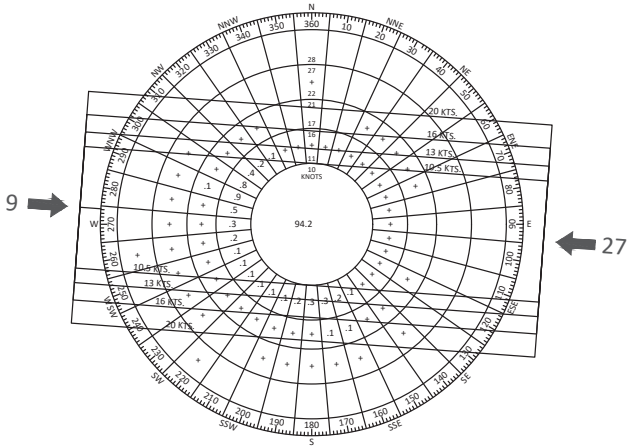


RUNWAY DATA TABLE				
RUNWAY		9		27
ITEM	EXISTING	FUTURE	EXISTING	FUTURE
RUNWAY DESIGN CODE (RDC)	D-V-1800	SAME	D-V-5000	SAME
APPROACH REFERENCE CODE (APRC)	D-V-1800	SAME	D-V-5000	SAME
DEPARTURE REFERENCE CODE (DPRC)	D-V	SAME	D-V	SAME
RUNWAY PAVEMENT STRENGTH (X 1,000 LBS)	5-100, D-150, DT-250, DDT-720	SAME	5-100, D-150, DT-250, DDT-720	SAME
RUNWAY PAVEMENT STRENGTH (PCN)	75 / F / A / W / T	SAME	75 / F / A / W / T	SAME
SURFACE TREATMENT	ASPH / CONC / GRVD	SAME	ASPH / CONC / GRVD	SAME
MAXIMUM EFFECTIVE GRADIENT (%)	0.8%	SAME	0.8%	SAME
RUNWAY LENGTH	9,401'	SAME	9,401'	SAME
RUNWAY WIDTH	200'	SAME	200'	SAME
RUNWAY SHOULDER WIDTH	50'	SAME	50'	SAME
RUNWAY END ELEVATION (MSL) (SEE NOTE 2)	13.7'	SAME	16.4'	SAME
RUNWAY BEARING (TRUE)	106°	SAME	286°	SAME
DISPLACED THRESHOLD DISTANCE	1,000'	SAME	1,810'	SAME
DISPLACED THRESHOLD ELEVATION (MSL)	16.0'	SAME	14.6'	SAME
RUNWAY SAFETY AREA (RSA) LENGTH (SEE NOTE 4)	1,000'	SAME	1,000'	SAME
RUNWAY SAFETY AREA (RSA) WIDTH (SEE NOTE 4)	500'	SAME	500'	SAME
RUNWAY END COORDINATES (SEE NOTES 1)	LATITUDE NORTH (NAD88)	N32° 44' 13.64"	SAME	N32° 43' 48.01"
	LONGITUDE WEST (NAVD83)	W117° 12' 15.68"	SAME	W117° 10' 29.90"
DISPLACED THRESHOLD COORDINATES (SEE NOTE 1)	LATITUDE NORTH (NAD88)	N32° 44' 10.92"	SAME	N32° 43' 52.94"
	LONGITUDE WEST (NAVD83)	W117° 12' 04.43"	SAME	W117° 10' 50.26"
RUNWAY LIGHTING	HIRL	SAME	HIRL	SAME
