

# WAUCHULA MUNICIPAL AIRPORT

## WAUCHULA, FLORIDA AIRPORT LAYOUT PLAN FEBRUARY 2014

### FLORIDA DEPARTMENT OF TRANSPORTATION APPROVAL

FDOT SIGNATURE

DATE

NAME

TITLE

### SPONSOR APPROVAL

#### WAUCHULA MUNICIPAL AIRPORT AUTHORITY

CITY MANAGER

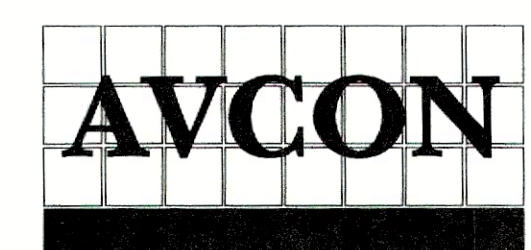
DATE

FAA AIP NO. 3-12-0084-011-2012  
FDOT FM NO. 432649-1  
AVCON PROJECT NO. 2012.052.01

### REVISIONS

| NO. | DATE | DESCRIPTION | SHEETS |
|-----|------|-------------|--------|
|     |      |             |        |
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PREPARED FOR :  
CITY OF WAUCHULA  
126 SOUTH 7th AVENUE  
WAUCHULA, FL 33873  
863.773.3535



AVCON, INC.  
ENGINEERS & PLANNERS  
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CORPORATE CERTIFICATE OF AUTHORIZATION NUMBER: 5057  
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### INDEX OF DRAWINGS

| DWG NO. | TITLE                                               |
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### CITY AND AIRPORT REPRESENTATIVES

#### CITY STAFF

TERRY ATCHLEY, CITY MANAGER  
OLIVIA MINSEW, ASSISTANT CITY MANAGER  
JIM HAY, AIRPORT MANAGER

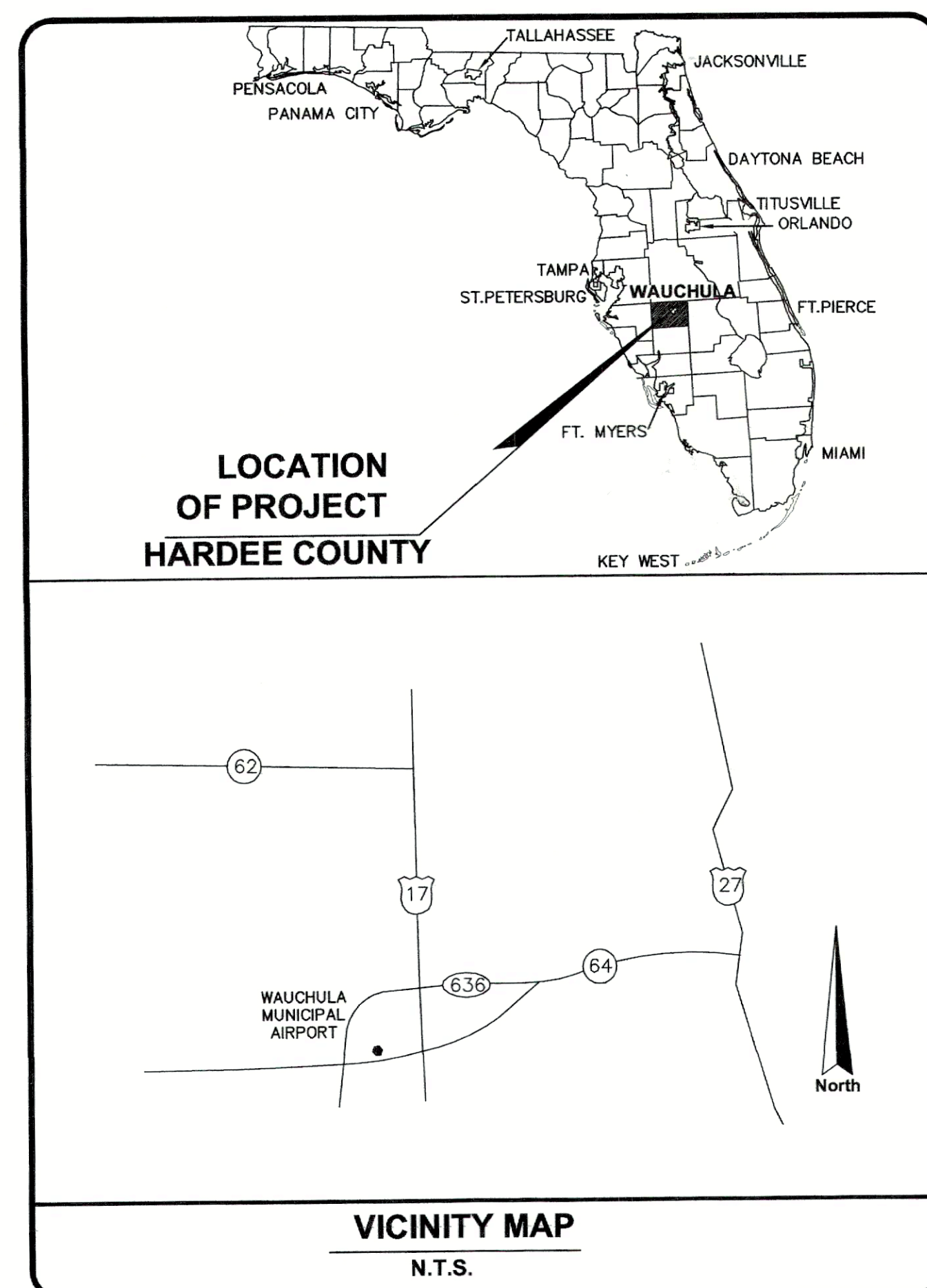
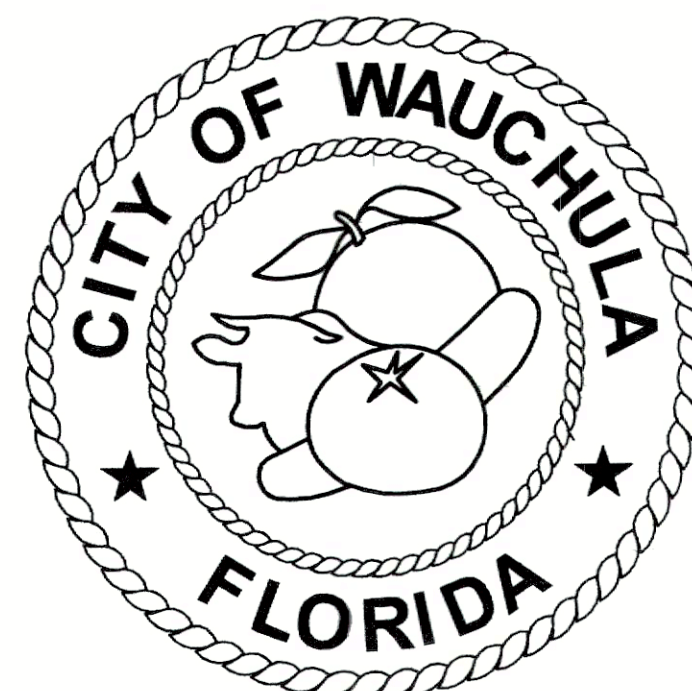
#### AIRPORT AUTHORITY

LAVON COBB, CHAIR  
BILL CREWS  
DALE JOHNSON  
BILL LAMBERT  
COLON LAMBERT  
BILL MULCAY  
JOE SMITH

#### CITY COMMISSION

DISTRICT SEAT 1  
DISTRICT SEAT 2  
DISTRICT SEAT 3  
DISTRICT SEAT 4  
DISTRICT SEAT 5  
DISTRICT SEAT 6  
DISTRICT SEAT 7

NEDA COBB  
RUSSELL GRAYLIN SMITH  
KEITH NADASKAY, JR., MAYOR  
KENNETH LAMBERT  
GARY SMITH  
JOHN FREEMAN, MAYOR PRO-TEM  
DR. PETER PRESTON





RUNWAY DATA TABLE

|                                         | RUNWAY 18-36  |          | RUNWAY 5-23   |
|-----------------------------------------|---------------|----------|---------------|
|                                         | EXISTING      | FUTURE   | FUTURE        |
| AIRCRAFT APPROACH CATEGORY (AAC)        | B             | SAME     | B             |
| AIRCRAFT DESIGN GROUP (ADG)             | II            | SAME     | I             |
| CRITICAL AIRCRAFT                       | KING AIR 200  | SAME     | EMBRAER 121   |
| RUNWAY DESIGN CODE (RDC)                | B-II-VIS      | SAME     | B-I-VIS       |
| RUNWAY REFERENCE CODE (RRC)             | B-II-VIS      | SAME     | B-I-VIS       |
| EFFECTIVE GRADIENT                      | 0.0699%       | 0.144%   | 0.295%        |
| MAXIMUM GRADE CHANGE                    | 0.1%          | 0.3%     | 0.0%          |
| RUNWAY LENGTH                           | 4,005 FT      | 5,200 FT | 3,725 FT      |
| RUNWAY WIDTH                            | 75 FT         | SAME     | 60 FT         |
| RUNWAY SHOULDER WIDTH                   | 10 FT (TURF)  | SAME     | 10 FT (TURF)  |
| MAXIMUM ELEVATION (AMSL)                | 108.0         | SAME     | 108.0         |
| RUNWAY SAFETY AREA WIDTH (RSA)          | 150 FT        | SAME     | 120 FT        |
| RSA LENGTH PRIOR TO LANDING THRESHOLD   | 300 FT        | SAME     | 240 FT        |
| RSA LENGTH BEYOND RUNWAY END            | 300 FT        | SAME     | 240 FT        |
| RUNWAY OBSTACLE FREE ZONE WIDTH (ROFZ)  | 400 FT        | SAME     | 250 FT        |
| ROFZ LENGTH BEYOND RUNWAY END           | 200 FT        | SAME     | 200 FT        |
| RUNWAY OBJECT FREE AREA (ROFA) WIDTH    | 500 FT        | SAME     | 400 FT        |
| ROFA LENGTH BEYOND EACH RUNWAY END      | 300 FT        | SAME     | 240 FT        |
| RUNWAY DEPARTURE SURFACE                | YES           | SAME     | YES           |
| PAVEMENT TYPE                           | ASPHALT       | SAME     | ASPHALT       |
| PAVEMENT MARKINGS/CONDITION             | NON-PREC/GOOD | SAME     | NON-PREC      |
| RUNWAY EDGE LIGHTING                    | MIRL          | SAME     | MIRL          |
| PAVEMENT STRENGTH                       | 30,000 LB SWG | SAME     | 30,000 LB SWG |
| RUNWAY PCN                              | 64            | 100      | 100           |
| RUNWAY CENTERLINE TO HOLD LINE          | 200 FT        | 200 FT   | 200 FT        |
| RUNWAY CENTERLINE TO TAXIWAY            | 240 FT        | SAME     | 225 FT        |
| RUNWAY CENTERLINE TO AIRCRAFT PARKING   | 250 FT        | SAME     | 200 FT        |
| THRESHOLD SITING SURFACE (TSS)          | SLOPE 20:1    | SAME     | SLOPE 20:1    |
| OBSTACLE CLEARANCE SURFACE APPICABILITY | YES           | YES      | YES           |

| AIRPORT DATA                    |                  |                |
|---------------------------------|------------------|----------------|
| DESIGN CRITERIA                 | EXISTING         | FUTURE         |
| AIRPORT ELEVATION (AMSL)        | 109'             |                |
| MEAN MAX TEMP. OF HOTTEST MONTH | 92°F             |                |
| AIRPORT REFERENCE POINT (ARP)   |                  |                |
| LONGITUDE                       | 27°30'53.66" N   | 27°30'30.74" N |
| LATITUDE                        | 81°52'49.67" W   | 81°52'47.06" W |
| AIRPORT REFERENCE CODE (ARC)    | B-II             | B-II           |
| NAVAIDS                         | NDB, GPS         | GPS            |
| NPIAS SERVICE LEVEL             | GA               | GA             |
| AIRPORT PROPERTY                | 216.1 AC         | 620.4 AC       |
| AVIGATION EASEMENTS             | NONE             | NONE           |
| ANNUAL SERVICE VOLUME           | 230,000          | 260,000        |
| MAGNETIC DECLINATION **         | 5° 31' 11" W     |                |
| MAGNETIC RATE OF CHANGE **      | 0° 6' W PER YEAR |                |

