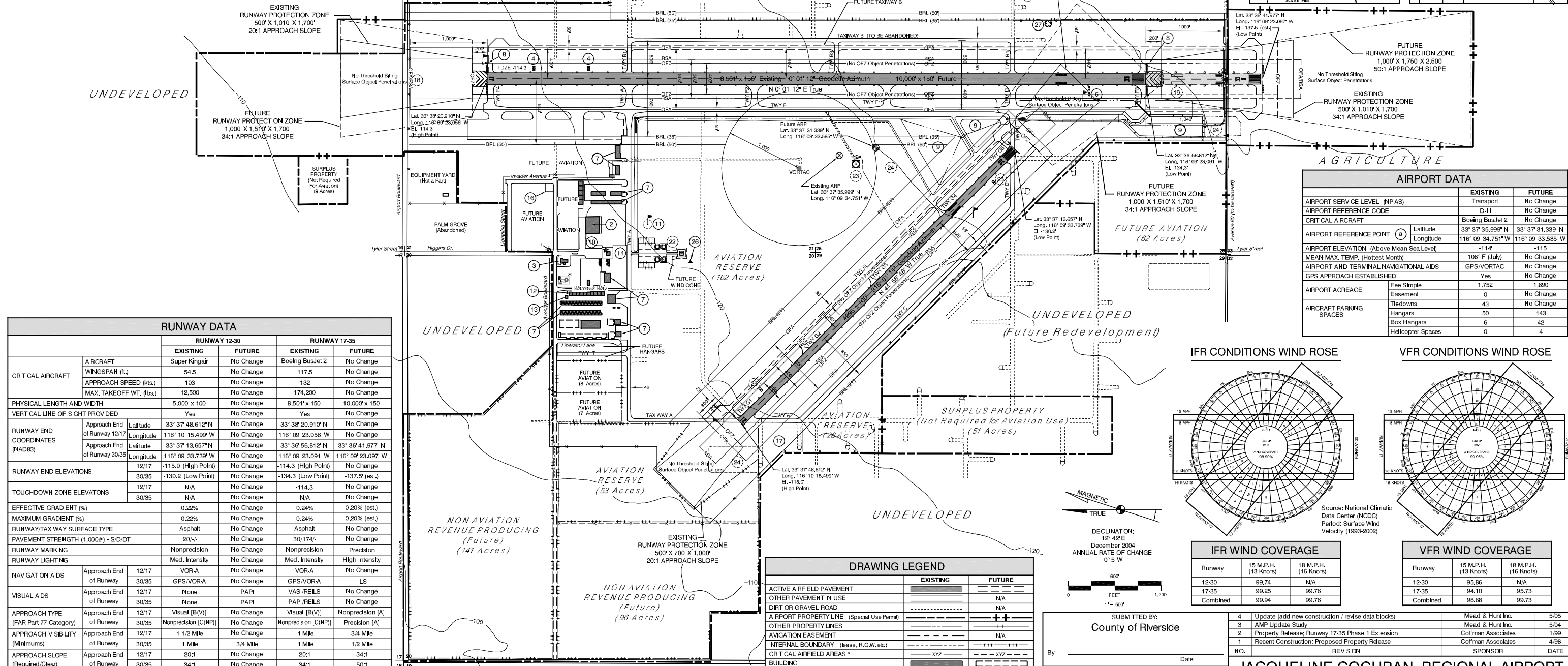
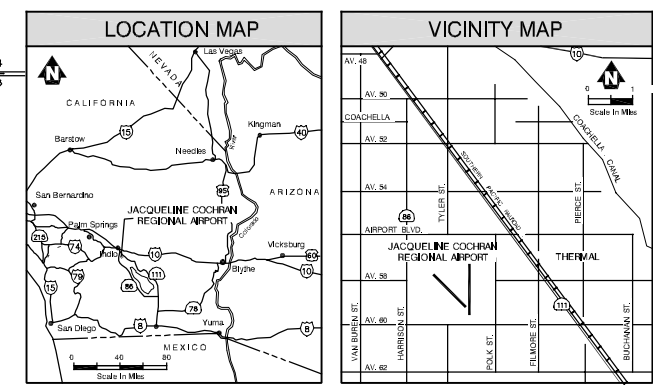
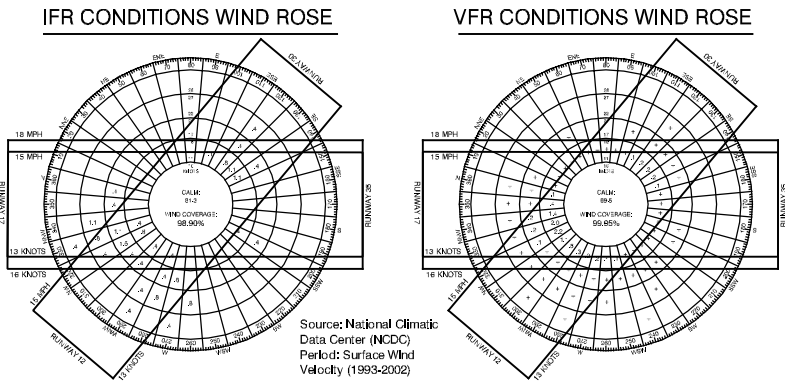


