELEVATION (FT.) MSL (ESTIMATED)
1	NEW TERMINAL	40.0
2	T-HANGARS (8-UNITS)	36.0
3	T-HANGARS (8-UNITS)	36.2
4	MOBILE HOME	36.0
5	OLD TERMINAL	33.7
6	MAINTENANCE HANGAR	43.0
7	CONVENTIONAL HANGAR (100'x100')	40.0
8	T-HANGARS (10-UNITS)	36.0
9	T-HANGARS (10-UNITS)	33.0
10	ELECTRICAL VAULT	30
11	BOX HANGARS (10-UNITS)	45.0
12	BOX HANGARS (10-UNITS) (TO BE REMOVED)	45.0
13	CONVENTIONAL HANGAR	43.4
14	CONVENTIONAL HANGAR	38.1
15	CONVENTIONAL HANGAR (OFF-AIRPORT)	43.4
16	CONVENTIONAL HANGAR (OFF-AIRPORT)	35.0
17	CONVENTIONAL HANGAR (OFF-AIRPORT)	43.8
18	CONVENTIONAL HANGAR	43.0
19	T-HANGARS (12-UNITS) (UNDER CONSTRUCTION)	37.0
20	CONVENTIONAL HANGAR (100'x100')	44.0
21	FUTURE BOX HANGARS (8-UNITS)	37.0
22	FUTURE CONVENTIONAL HANGAR (80'x80')	44.0
23	FUTURE CONVENTIONAL HANGAR (80'x80')	44.0
24	FUTURE CONVENTIONAL HANGAR (80'x80')	44.0
25	FUTURE T-HANGARS (5-UNITS)	37.0
26	FUTURE T-HANGARS (12-UNITS)	37.0
27	FUTURE T-HANGARS (12-UNITS)	37.0
28	FUTURE T-HANGARS (6-UNITS)	37.0

GEODETIC CONTROL POINTS	
BM-1	COOPERATIVE BASE NETWORK CONTROL STATION (LABORT) ELEVATION = 16.14
BM-2	SECONDARY AIRPORT CONTROL STATION (X14 A) ELEVATION = 16.36
BM-3	AIRPORT CONTROL STATION (LABORT AZ MK) ELEVATION = 17.00
BM-4	SECONDARY AIRPORT CONTROL STATION (X14 B) ELEVATION = 17.65
BM-5	SURVEY MONUMENT L 519 OR A17268 ELEVATION = 16.83

LEGEND	
ITEM	EXISTING
AIRPORT PROPERTY LINE	---
AIRFIELD PAVEMENT	---
BUILDINGS	---
ROADS & PARKING	---
FENCE	---
RUNWAY SAFETY AREA	---
RUNWAY OBJECT FREE AREA	---
TAXIWAY OBJECT FREE AREA	---
OBSTACLE FREE ZONE	---
20' BUILDING RESTRICTION LINE	---
PROPERTY ACQUISITION	---
DEVELOPMENT AREA	---
AVIGATION EASEMENT	---
PAPI	---
REL	---
THRESHOLD LIGHTS	---
WIND CONE	---
AWOS	---
AIRPORT REFERENCE POINT (ARP)	---
ROTATING BEACON	---
GROUND CONTOUR	---

MODIFICATION TO STANDARDS

1. THERE ARE NO EXISTING MODIFICATIONS TO STANDARDS.

2. A MODIFICATION TO STANDARDS IS REQUIRED FOR THE NORTHEAST CORNER OF THE RUNWAY OBJECT FREE AREA DUE TO A LENGTH DEFICIENCY OF 19 FEET AND A WIDTH DEFICIENCY OF 85 FEET. THE MASTER PLAN PLATE ASSESSED ALTERNATIVES FOR RESOLVING THIS DEFICIENCY AND DETERMINED THAT A MODIFICATION OF STANDARDS WOULD BE THE MOST FEASIBLE ACTION FOR RESOLVING THIS ISSUE.

NOTES:

1. ALL ELEVATIONS ARE IN FEET (MSL).

2. HORIZONTAL DATUM NAVD83, VERTICAL DATUM NAVD83.

3. DRAWING PREPARED IN FLORIDA STATE PLANE, EAST ZONE (0901), US FOOT.

4. EXISTING AWOS CURRENTLY INOPERABLE.

CONSTRUCTION NOTICE REQUIREMENT

TO PROTECT OPERATIONAL SAFETY AND FUTURE DEVELOPMENT, ALL PROPOSED CONSTRUCTION ON THE AIRPORT MUST BE COORDINATED BY THE AIRPORT OWNER WITH THE FAA AIRPORTS DISTRICT OFFICE PRIOR TO CONSTRUCTION. FAA'S REVIEW TAKES APPROXIMATELY 60 DAYS.