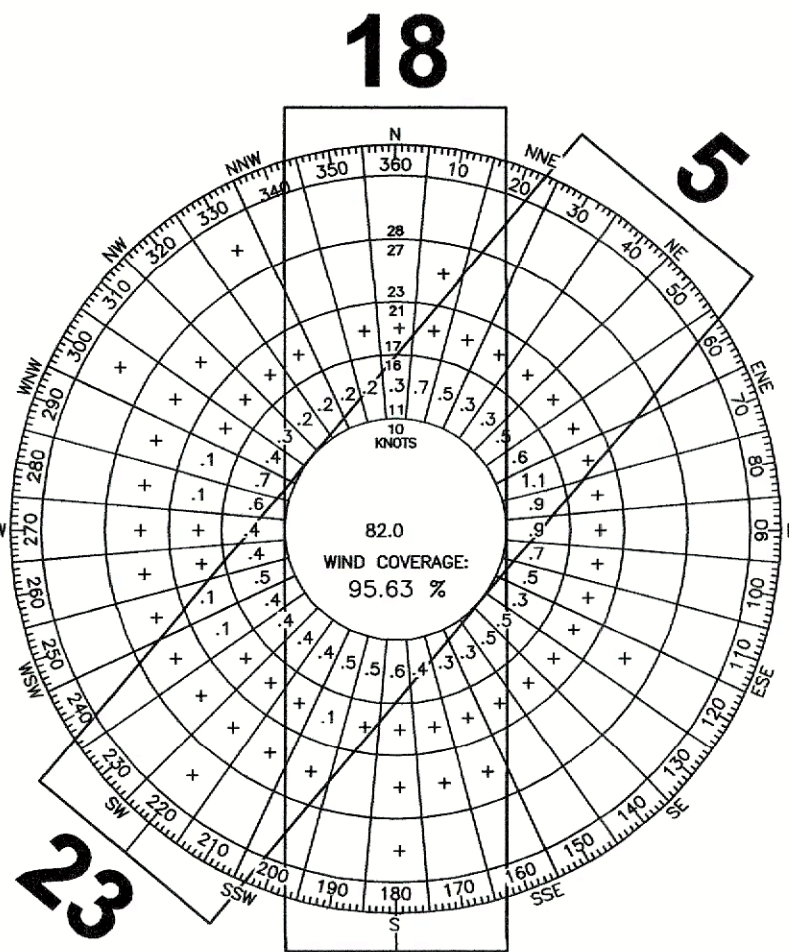
\*\* SOURCE: NGDC/NOAA (2013)

WIND OBSERVATION DATA

SOURCE: NATIONAL CLIMATIC DATA CENTER, INFORMATION SERVICES DIVISION  
STATION: NO. 72212, BARTOW MUNICIPAL AIRPORT, BARTOW, FL  
NO. 72203, PUNTA GORDA AIRPORT, PUNTA GORDA, FL  
AND NO. 72211 SARASOTA-BRADENTON INTERNATIONAL AIRPORT, SARASOTA, FL  
PERIOD: JAN. 2000 - DEC. 2009

COORDINATES DATA

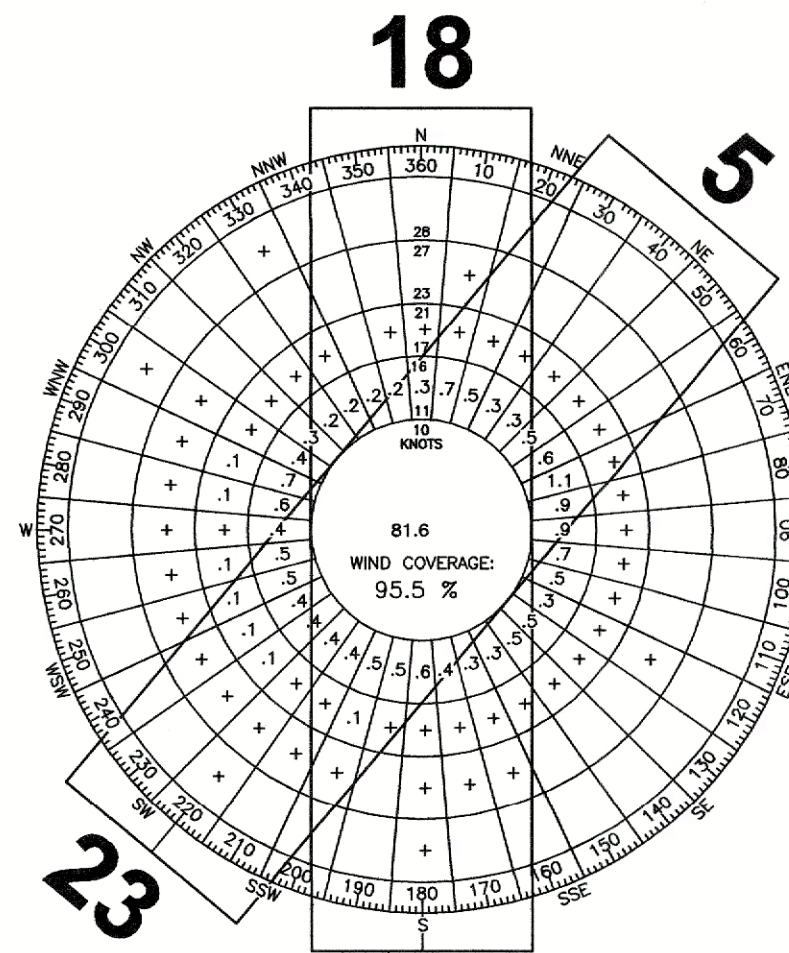
- THE COORDINATE SYSTEM AND PROJECTION FOR AUTOCAD AND GIS FILES IS FLORIDA STATE PLANE WEST (ZONE 0902), TRANSVERSE MERCATOR, UNITS IN U.S. FEET.
- ALL GEOGRAPHIC COORDINATES ARE NAD 83, U.S. FEET.
- VERTICAL DATA ARE NAVD 88(91) GENERAL CORRECTION, AMSL, U.S. FEET.



36

ALL WEATHER WIND COVERAGE BY RUNWAY (%)

| RUNWAY | 10.5 KNOT (12 MPH) | 13 KNOT (15 MPH) |
|--------|--------------------|------------------|
| 18-36  | 90.45              | 95.76            |
| 5-23   | 93.09              | 96.7             |
| TOTAL  | 95.63              | 99.62            |



36

VFR WIND COVERAGE BY RUNWAY (%)

| RUNWAY | 10.5 KNOT (12 MPH) | 13 KNOT (15 MPH) |
|--------|--------------------|------------------|
| 18-36  | 90.15              | 94.81            |
| 5-23   | 92.94              | 96.64            |
| TOTAL  | 95.5               | 98.4             |

|                                               |
|-----------------------------------------------|
| TAXIWAY LIGHTING                              |
| TAXIWAY WIDTH                                 |
| TAXIWAY SHOULDER WIDTH                        |
| TAXIWAY EDGE SAFETY MARGIN                    |
| TAXIWAY SAFETY AREA WIDTH                     |
| TAXIWAY OBJECT FREE AREA WIDTH                |
| TAXILANE OBJECT FREE AREA WIDTH               |
| RADIUS OF TAXIWAY TURN CENTERLINE 90°         |
| TAXIWAY DESIGN GROUP                          |
| TAXIWAY CENTERLINE TO FIXED OR MOVABLE OBJECT |

| RUNWAY 18-36 |        | RUNWAY 5-23  |
|--------------|--------|--------------|
| EXISTING     | FUTURE | FUTURE       |
| MITL         | SAME   | MITL         |
| 35 FT        | SAME   | 25 FT        |
| 10 FT (TURF) | SAME   | 10 FT (TURF) |
| 7.5 FT       | SAME   | 5 FT         |
| 79 FT        | SAME   | 49 FT        |
| 131 FT       | SAME   | 89 FT        |
| 115 FT       | SAME   | 79 FT        |
| 75 FT        | 30 FT  | 25 FT        |
| 2            | 2      | 1            |
| 65.5 FT      | SAME   | 44.5 FT      |

| DECLARED DISTANCES TABLE                   |                 |                           |              |
|--------------------------------------------|-----------------|---------------------------|--------------|
|                                            | EXISTING        | FUTURE                    |              |
| RUNWAY 18                                  |                 |                           |              |
| TAKE OFF RUN AVAILABLE (TORA)              |                 |                           |              |
| TAKE OFF DISTANCE AVAILABLE (TODA)         |                 |                           |              |
| ACCELERATED STOP DISTANCE AVAILABLE (ASDA) |                 |                           |              |
| LANDING DISTANCE AVAILABLE (LDA)           |                 |                           |              |
| RUNWAY 36                                  |                 |                           |              |
| TAKE OFF RUN AVAILABLE (TORA)              |                 |                           |              |
| TAKE OFF DISTANCE AVAILABLE (TODA)         |                 |                           |              |
| ACCELERATED STOP DISTANCE AVAILABLE (ASDA) |                 |                           |              |
| LANDING DISTANCE AVAILABLE (LDA)           |                 |                           |              |
| MODIFICATION TO FAA DESIGN STANDARDS       |                 |                           |              |
| DESCRIPTION                                | DESIGN STANDARD | AERONAUTICAL STUDY NUMBER | FAA APPROVAL |
|                                            |                 |                           |              |
|                                            |                 |                           |              |
|                                            |                 |                           |              |
|                                            |                 |                           |              |

|                              |
|------------------------------|
| RUNWAY END ELEVATION         |
| TOUCHDOWN ZONE ELEVATION     |
| LATITUDE                     |
| LONGITUDE                    |
| NORTHING                     |
| EASTING                      |
| TRUE BEARING                 |
| MAGNETIC BEARING (2013)      |
| APPROACH CATEGORY            |
| APPROACH VISIBILITY MINIMUMS |
| SURVEY REQUIRED FOR MINIMUM  |
| NAVIGATIONAL AIDS            |
| VISUAL AIDS                  |
| FAR PART 77 APPROACH SLOPE   |
| RUNWAY END DESIGNATION       |

\* CHANGE DUE TO MAGNETIC DECLINATION (2013)