BUILDING AND FACILITY LEGEND		
	ELEV.	ELEV.
1) Future Passenger Terminal Site	-	-
2) FBO	-	-
3) Riverside County - Fire Station 39	-	-
4) VASI	-	-
5) Future Air Cargo Site	-	-
6) PAPI	-	-
7) Hangar(s)	-	-
8) REILS	-	-
9) Detention Basin	-	-
10) Fuel Facilities	-	-
11) Segmented Circle & Wind Cone (to be relocated)	-	-
12) Electric Vault	-	-
13) Maintenance Building	-	-
14) GA Tiedown Apron	-	-
15) Future ARFF Facility	-	-
16) Sewer Lift Station	-	-
17) Sailplane Staging Area (Temp.)	-	-
18) Future Localizer Location	-	-
19) Future Glide Slope Antenna	-	-
20) Future Hangars	-	-
21) Future FBO/Specialty Aviation	-	-
22) Future Helicopter Operations Area	-	-
23) Relocated Segmented Circle & Wind Cone	-	-
24) Future Detention Basin (to be relocated)	-	-
25) Future PAPI	-	-
26) Automated Surface Observing Station (ASOS)	-	-
27) Palm Tree Cluster	-	-



RUNWAY DATA					
		RUNWAY 12-30		RUNWAY 17-35	
		EXISTING	FUTURE	EXISTING	FUTURE
CRITICAL AIRCRAFT	AIRCRAFT	Super Kingair	No Change	Boeing BusJet 2	No Change
	WINGSPAN (ft.)	54.5	No Change	117.5	No Change
	APPROACH SPEED (kts.)	103	No Change	132	No Change
	MAX. TAKEOFF WT. (lbs.)	12,500	No Change	174,200	No Change
PHYSICAL LENGTH AND WIDTH		5,000' x 100'	No Change	8,501' x 150'	10,000' x 150'
VERTICAL LINE OF SIGHT PROVIDED		Yes	No Change	Yes	No Change
RUNWAY END COORDINATES (NAD83)	Approach End of Runway 12/17	Latitude 33° 37' 48.612" N Longitude 116° 10' 15.499" W	No Change	Latitude 33° 38' 20.910" N Longitude 116° 09' 23.056" W	No Change
	Approach End of Runway 30/35	Latitude 33° 37' 13.657" N Longitude 116° 09' 33.739" W	No Change	Latitude 33° 36' 56.812" N Longitude 116° 09' 23.091" W	Latitude 33° 37' 41.977" N Longitude 116° 09' 23.097" W
RUNWAY END ELEVATIONS		12/17 -115.0' (High Point) 30/35 -130.2' (Low Point)	No Change	-114.3' (High Point) -134.3' (Low Point)	No Change -137.5' (est.)
TOUCHDOWN ZONE ELEVATIONS		12/17 N/A 30/35 N/A	No Change	N/A N/A	No Change
EFFECTIVE GRADIENT (%)		0.22%	No Change	0.24%	0.20% (est.)
MAXIMUM GRADIENT (%)		0.22%	No Change	0.24%	0.20% (est.)
RUNWAY/TAXIWAY SURFACE TYPE		Asphalt	No Change	Asphalt	No Change
PAVEMENT STRENGTH (1,000#) - S/D/DT		20/-	No Change	30/174/-	No Change
RUNWAY MARKING		Nonprecision	No Change	Nonprecision	Precision
RUNWAY LIGHTING		Med, Intensity	No Change	Med, Intensity	High Intensity
NAVIGATION AIDS	Approach End of Runway	12/17 VOR-A 30/35 GPS/VOR-A	No Change	VOR-A GPS/VOR-A	No Change ILS
	Visual Aids	12/17 None 30/35 None	No Change	PAPI PAPI/REILS	No Change No Change
APPROACH TYPE (FAR Part 77 Category)	Approach End of Runway	12/17 Visual [B(V)] 30/35 Nonprecision [C(NP)]	No Change	Visual [B(V)] Nonprecision [C(NP)]	Nonprecision [A]
	APPROACH VISIBILITY (Minimums)	12/17 1.2 Mile 30/35 1 Mile	No Change	1 Mile 1 Mile	3/4 Mile 1/2 Mile
APPROACH SLOPE (Required/Clear)	Approach End of Runway	12/17 20:1 30/35 34:1	No Change	20:1 34:1	34:1 50:1
	RUNWAY SAFETY AREA (Width)	150'	No Change	500'	No Change
OBSTACLE FREE ZONE (Width)	12/17	300'	No Change	1,000'	No Change
	30/35	300'	No Change	600'	No Change
OBJECT FREE AREA (Width)	12/17	200'	No Change	200'	No Change
	30/35	200'	No Change	200'	No Change
DISTANCE FROM RWY @ TO HOLD BARS	12/17	300'	No Change	1,000'	No Change
	30/35	300'	No Change	1,000'	No Change
RUNWAY TO TAXIWAY SEPARATION	Parallel Taxiway	G/B	N/A	247'	400'
	Cross Taxiway	C/F	525'	No Change	400'