FAA DISCLAIMER

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FAA APPROVAL BLOCK

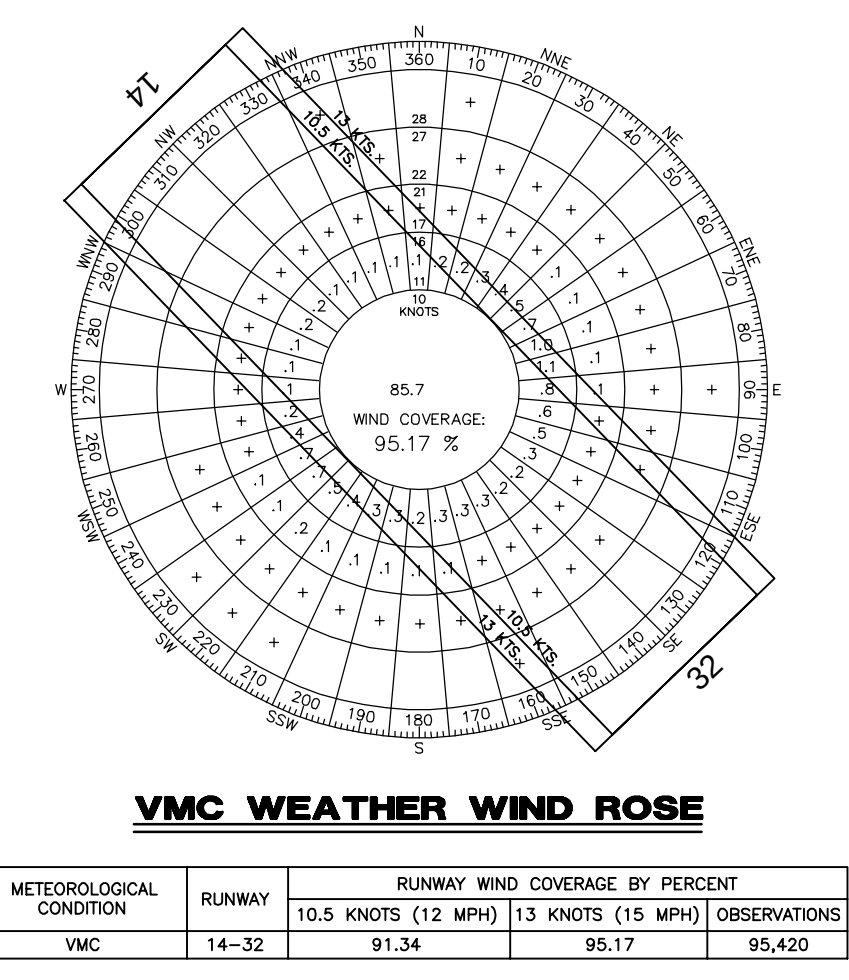
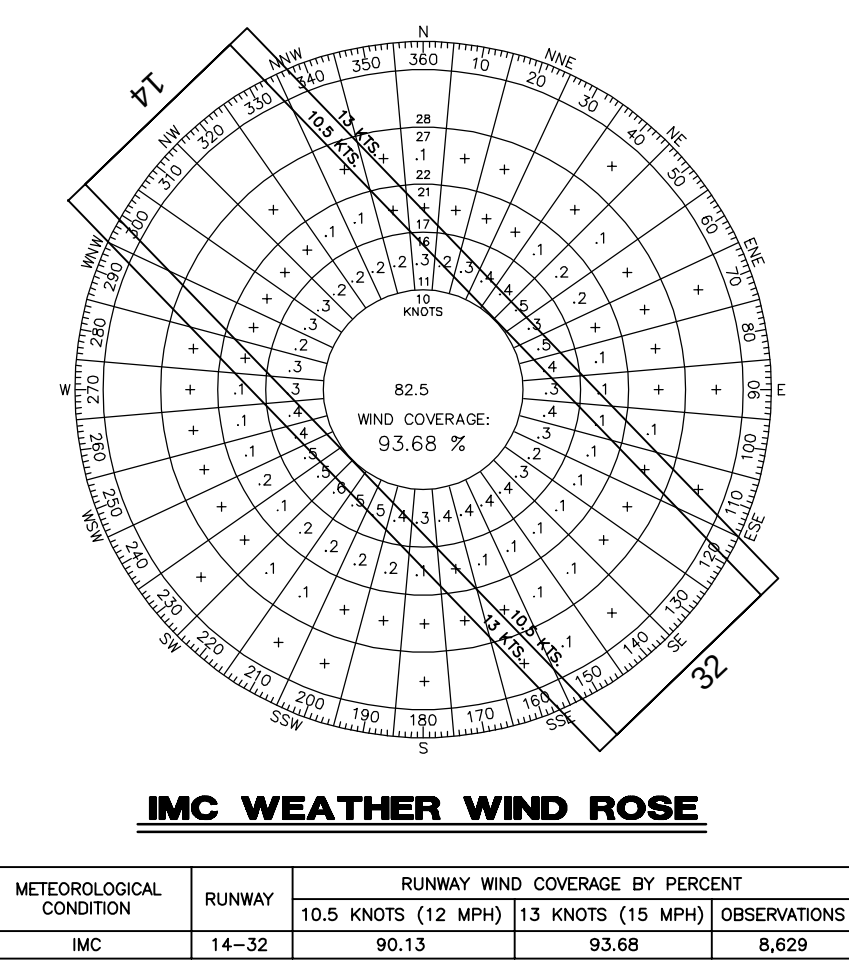
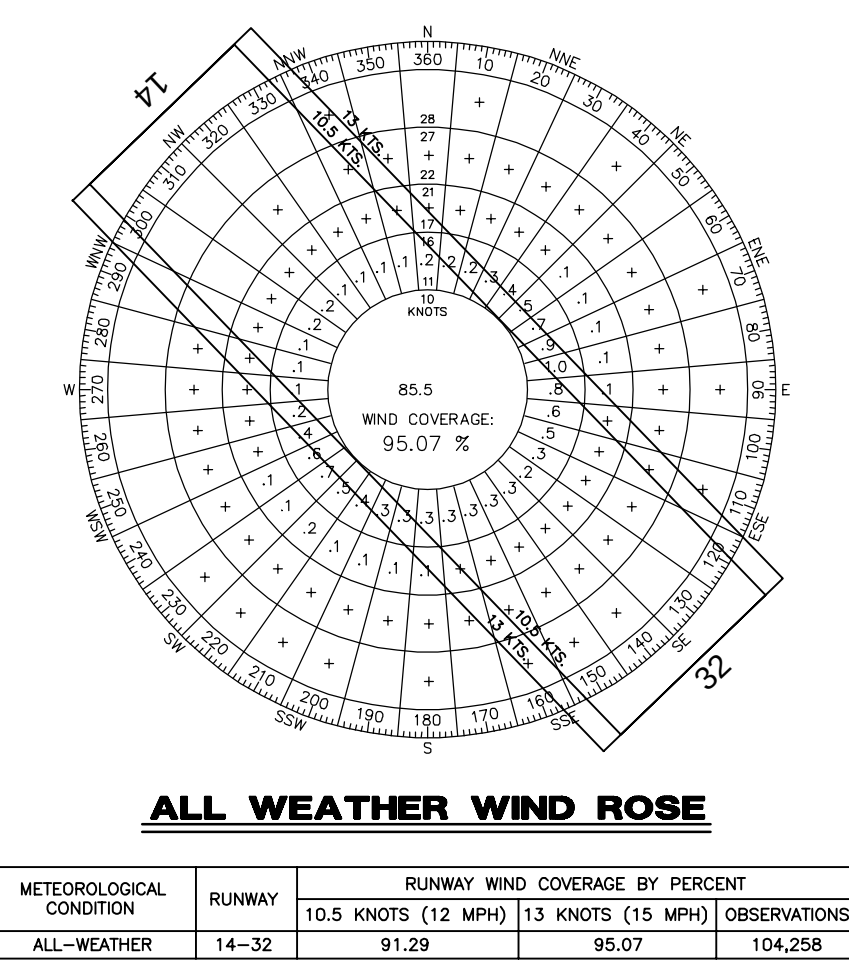
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TITLE: _____



WIND ROSE DEPICTED RELATIVE TO TRUE NORTH (NAVD83) (JANUARY 1, 2015) SURFACE OBSERVATION DATA OBTAINED FOR WEATHER STATION: SOUTHWEST FLORIDA INTERNATIONAL AIRPORT

STATION NO. 722018

RECORD PERIOD: 2007-2016

SOURCE: NOAA, 2018

WIND SPEED OBSERVATION DATA COMPILED BY AECOM, 2018