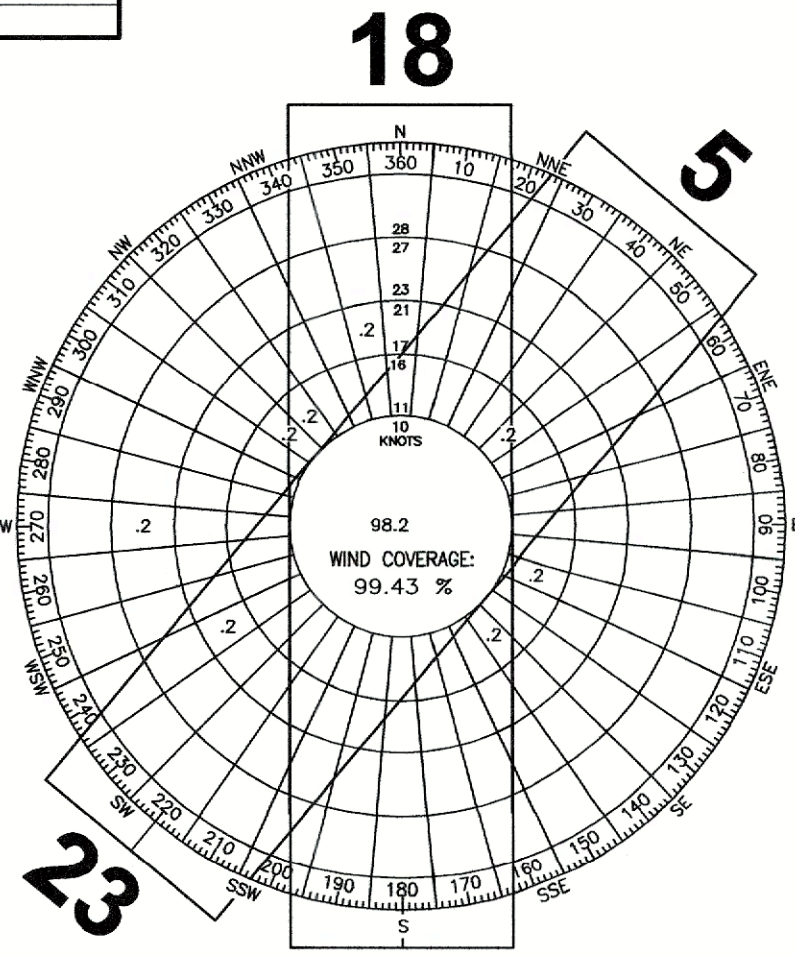
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|------------------------------------|
| RUNWAY PROTECTION ZONE LENGTH      |
| RUNWAY PROTECTION ZONE INNER WIDTH |
| RUNWAY PROTECTION ZONE OUTER WIDTH |
| RUNWAY PROTECTION ZONE AREA        |

| RUNWAY 18       |           | RUNWAY 36       |                |
|-----------------|-----------|-----------------|----------------|
| EXISTING 18     | FUTURE 19 | EXISTING 36     | FUTURE 1       |
| 100.5'          | SAME      | 103.3'          | 108.0'         |
| 102.6'          | SAME      | 103.3'          | 108.8'         |
| 27°31'13.49" N  | SAME      | 27°30'33.83" N  | 27°30'22.03" N |
| 81°52'49.69" W  | SAME      | 81°52'49.64" W  | 81°52'49.61" W |
| 1158373.298     | SAME      | 1154369.375     | 1153174.380    |
| 694908.793      | SAME      | 694917.154      | 694919.650     |
| 179°56'08.12"   | SAME      | 359°56'08.12"   | SAME           |
| 185°27'19.12"   | SAME      | 5°27'19.12"     | SAME           |
| NON-PRECISION   | SAME      | NON-PRECISION   | SAME           |
| 1 MILE          | SAME      | 1 MILE          | SAME           |
| NON-VERT GUIDED | SAME      | NON-VERT GUIDED | SAME           |
| GPS             | SAME      | NDB, GPS        | GPS            |
| PAPI            | SAME      | PAPI            | SAME           |
| 34:1            | SAME      | 34:1            | SAME           |
| 18              | 19*       | 36              | 1*             |

|          |      |          |      |
|----------|------|----------|------|
| 1,000 FT | SAME | 1,000 FT | SAME |
| 500 FT   | SAME | 500 FT   | SAME |
| 700 FT   | SAME | 700 FT   | SAME |
| 13.77 AC | SAME | 13.77 AC | SAME |

| RUNWAY 5        | RUNWAY 23       |
|-----------------|-----------------|
| FUTURE          | FUTURE          |
| 96.0'           | 107.0'          |
| 104.8'          | 107.0'          |
| 27°29'53.43" N  | 27°30'20.48" N  |
| 81°52'57.53" W  | 81°52'29.40" W  |
| 1150285.454     | 1153019.888     |
| 694209.636      | 696739.161      |
| 42°46'14.82"    | 222°46'14.82"   |
| 47°45'25.82"    | 227°45'25.82"   |
| NON-PRECISION   | NON-PRECISION   |
| 1 MILE          | 1 MILE          |
| NON-VERT GUIDED | NON-VERT GUIDED |
| GPS             | GPS             |
| PAPI            | PAPI            |
| 34:1            | 34:1            |
| 5               | 23              |

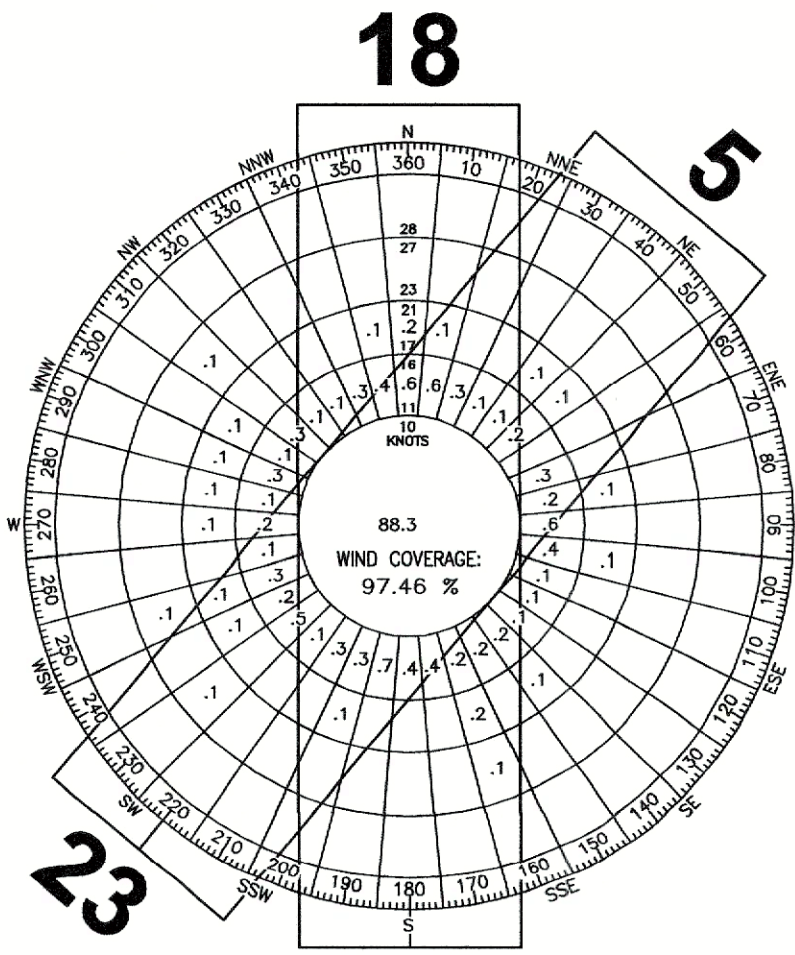
|          |          |
|----------|----------|
| 1,000 FT | 1,000 FT |
| 500 FT   | 500 FT   |
| 700 FT   | 700 FT   |
| 13.77 AC | 13.77 AC |



36

IFR LESS THAN 0.5 MILES COVERAGE BY RUNWAY (%)

| RUNWAY | 10.5 KNOT (12 MPH) | 13 KNOT (15 MPH) |
|--------|--------------------|------------------|
| 18-36  | 99.0               | 99.44            |
| 5-23   | 98.7               | 99.06            |
| TOTAL  | 99.43              | 99.67            |



36

IFR GREATER THAN 0.5 MILES COVERAGE BY RUNWAY (%)

| RUNWAY | 10.5 KNOT (12 MPH) | 13 KNOT (15 MPH) |
|--------|--------------------|------------------|
| 18-36  | 93.71              | 96.28            |
| 5-23   | 95.11              | 97.49            |
| TOTAL  | 97.46              | 98.9             |



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WAUCHULA MUNICIPAL  
AIRPORT

WAUCHULA, FLORIDA

AIRPORT MASTER  
PLAN UPDATE

DATA SHEET

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DESIGNED BY: MGS  
DRAWN BY: JEA  
CHECKED BY: CTS  
APPROVED BY: SS  
DATE: FEBRUARY 2014