APPROACH RUNWAY PROTECTION ZONE (RPZ)	LENGTH	2,500'	SAME	1,700'
	INNER WIDTH	1,000'	SAME	500'
	OUTER WIDTH	1,750'	SAME	1,010'
DEPARTURE RUNWAY PROTECTION ZONE	LENGTH	1,700'	SAME	1,700'
	INNER WIDTH	500'	SAME	500'
	OUTER WIDTH	1,010'	SAME	1,010'
RUNWAY MARKING	PRECISION INSTRUMENT	SAME	PRECISION INSTRUMENT	SAME
FAR PART 77	APPROACH CATEGORY	PIR	SAME	C
	APPROACH SLOPE	50:1 / 40:1	SAME	34:1
	APPROACH TYPE	PRECISION	SAME	NON-PRECISION
FAR PART 77 APPROACH SURFACE	WIDTH OF PRIMARY SURFACE	1,000'	SAME	1,000'
	AT OUTER END	16,000'	SAME	3,500'
	LENGTH	50,000'	SAME	10,000'
VISIBILITY MINIMUMS	1,800'	SAME	5,000'	SAME
AERONAUTICAL SURVEY REQUIRED	VGS	SAME	NVGS	SAME
TERPS DEPARTURE SURFACE/OCs	YES / 40:1	SAME	YES / 40:1	SAME
RUNWAY OBJECT FREE AREA (ROFA) LENGTH	1,000'	SAME	1,000'	SAME
RUNWAY OBJECT FREE AREA (ROFA) WIDTH	800'	SAME	800'	SAME
RUNWAY OBSTACLE FREE ZONE (ROFZ) LENGTH	200'	SAME	200'	SAME
RUNWAY OBSTACLE FREE ZONE (ROFZ) WIDTH	400'	SAME	400'	SAME
PRECISION OBSTACLE FREE ZONE (POFZ) LENGTH	200'	SAME	N/A	SAME
PRECISION OBSTACLE FREE ZONE (POFZ) WIDTH	800'	SAME	N/A	SAME
THRESHOLD SITING SURFACE (TSS) TYPE-SLOPE PER FAA EB-99	TYPE 5 - 34:1	SAME	TYPE 4 - 20:1	SAME
TSS OBJECT PENETRATION(S)	YES	SAME	YES	SAME
VISUAL APPROACH AIDS	PAPI-4L; MALSR	SAME	PAPI-4R; MALS	SAME
INSTRUMENT APPROACH AIDS	ILS DME	SAME	LOC DME	SAME
TOUCHDOWN ZONE ELEVATION (MSL) (SEE NOTE 2)	16.6'	SAME	16.8'	SAME