AIRPORT DATA		
AIRPORT SERVICE LEVEL (NPAS)	Transport	No Change
AIRPORT REFERENCE CODE	D-III	No Change
CRITICAL AIRCRAFT	Boeing BusJet 2	No Change
AIRPORT REFERENCE POINT (A)	Latitude	33° 37' 35.999" N
	Longitude	116° 09' 34.751" W
AIRPORT ELEVATION (Above Mean Sea Level)	-114'	-115'
MEAN MAX. TEMP. (Hottest Month)	108° F (July)	No Change
AIRPORT AND TERMINAL NAVIGATIONAL AIDS	GPS/VORTAC	No Change
GPS APPROACH ESTABLISHED	Yes	No Change
AIRPORT ACREAGE	Fee Simple	1,752
	Easement	0
AIRCRAFT PARKING SPACES	Tiedowns	43
	Hangars	50
	Box Hangars	6
	Helicopter Spaces	4



IFR WIND COVERAGE		
Runway	15 M.P.H. (13 Knots)	18 M.P.H. (16 Knots)
12-30	99.74	N/A
17-35	99.25	99.76
Combined	99.94	99.76

VFR WIND COVERAGE		
Runway	15 M.P.H. (13 Knots)	18 M.P.H. (16 Knots)
12-30	95.86	N/A
17-35	94.10	95.73
Combined	98.88	99.73

DRAWING LEGEND		
	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT	—————	—————
OTHER PAVEMENT IN USE	—————	N/A
DIRT OR GRAVEL ROAD	—————	N/A
AIRPORT PROPERTY LINE (Special Use Permit)	—————	—————
OTHER PROPERTY LINES	—————	—————
AVIGATION EASEMENT	—————	N/A
INTERNAL BOUNDARY (base, R.O.W, etc.)	—————	—————
CRITICAL AIRFIELD AREAS *	XYZ	XYZ
BUILDING	—————	—————
FENCE	—————	—————
AIRFIELD LIGHTS: SINGLE/GROUP/REILS	o / oooo / oo	o / oooo / oo
VEHICLE GATE	—————	—————
WIND CONE	—————	—————
UTILITY POLE / POWER LINE	—————	—————
TOPOGRAPHIC CONTOURS	—————	N/A
WATERWAY / CULVERT	—————	N/A
AIRPORT REFERENCE POINT	⊗	⊗
SECTION CORNER	20 29 18 30	N/A

* APL - Aircraft Parking Limits
BRL - Building Restriction Line
OFA - Object Free Area
OFZ - Obstacle Free Zone

RPZ - Runway Protection Zone
RSA - Runway Safety Area

ALP NOTES		
ⓐ	Airport coordinates data source: Runway 17-35: Airport Data (AD) Form (December 2001). Runway 12-30: NOAA Airport Obstruction Chart (OC 529) 1998. All coordinates are NAD83 and NAVD88.	

MONUMENTS		
NO.	DESCRIPTION	ELEVATION
1	BRASS DISC S-753	-114.51

SUBMITTED BY: County of Riverside

By: _____ Date: _____

FAA Approval Space

NO.	REVISION	SPONSOR	DATE
4	Update (add new construction / revise data blocks)	Mead & Hunt Inc.	5/05
3	AMP Update Study	Mead & Hunt Inc.	5/04
2	Property Release: Runway 17-35 Phase 1 Extension	Coffman Associates	1/99
1	Recent Construction: Proposed Property Release	Coffman Associates	4/98

JACQUELINE COCHRAN REGIONAL AIRPORT
THERMAL, CALIFORNIA

AIRPORT LAYOUT PLAN

MEAD & HUNT ENGINEERS ARCHITECTS SCIENTISTS PLANNERS
707 Aviation Blvd., Santa Rosa, California 95403 • (707) 535-9100

DESIGN: MM/CB DRAWN: TE DATE: May 2005 SHEET 1 OF 1

The preparation of these documents was financed in part through a planning grant from the Federal Aviation Administration as provided under Section 506 of the Airport and Airway Improvement Act of 1982, as amended. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of these documents by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development, detailed design or construction of the proposed development, or to financially assist in the development of the project in any way. The project is subject to the approval of the FAA and other applicable agencies and is subject to the availability of funds. The project is subject to the approval of the FAA and other applicable agencies and is subject to the availability of funds. The project is subject to the approval of the FAA and other applicable agencies and is subject to the availability of funds.