FAA AIP NO. 3-12-0084-011-2012  
FDOT FM NO. 432649-1  
AVCON PROJECT NO. 2012.052.01  
CADD FILENAME 1205201002DATA

DRAWING

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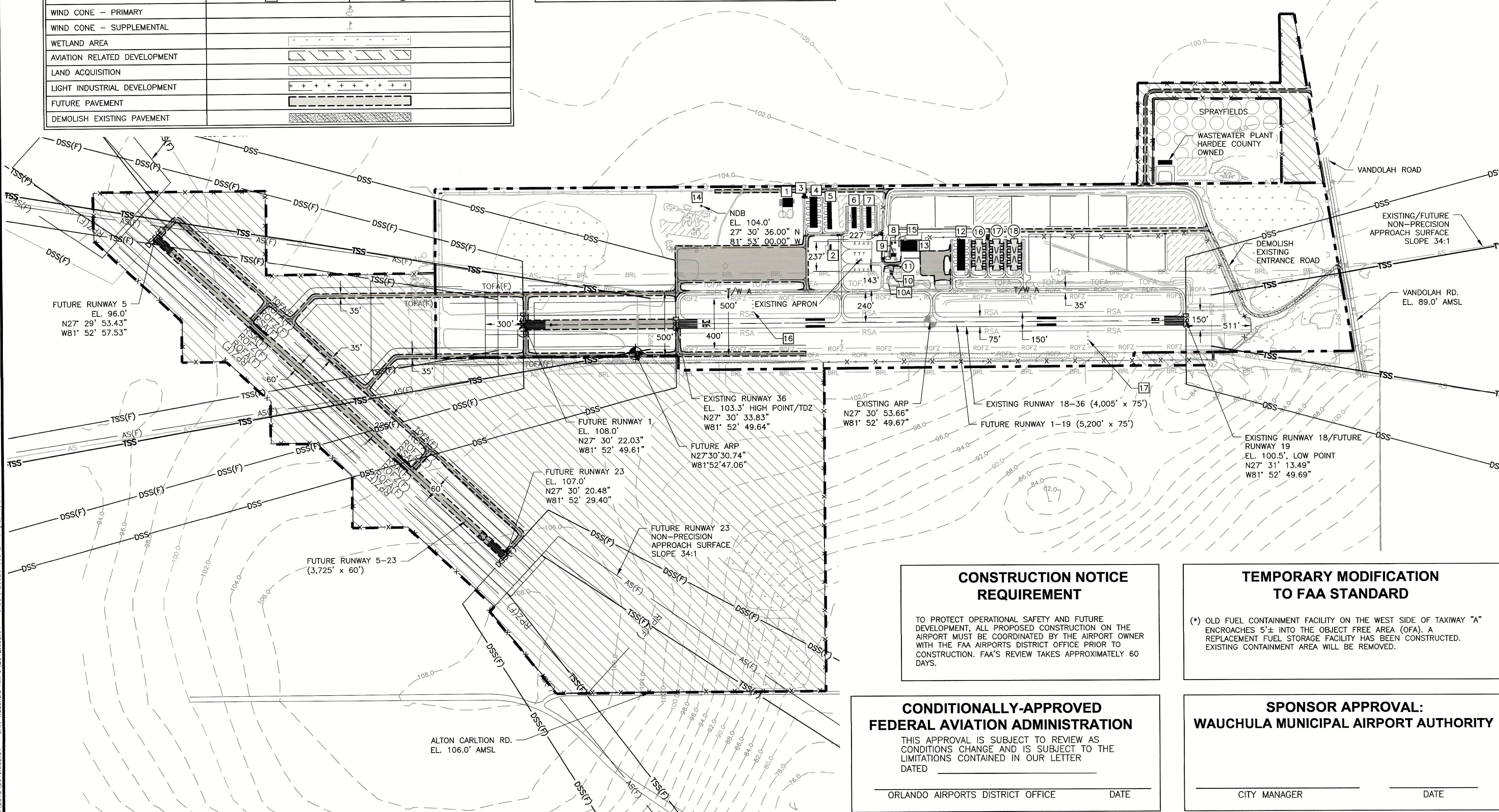
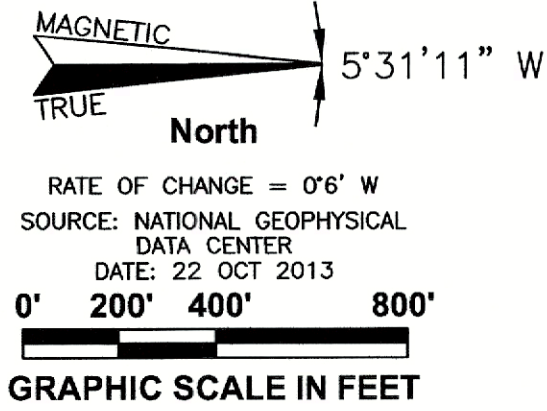
| LEGEND                          |                             |                             |
|---------------------------------|-----------------------------|-----------------------------|
| DESIGN CRITERIA                 | EXISTING                    | FUTURE                      |
| AIRPORT PROPERTY BOUNDARY       | ---                         | ---                         |
| PAVEMENT EDGE                   | ---                         | ---                         |
| RUNWAY OBJECT FREE AREA (OFA)   | --- ROFA --- ROFA ---       | --- ROFA(F) ---             |
| RUNWAY OBSTACLE FREE ZONE (OFZ) | --- ROFZ --- ROFZ ---       | --- ROFZ(F) ---             |
| RUNWAY PROTECTION ZONE (RPZ)    | --- RPZ --- RPZ ---         | --- RPZ(F) ---              |
| RUNWAY SAFETY AREA (RSA)        | --- RSA ---                 | --- RSA(F) ---              |
| BUILDING RESTRICTION LINE       | --- BRL ---                 | --- BRL ---                 |
| THRESHOLD SITING SURFACE        | --- TSS ---                 | --- TSS ---                 |
| DEPARTURE SITING SURFACE        | --- DSS ---                 | --- DSS ---                 |
| APPROACH SURFACE                | --- AS ---                  | --- AS(F) ---               |
| TAXIWAY OBJECT FREE AREA        | --- TOFA --- TOFA ---       | --- TOFA(F) ---             |
| FENCE                           | --- X --- X --- X --- X --- | --- X --- X --- X --- X --- |
| TREELINE/BRUSH BOUNDARY         | ---                         | ---                         |
| AIRPORT REFERENCE POINT (ARP)   | +                           | +                           |
| STORMWATER POND                 | ---                         | ---                         |
| BUILDING/HANGAR/STRUCTURE       | ---                         | ---                         |
| BUILDING NUMBERING              | 1                           | 14                          |
| WIND CONE - PRIMARY             | ---                         | ---                         |
| WIND CONE - SUPPLEMENTAL        | ---                         | ---                         |
| WETLAND AREA                    | ---                         | ---                         |
| AVIATION RELATED DEVELOPMENT    | ---                         | ---                         |
| LAND ACQUISITION                | ---                         | ---                         |
| LIGHT INDUSTRIAL DEVELOPMENT    | ---                         | ---                         |
| FUTURE PAVEMENT                 | ---                         | ---                         |
| DEMOLISH EXISTING PAVEMENT      | ---                         | ---                         |

| BUILDING INVENTORY     |          |               |
|------------------------|----------|---------------|
| DESCRIPTION            | EXISTING | FUTURE        |
| BULK HANGAR            | 1        | SAME          |
| AIRPORT OFFICE         | 2        | SAME          |
| PORTABLE HANGAR        | 3        | SAME          |
| T-HANGAR BLDG. D       | 4        | SAME          |
| T-HANGAR BLDG. C       | 5        | SAME          |
| T-HANGAR BLDG. B       | 6        | SAME          |
| T-HANGAR BLDG. A       | 7        | SAME          |
| ELECTRICAL VAULT       | 8        | SAME          |
| PILOT LOUNGE           | 9        | SAME          |
| FUEL TANK (AVGAS)      | 10       | SAME          |
| OLD FUEL CONTAINMENT   | 10A      | TO BE REMOVED |
| T-HANGAR BLDG. E       | 12       | SAME          |
| CONVENTIONAL HANGAR    | 13       | SAME          |
| NON-DIRECTIONAL BEACON | 14       | SAME          |
| ROTATING BEACON        | 15       | SAME          |
| PAPI-4                 | 16       | SAME          |
| PAPI-4                 | 17       | SAME          |

| BUILDING INVENTORY |          |         |
|--------------------|----------|---------|
| DESCRIPTION        | EXISTING | FUTURE  |
| FUEL TANK (JET-A)  | ---      | 11      |
| T-HANGARS          | ---      | 16 - 18 |

NOTES:

- THE BRL WAS DETERMINED BY SELECTING THE MOST STRINGENT SURFACE OF A TOFA, ROFA, RVZ AND PART 77 SURFACE FOR A 20 FT BUILDING.
- ALL COORDINATES GIVEN IN NAD 83 AND ELEVATIONS IN NAVD 88.
- THE PROPOSED LAYOUT OF THE LIGHT INDUSTRIAL PARK AND AVIATION RELATED FACILITIES ALONG THE CROSSWIND RUNWAY 5-23, EXCEEDS THE FACILITY REQUIREMENTS SET FORTH IN THE AIRPORT MASTER PLAN. THE CONSTRUCTION TIME FRAME AND THE EXACT LOCATION OF THESE FACILITIES RELY ON THE FUTURE AVIATION ACTIVITY AND ECONOMIC GROWTH OF THE AIRPORT.
- REFER TO SHEET 2, DATA SHEET, FOR RUNWAY TRUE BEARING.



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.

CONDITIONALLY-APPROVED  
FEDERAL AVIATION ADMINISTRATION

THIS APPROVAL IS SUBJECT TO REVIEW AS CONDITIONS CHANGE AND IS SUBJECT TO THE LIMITATIONS CONTAINED IN OUR LETTER DATED \_\_\_\_\_

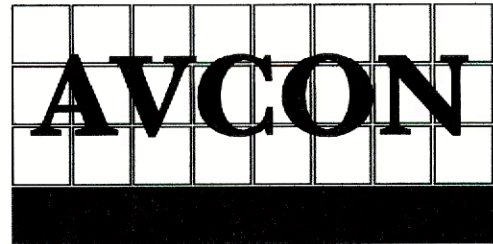
ORLANDO AIRPORTS DISTRICT OFFICE DATE

TEMPORARY MODIFICATION  
TO FAA STANDARD

(\*) OLD FUEL CONTAINMENT FACILITY ON THE WEST SIDE OF TAXIWAY "A" ENCROACHES 5'-E INTO THE OBJECT FREE AREA (OFA). A REPLACEMENT FUEL STORAGE FACILITY HAS BEEN CONSTRUCTED. EXISTING CONTAINMENT AREA WILL BE REMOVED.

SPONSOR APPROVAL:  
WAUCHULA MUNICIPAL AIRPORT AUTHORITY

CITY MANAGER DATE



AVCON, INC.  
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WAUCHULA MUNICIPAL  
AIRPORT

WAUCHULA, FLORIDA

AIRPORT MASTER  
PLAN UPDATE

AIRPORT LAYOUT  
PLAN

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DESIGNED BY: MGS  
DRAWN BY: JEA  
CHECKED BY: CTS  
APPROVED BY: SS  
DATE: FEBRUARY 2014

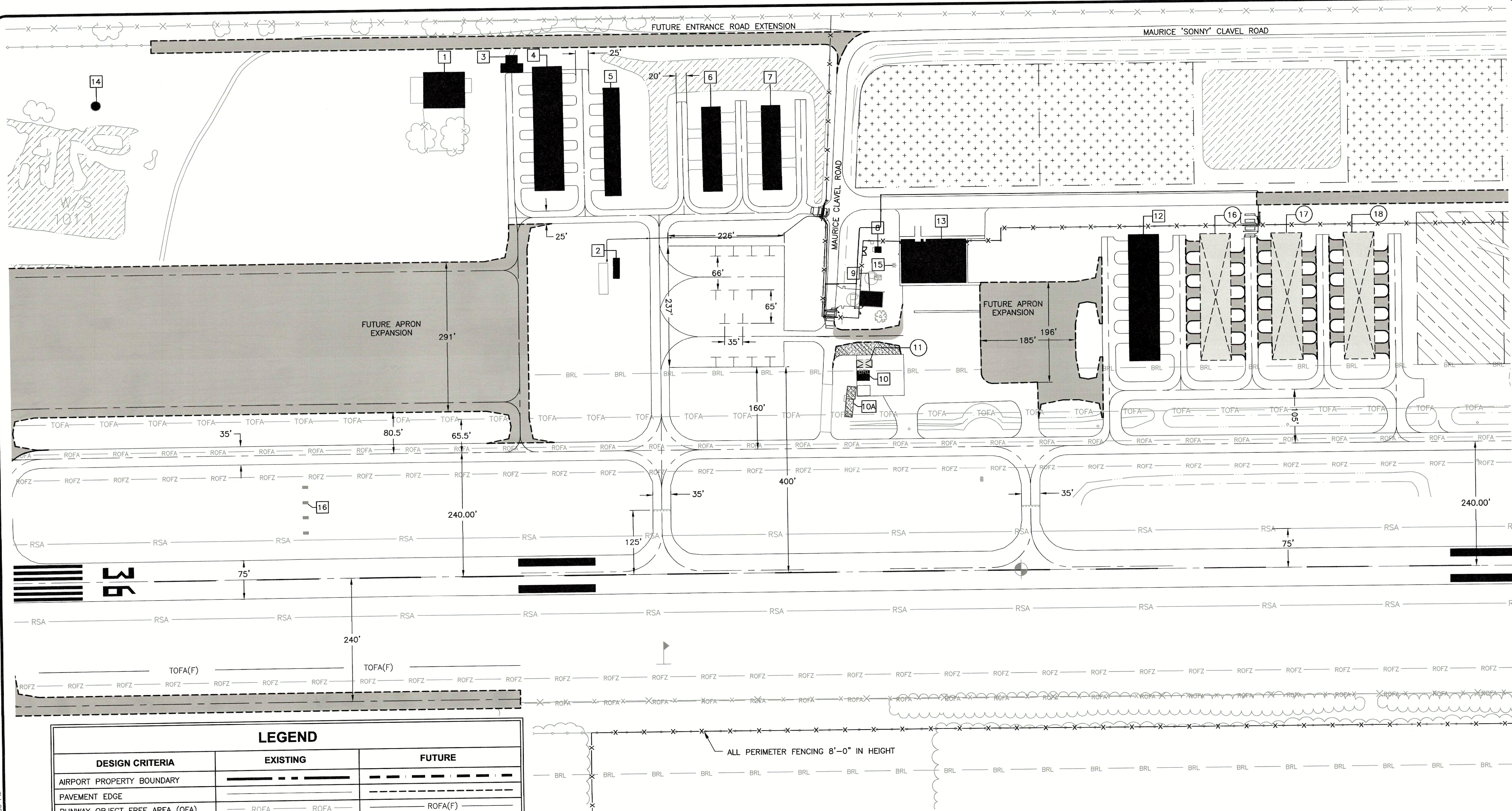
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CADD FILENAME 1205201003ALPN