DECLARED DISTANCES				
RUNWAY		9		27
ITEM	EXISTING	FUTURE	EXISTING	FUTURE
TAKE OFF RUN AVAILABLE (TORA)	8,280'	8,280'	9,401'	9,401'
TAKE OFF DISTANCE AVAILABLE (TODA)	9,401'	9,401'	9,401'	9,401'
ACCELERATE STOP DISTANCE AVAILABLE (ASDA)	8,280'	8,280'	9,401'	9,401'
LANDING DISTANCE AVAILABLE (LDA)	7,280'	7,280'	7,591'	7,591'

AIRPORT DATA TABLE		
ITEM	EXISTING	FUTURE
AIRPORT REFERENCE CODE (ARC)	D-V	SAME
MEAN MAX. TEMPERATURE (HOTTEST MONTH)	76.4° F (AUGUST)	79° F (AUGUST) (ESTIMATED) SEE NOTE 6
AIRPORT ELEVATION (NAVD88) (MSL) (SEE NOTE 2)	16.8'	SAME
AIRPORT NAVIGATIONAL AIDS (OWNER: FAA)	ILS; TACAN; LOC; DME; VORTAC; PAPI; RUNWAY STATUS LIGHT; RVR	SAME
AIRPORT NAVIGATIONAL AIDS (OWNER: SDCRAA)	ROTATING BEACON	SAME
AIRPORT REFERENCE POINT (ARP)	LATITUDE	N32° 44' 00.82"
	LONGITUDE	W117° 11' 22.79"
	DATUMS	NAD 83
MISCELLANEOUS FACILITIES	MITL; HIRL; GUIDANCE SIGNS; RUNWAY DISTANCE REMAINING SIGNS; ASOS; LIGHTED WIND CONE	SAME
AIRPORT CRITICAL / DESIGN AIRCRAFT TYPE	B777-300ER WINGSPAN - 212.60' TAIL HEIGHT - 61.80' MAIN GEAR SPAN - 42.30' COCKPIT TO MAIN GEAR - 112.30' APPROACH SPEED - 149 KNOTS	B787-9 WINGSPAN - 197.24' TAIL HEIGHT - 56.07' MAIN GEAR SPAN - 39.05' COCKPIT TO MAIN GEAR - 93.37' APPROACH SPEED - 153 KNOTS
EMAS CRITICAL AIRCRAFT	B767	B787
AIRPORT MAGNETIC VARIATION	DECLINATION	11.15° E ± 0.35° W
	ANNUAL RATE OF CHANGE	0.834° W
	DATE	MAY 26, 2022
	SOURCE	NATIONAL GEOPHYSICAL DATA CENTER NOAA
FAA NPIAS SERVICE LEVEL	COMMERCIAL SERVICE - PRIMARY	SAME
STATE SERVICE LEVEL	COMMERCIAL SERVICE - PRIMARY	SAME
AIRPORT OWNER	SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY	SAME
AIRPORT ACREAGE	661	SAME

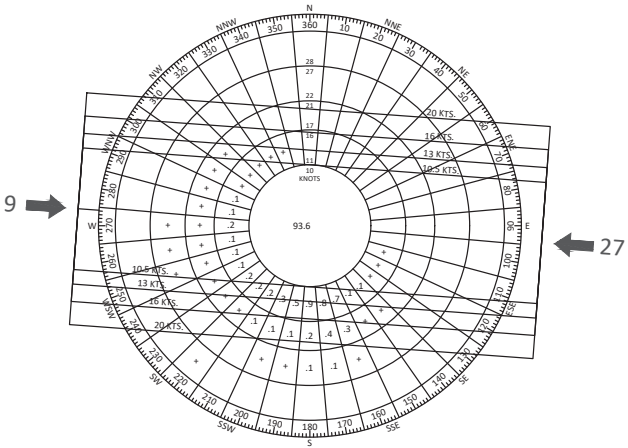
ALL WEATHER WIND ROSE



ALL WEATHER COVERAGE TABLE (SEE NOTE 5)

CROSSWIND COMPONENT	RWY 9	RWY 27
12 MPH (10.5 KNOTS)	76.62%	96.90%
	98.17%	
15 MPH (13 KNOTS)	77.14%	97.55%
	98.94%	
18 MPH (16 KNOTS)	77.76%	98.16%
	99.67%	
23 MPH (20 KNOTS)	78.00%	98.32%
	99.92%	

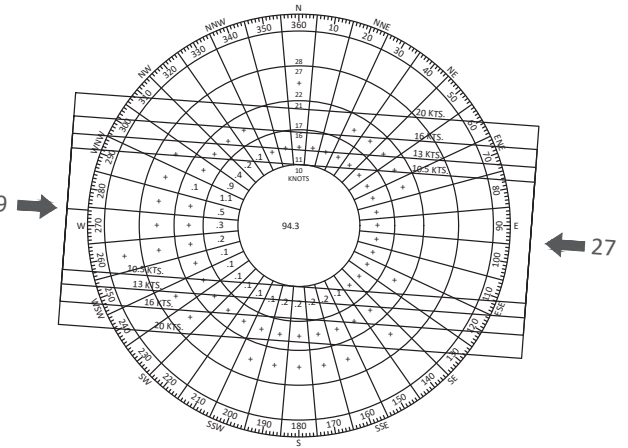
IFR WIND ROSE



IFR COVERAGE TABLE (SEE NOTE 5)

CROSSWIND COMPONENT	RWY 9	RWY 27
12 MPH (10.5 KNOTS)	88.68%	94.07%
	95.08%	
15 MPH (13 KNOTS)	90.01%	95.39%
	96.68%	
18 MPH (16 KNOTS)	91.72%	96.87%
	98.56%	
23 MPH (20 KNOTS)	92.67%	97.52%
	99.60%	