DRAWING

3



XREFS: x1205201b.dwg, x1205201leg.dwg, x1205201base.dwg, x1205201futurebase.dwg  
VA 2012.052.01 - CHN Wauchula AMP 2012.052.01 - CADD 1205201004TAPN.dwg 2/17/2010 12:00 PM

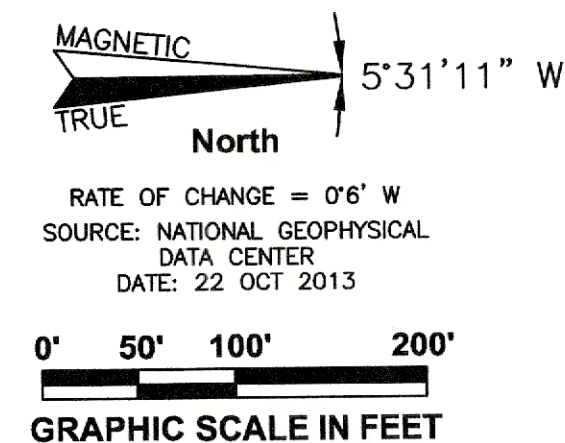


| LEGEND                          |              |                 |
|---------------------------------|--------------|-----------------|
| DESIGN CRITERIA                 | EXISTING     | FUTURE          |
| AIRPORT PROPERTY BOUNDARY       | ---          | ---             |
| PAVEMENT EDGE                   | ---          | ---             |
| RUNWAY OBJECT FREE AREA (OFA)   | --- ROFA --- | --- ROFA(F) --- |
| RUNWAY OBSTACLE FREE ZONE (OFZ) | --- ROFZ --- | --- ROFZ(F) --- |
| RUNWAY PROTECTION ZONE (RPZ)    | --- RPZ ---  | --- RPZ(F) ---  |
| RUNWAY SAFETY AREA (RSA)        | --- RSA ---  | --- RSA(F) ---  |
| BUILDING RESTRICTION LINE       | --- BRL ---  | --- BRL ---     |
| THRESHOLD SITING SURFACE        | --- TSS ---  |                 |
| DEPARTURE SITING SURFACE        | --- DSS ---  |                 |
| APPROACH SURFACE                | --- AS ---   | --- AS(F) ---   |
| TAXIWAY OBJECT FREE AREA        | --- TOFA --- | --- TOFA(F) --- |
| FENCE                           | --- X ---    | --- X ---       |
| TREELINE/BRUSH BOUNDARY         | ---          | ---             |
| AIRPORT REFERENCE POINT (ARP)   | +            | +               |
| STORMWATER POND                 | ---          | ---             |
| BUILDING/HANGAR/STRUCTURE       | ---          | ---             |
| BUILDING NUMBERING              | 1            | 14              |
| WIND CONE - PRIMARY             | ---          | ---             |
| WIND CONE - SUPPLEMENTAL        | ---          | ---             |
| WETLAND AREA                    | ---          | ---             |
| AVIATION RELATED DEVELOPMENT    | ---          | ---             |
| LAND ACQUISITION                | ---          | ---             |
| LIGHT INDUSTRIAL DEVELOPMENT    | ---          | ---             |
| FUTURE PAVEMENT                 | ---          | ---             |
| DEMOLISH EXISTING PAVEMENT      | ---          | ---             |

| EXISTING FACILITY INFORMATION |                              |                   |               |
|-------------------------------|------------------------------|-------------------|---------------|
| FACILITY NUMBER               | BUILDING DESCRIPTION         | TOP ELEVATION (*) | COMMENTS      |
| 1                             | CONVENTIONAL HANGAR          | 130               | TO REMAIN     |
| 2                             | TRAILER/OFFICE               | 115               | TO REMAIN     |
| 3                             | PORTABLE HANGAR              | 120               | TO REMAIN     |
| 4                             | T-HANGARS BLDG. D            | 125               | TO REMAIN     |
| 5                             | T-HANGARS BLDG. C            | 125               | TO REMAIN     |
| 6                             | T-HANGARS BLDG. B            | 125               | TO REMAIN     |
| 7                             | T-HANGARS BLDG. A            | 125               | TO REMAIN     |
| 8                             | ELECTRICAL VAULT             | 115               | TO REMAIN     |
| 9                             | PILOT LOUNGE                 | 115               | TO REMAIN     |
| 10                            | FUEL TANK (AVGAS)            | 115               | TO REMAIN     |
| 10A                           | OLD FUEL CONTAINMENT         | 113               | TO BE REMOVED |
| 12                            | T-HANGAR BLDG. E             | 125               | NONE          |
| 13                            | CONVENTIONAL HANGAR          |                   | TO REMAIN     |
| 14                            | NON-DIRECTIONAL RADIO BEACON |                   | TO REMAIN     |
| 15                            | ROTATING BEACON              |                   | TO REMAIN     |
| 16                            | PAPI-4                       | 2                 | TO REMAIN     |
| 17                            | PAPI-4                       | 2                 | TO REMAIN     |

| FUTURE FACILITY INFORMATION |                                |                   |          |
|-----------------------------|--------------------------------|-------------------|----------|
| FACILITY NUMBER             | BUILDING DESCRIPTION           | TOP ELEVATION (*) | COMMENTS |
| 11                          | FUTURE JET-A TANK (12,000 GAL) | 115               | NONE     |
| 16-18                       | FUTURE HANGARS                 | 125               | NONE     |

NOTES: (\*) EXISTING ELEVATIONS OF EXISTING AND FUTURE STRUCTURES WERE ESTIMATED, (UNITS IN FT AMSL)  
(\*\*) REFER TO SHEET 3 FOR DEFINITION OF BRL



WAUCHULA MUNICIPAL  
AIRPORT  
WAUCHULA, FLORIDA

AIRPORT MASTER  
PLAN UPDATE

TERMINAL AREA  
PLAN

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DESIGNED BY: MGS  
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CHECKED BY: CTS  
APPROVED BY: SS  
DATE: FEBRUARY 2014

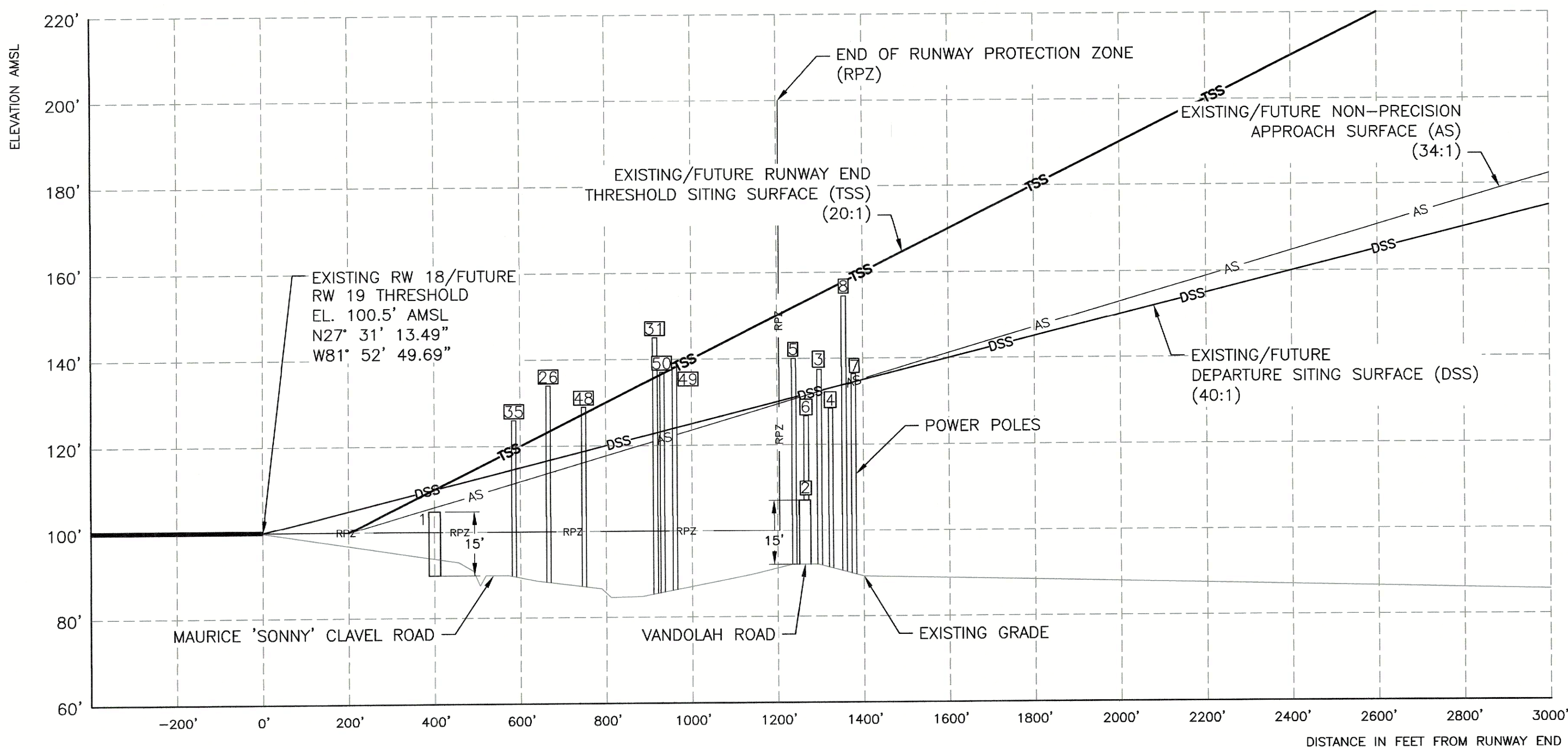
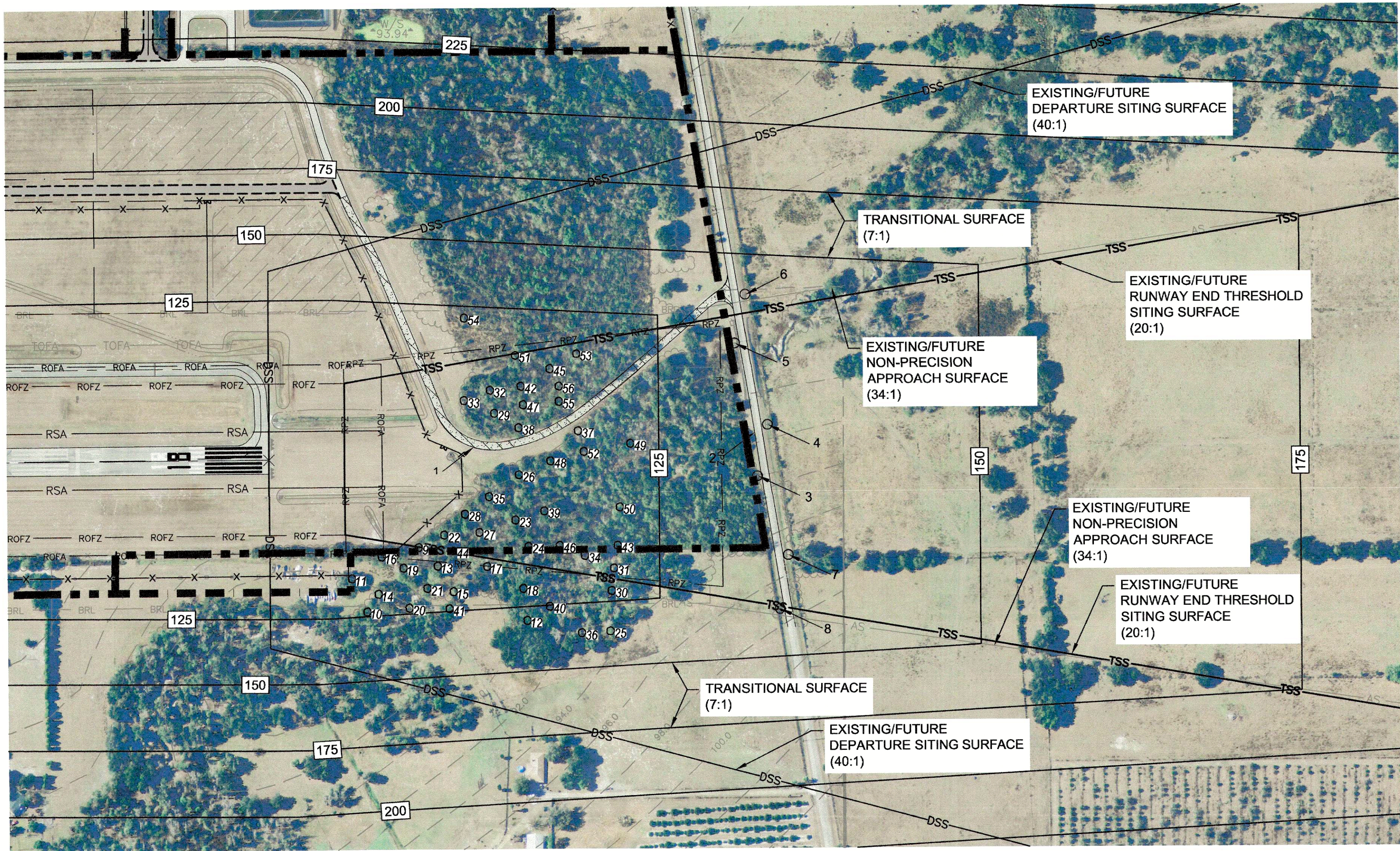
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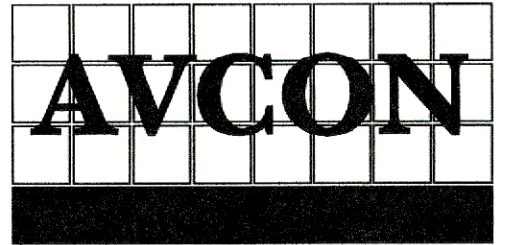
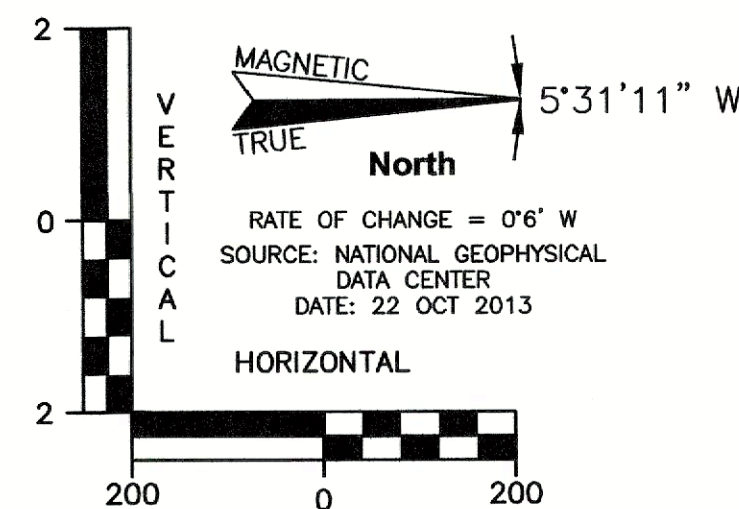


OBSTRUCTION DATA TABLE

Table with 8 columns: ID, DESCRIPTION, LATITUDE, LONGITUDE, OBSTRUCTION ELEVATION (FT, AMSL), PART 77 APPROACH ELEVATION (FT, AMSL), PENETRATION, DISPOSITION. Contains 56 rows of obstruction data.

NOTES:

- 1. TREES PENETRATING THE APPROACH SURFACE (AS) WILL BE TRIMMED OR REMOVED.
2. (\*) THIS ELEVATION IS BASED ON THE EXISTING GROUND ELEV. PLUS 15 FEET PER FAA PART 77 REQUIREMENTS FOR PUBLIC ROADWAYS.
3. (\*\*) PART 77 AND TOP ELEVATIONS ARE EXPRESSED IN FEET ABOVE MEAN SEA LEVEL.
4. APPROACH SURFACE DIMENSIONS = 500'W X 3500'W X 10,000'L.
5. NOT ALL OBSTRUCTIONS ARE SHOWN IN PROFILE VIEW FOR CLARITY.



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AIRPORT MASTER
PLAN UPDATE

RUNWAY 18 INNER
APPROACH PLAN

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Table with 4 columns: NO., DATE, BY, DESCRIPTION. Contains revision entries.

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FAA AIP NO. 3-12-0084-011-2012
FDOT FM NO. 432649-1
AVCON PROJECT NO. 2012.052.01
CADD FILENAME 1205201006A018

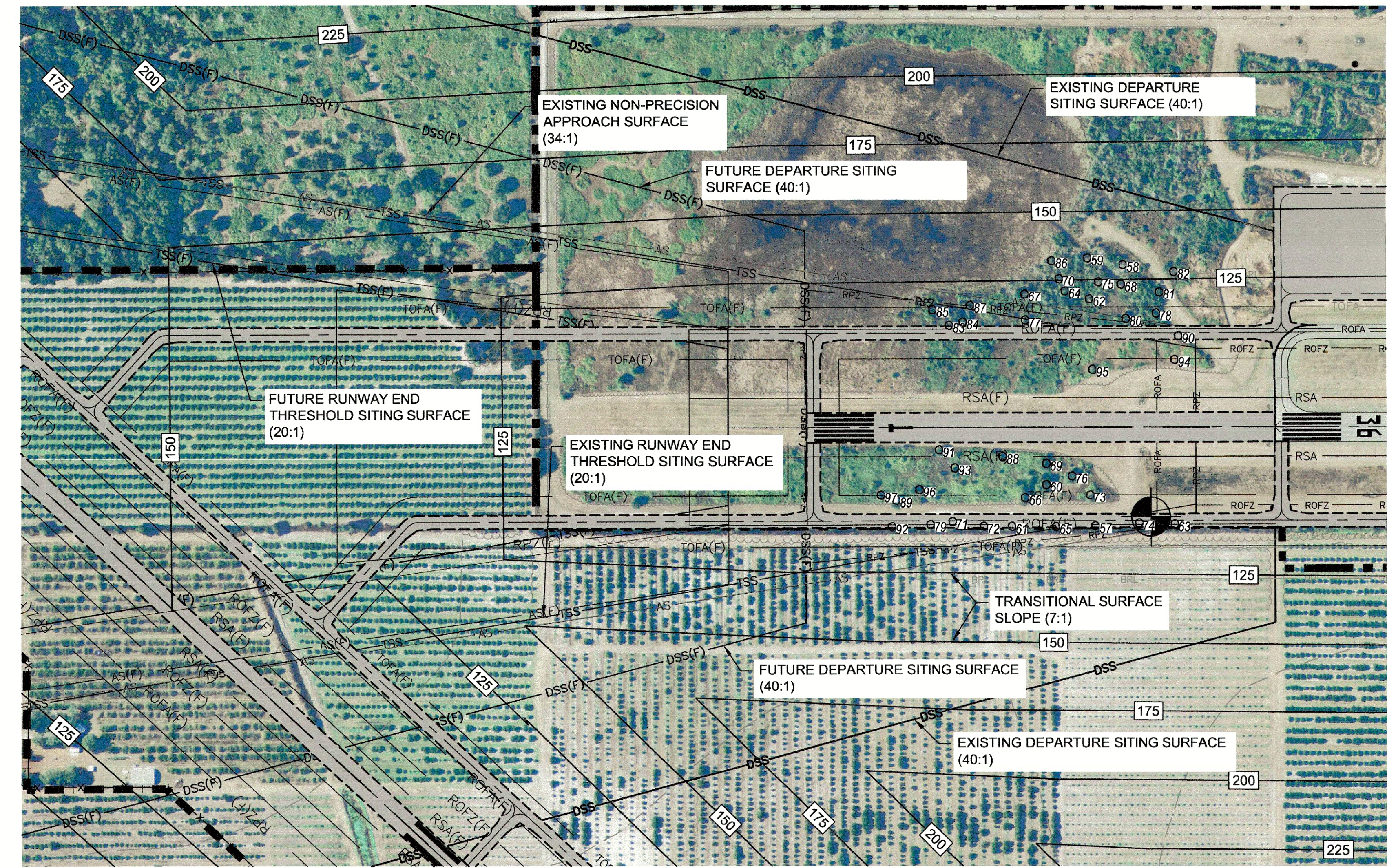
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**NOTES:**

1. TREES PENETRATING THE APPROACH SURFACE (AS) WILL BE TRIMMED OR REMOVED.
2. (\*) THIS ELEVATION IS BASED ON THE EXISTING GROUND ELEV. PLUS 15 FEET PER FAA PART 77 REQUIREMENTS FOR PUBLIC ROADWAYS.
3. (\*\*) PART 77 AND TOP ELEVATIONS ARE EXPRESSED IN FEET ABOVE MEAN SEA LEVEL.
4. APPROACH SURFACE DIMENSIONS = 500'W X 3500'W X 10,000'L.
5. NOT ALL OBSTRUCTIONS ARE SHOWN IN PROFILE VIEW FOR CLARITY.



This profile view illustrates the vertical alignment of the Runway 36 approach. The horizontal axis represents the distance from the runway end in feet, ranging from 3200' to 0'. The vertical axis represents the elevation in feet above mean sea level (AMSL), ranging from 60' to 220'. The diagram shows the existing runway end threshold at 103.3' AMSL and the future runway end threshold at 108.0' AMSL. It also depicts the existing and future departure and approach surfaces, as well as the runway protection zones (RPZ) and the fill required for the future runway extension.

**Key Features and Labels:**

- Runway 36 Threshold:** EL. 103.3' AMSL, N27° 30' 33.83", W81° 52' 49.64"
- Future Runway 1 Threshold:** EL. 108.0' AMSL (EST.), N27° 30' 22.03", W81° 52' 49.61"
- Existing Runway End Threshold Siting Surface (TSS):** (20:1)
- Future Runway End Threshold Siting Surface (TSS(F)):** (20:1)
- Existing Departure Siting Surface (DSS):** (40:1)
- Future Departure Siting Surface (DSS(F)):** (40:1)
- Existing Non-Precision Approach Surface (AS):** (34:1)
- Future Non-Precision Approach Surface (AS(F)):** (34:1)
- Runway Protection Zone (RPZ):** Shaded area at the end of the runway.
- Fill Required for Future Runway Extension:** Indicated by a cross-hatched area.
- Future Runway Extension:** Indicated by a dashed line.



# AIRPORT MASTER PLAN UPDATE

## RUNWAY 36 INNER APPROACH PLAN

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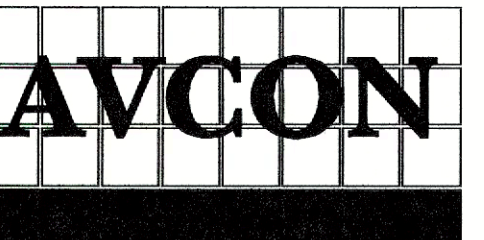
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CHECKED BY: CTS  
APPROVED BY: SS  
DATE: FEBRUARY 2014

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| FAA AIP NO.       | 3-12-0084-011-2012 |
| FDOT FM NO.       | 432649-7           |
| AVCON PROJECT NO. | 2012.052.0         |
| CADD FILENAME     | 1205201007A036     |

## DRAWING

7



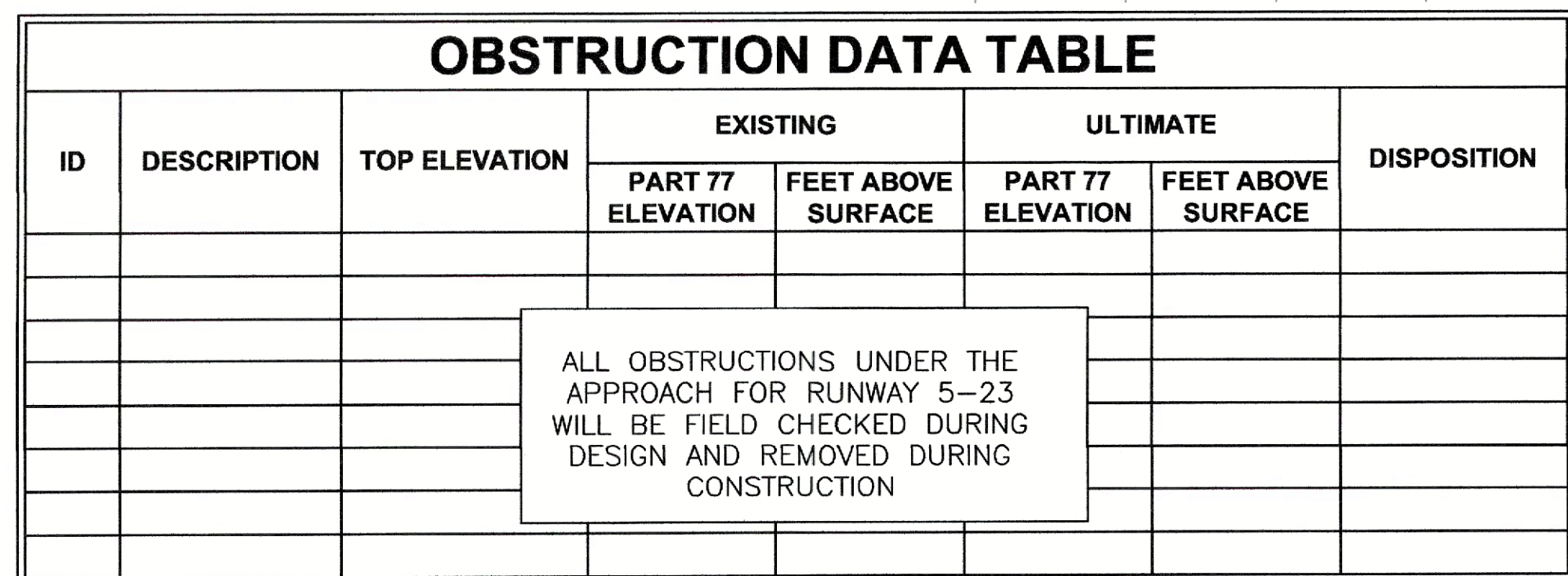


## RUNWAY 5 INNER APPROACH PLAN

|                   |                    |
|-------------------|--------------------|
| FAA AIP NO.       | 3-12-0084-011-2012 |
| FDOT FM NO.       | 432649-            |
| AVCON PROJECT NO. | 2012.052.0         |
| CADD FILENAME     | 1205201008A00      |

8

SHEET NO. 8 OF 12



1. (\*\*) PART 77 AND TOP ELEVATIONS ARE EXPRESSED IN FEET ABOVE MEAN SEA LEVEL.
2. APPROACH SURFACE DIMENSIONS = 500'W X 3500'W X 10,000'L.







# AIRPORT MASTER PLAN UPDATE

# RUNWAY 23 INNER APPROACH PLAN

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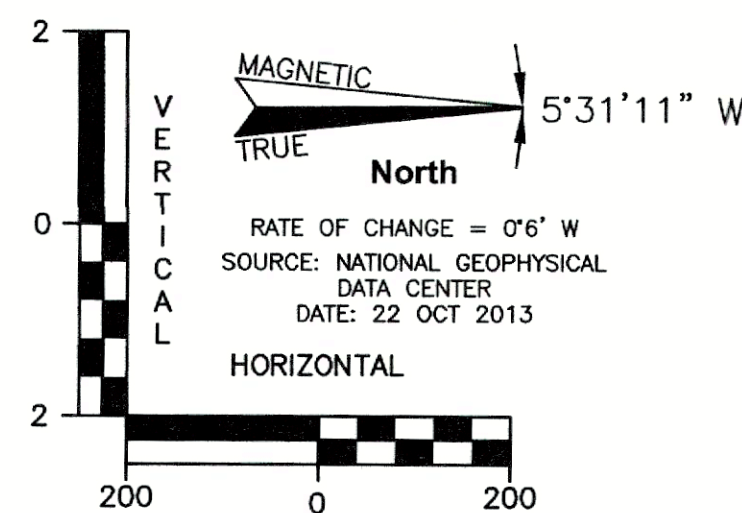
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DRAWN BY: JE  
CHECKED BY: CT  
APPROVED BY: S  
DATE: FEBRUARY 201

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| FAA AIP NO.       | 3-12-0084-011-201 |
| FDOT FM NO.       | 432649-           |
| AVCON PROJECT NO. | 2012.052.0        |
| CADD FILENAME     | 1205201009A02     |

## DRAWING 9

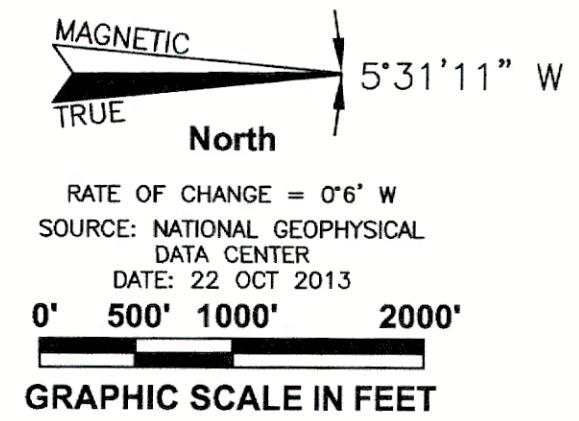
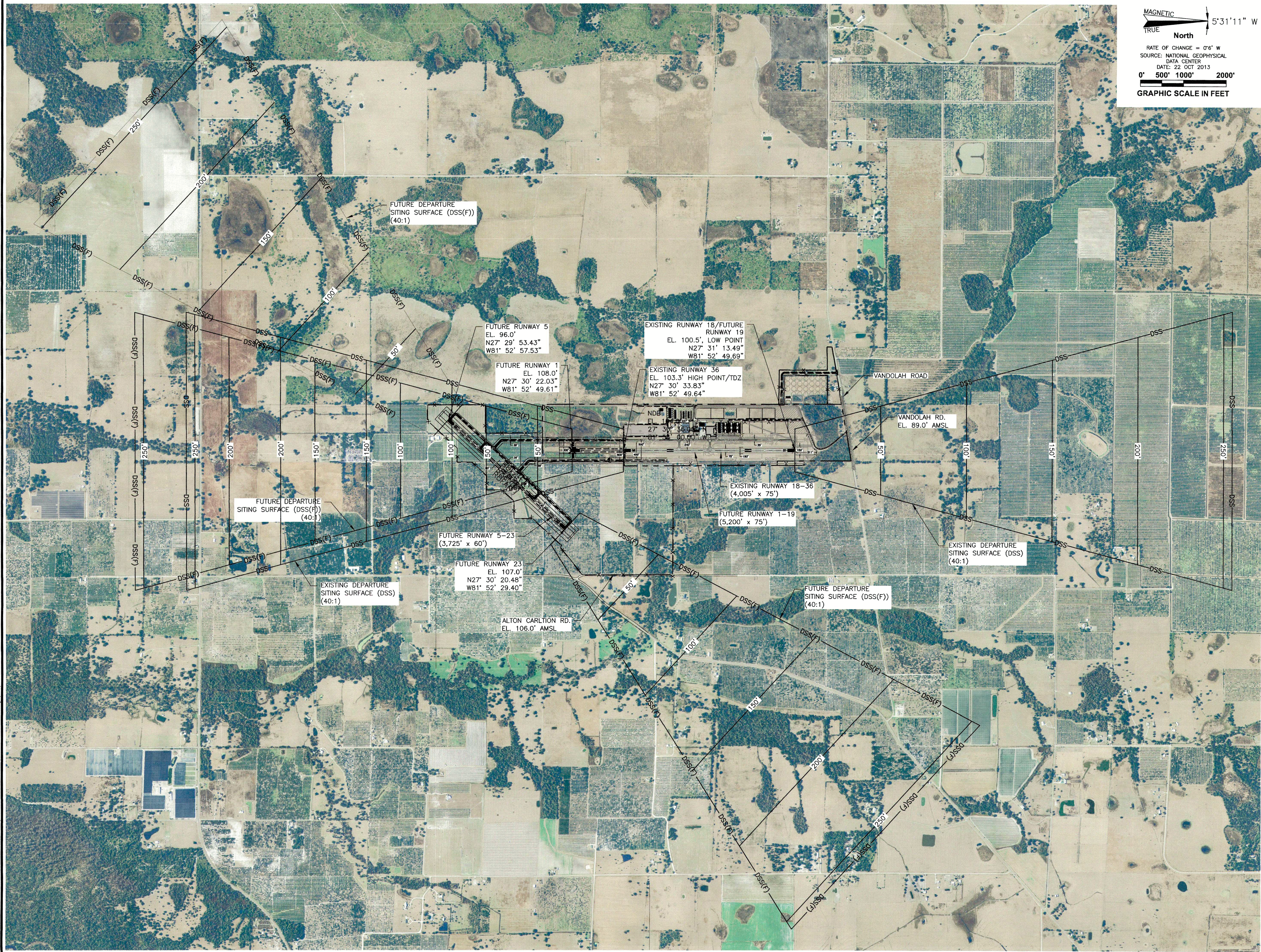
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**NOTES:**

1. (\*\*) PART 77 AND TOP ELEVATIONS ARE EXPRESSED IN FEET ABOVE MEAN SEA LEVEL.
2. APPROACH SURFACE DIMENSIONS = 500'W X 3500'W X 10,000'L.



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AIRPORT MASTER  
PLAN UPDATE

RUNWAY  
DEPARTURE  
SURFACE PLAN

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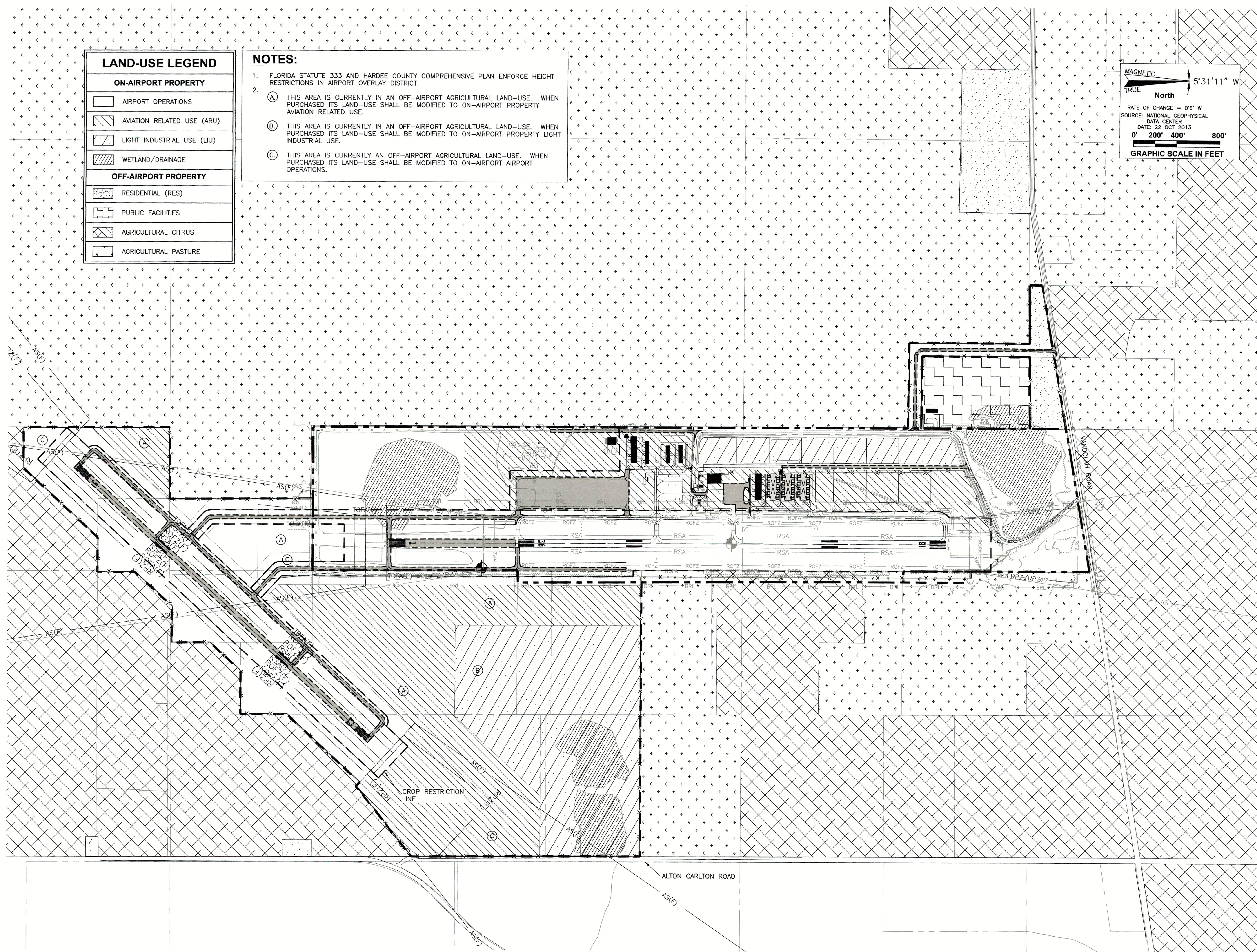
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10







| LEGEND                          |                       |                       |
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| DESIGN CRITERIA                 | EXISTING              | FUTURE                |
| AIRPORT PROPERTY BOUNDARY       | -----                 | -----                 |
| PAVEMENT EDGE                   | -----                 | -----                 |
| RUNWAY OBJECT FREE AREA (OFA)   | --- ROFA --- ROFA --- | --- ROFA(F) ---       |
| RUNWAY OBSTACLE FREE ZONE (OFZ) | --- ROFZ --- ROFZ --- | --- ROFZ(F) ---       |
| RUNWAY PROTECTION ZONE (RPZ)    | --- RPZ --- RPZ ---   | --- RPZ(F) ---        |
| RUNWAY SAFETY AREA (RSA)        | --- RSA ---           | --- RSA(F) ---        |
| BUILDING RESTRICTION LINE       | --- BRL --- BRL ---   | --- BRL ---           |
| THRESHOLD SITING SURFACE        | --- TSS ---           | --- TSS ---           |
| DEPARTURE SITING SURFACE        | --- DSS ---           | --- DSS ---           |
| APPROACH SURFACE                | --- AS ---            | --- AS(F) ---         |
| TAXIWAY OBJECT FREE AREA        | --- TOFA --- TOFA --- | --- TOFA(F) ---       |
| FENCE                           | --- X --- X --- X --- | --- X --- X --- X --- |
| TREELINE/BRUSH BOUNDARY         | -----                 | -----                 |
| AIRPORT REFERENCE POINT (ARP)   | +                     | +                     |
| STORMWATER POND                 | -----                 | -----                 |
| BUILDING/HANGAR/STRUCTURE       | -----                 | -----                 |
| BUILDING NUMBERING              | 1                     | 14                    |
| WIND CONE - PRIMARY             | -----                 | -----                 |
| WIND CONE - SUPPLEMENTAL        | -----                 | -----                 |
| WETLAND AREA                    | -----                 | -----                 |
| AVIATION RELATED DEVELOPMENT    | -----                 | -----                 |
| LAND ACQUISITION                | -----                 | -----                 |
| LIGHT INDUSTRIAL DEVELOPMENT    | -----                 | -----                 |
| FUTURE PAVEMENT                 | -----                 | -----                 |
| DEMOLISH EXISTING PAVEMENT      | -----                 | -----                 |

NOTES:

- PROPERTY ACQUISITION HISTORY NEEDED FROM OWNER.
- "A" ON PARCEL # INDICATES THAT ONLY A PORTION OF THE PARENT PARCEL WILL BE ACQUIRED.

| PROPERTY INFORMATION |                  |                    |         |                |                            |
|----------------------|------------------|--------------------|---------|----------------|----------------------------|
| PARCEL #             | ACQUISITION DATE | FAA AIP GRANT #    | ACREAGE | OWNERSHIP TYPE | PURPOSE OF ACQUISITION     |
| EXISTING             |                  |                    |         |                |                            |
| 1                    | 5/1/1978         |                    |         | FEE SIMPLE     | CURRENT/FUTURE DEVELOPMENT |
| 2-8                  |                  |                    | N/A     | TO BE LEASED   | CURRENT/FUTURE DEVELOPMENT |
| 9                    | 7/1/2013         | 3-12-0084-011-2012 | 0.77    | FEE SIMPLE     | CURRENT/FUTURE DEVELOPMENT |
| 10                   | 7/1/2013         | 3-12-0084-011-2012 | 2.03    | FEE SIMPLE     | CURRENT/FUTURE DEVELOPMENT |
| 11                   | 7/1/2013         | 3-12-0084-011-2012 | 1.59    | FEE SIMPLE     | CURRENT/FUTURE DEVELOPMENT |
| 12                   | 7/1/2013         | 3-12-0084-011-2012 | 0.69    | FEE SIMPLE     | CURRENT/FUTURE DEVELOPMENT |
| 13                   | 7/1/2013         | 3-12-0084-011-2012 | 2.78    | FEE SIMPLE     | CURRENT/FUTURE DEVELOPMENT |
| FUTURE               |                  |                    |         |                |                            |
| 14A                  |                  |                    | 4.06    | FEE SIMPLE     | CURRENT/FUTURE DEVELOPMENT |
| 15                   |                  |                    | 2.50    | FEE SIMPLE     | CURRENT/FUTURE DEVELOPMENT |
| 16A                  |                  |                    | 35.71   | FEE SIMPLE     | CURRENT/FUTURE DEVELOPMENT |
| 17                   |                  |                    | 10.23   | FEE SIMPLE     | CURRENT/FUTURE DEVELOPMENT |
| 18                   |                  |                    | 20.00   | FEE SIMPLE     | CURRENT/FUTURE DEVELOPMENT |
| 19A                  |                  |                    | 1.21    | FEE SIMPLE     | CURRENT/FUTURE DEVELOPMENT |
| 20                   |                  |                    | 9.79    | FEE SIMPLE     | CURRENT/FUTURE DEVELOPMENT |
| 21                   |                  |                    | 10.46   | FEE SIMPLE     | CURRENT/FUTURE DEVELOPMENT |
| 22A                  |                  |                    | 1.03    | FEE SIMPLE     | CURRENT/FUTURE DEVELOPMENT |
| 23                   |                  |                    | 68.19   | FEE SIMPLE     | CURRENT/FUTURE DEVELOPMENT |
| 24A                  |                  |                    | 50.91   | FEE SIMPLE     | CURRENT/FUTURE DEVELOPMENT |
| 25                   |                  |                    | 8.81    | FEE SIMPLE     | CURRENT/FUTURE DEVELOPMENT |
| 26                   |                  |                    | 1.51    | FEE SIMPLE     | CURRENT/FUTURE DEVELOPMENT |
| 27                   |                  |                    | 23.25   | FEE SIMPLE     | CURRENT/FUTURE DEVELOPMENT |
| 28                   |                  |                    | 10.00   | FEE SIMPLE     | CURRENT/FUTURE DEVELOPMENT |
| 29A                  |                  |                    | 16.67   | FEE SIMPLE     | CURRENT/FUTURE DEVELOPMENT |
| 30A                  |                  |                    | 0.80    | FEE SIMPLE     | CURRENT/FUTURE DEVELOPMENT |
| 31A                  |                  |                    | 4.02    | FEE SIMPLE     | CURRENT/FUTURE DEVELOPMENT |

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EXHIBIT "A"  
AIRPORT PROPERTY  
INVENTORY MAP

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12

SHEET NO. 11 OF 12