VFR WIND ROSE



VFR COVERAGE TABLE (SEE NOTE 5)

CROSSWIND COMPONENT	RWY 9	RWY 27
12 MPH (10.5 KNOTS)	75.33%	97.25%
	98.54%	
15 MPH (13 KNOTS)	75.74%	97.82%
	99.19%	
18 MPH (16 KNOTS)	76.24%	98.32%
	99.80%	
23 MPH (20 KNOTS)	76.39%	98.42%
	99.96%	

Project No.: 09-071-12-01 | Revision: 07/15/2026 | Drawn: CLS | Approved: SRG | Date: 06-16-2021 | Project No.: 09-071-12-01

ALP PREPARED BY



Drawn: CLS

Approved: SRG

Date: 06-16-2021

Project No.: 09-071-12-01

No. Date Revisions

1. 01/25/2022

2. 07/15/2026

3. 07/15/2026

4. 07/15/2026

5. 07/15/2026

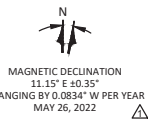
6. 07/15/2026

Notes

- COORDINATES ARE REFERENCED TO THE NORTH AMERICAN DATUM OF 1983 AT EPOCH 2010.00 AND ARE EXPRESSED IN TERMS OF THE CALIFORNIA COORDINATE SYSTEM 1983 (CCS83), ZONE 6.
- THE BASIS OF ELEVATIONS FOR THIS SURVEY IS THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).
- EXISTING RUNWAY, TAXIWAY AND TAILWANE DATA REFLECTS CONDITIONS AT DATE OF SURVEY.
- THE RWY 9 RSA WIDTH IS 500' AND EXTENDS 1,000' BEYOND THE RUNWAY END. THE EMAS IS LOCATED IMMEDIATELY TO THE WEST OF THE RUNWAY END AND IS 317' LONG AND 218' WIDE.
- 95% WIND COVERAGE REQUIRED FOR 20 KNOT WIND COVERAGE PER AIRPORT REFERENCE CODE D-V.
- FUTURE MEAN MAX TEMPERATURE IS ESTIMATED FOR 2040 PER CALIFORNIA'S FOURTH CLIMATE CHANGE ASSESSMENT.

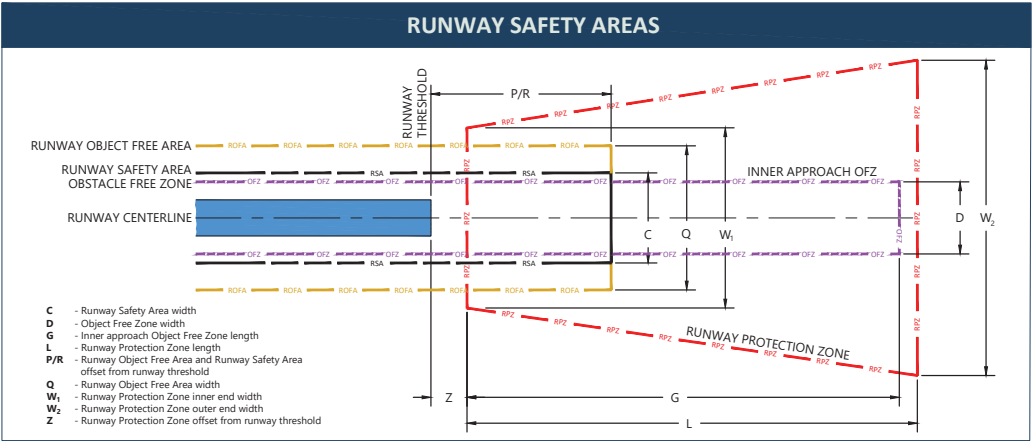
Sources

- MAGNETIC VARIATION FROM NOAA, NATIONAL GEOPHYSICAL DATA CENTER (NGDC) (August 1, 2017)
- MEAN MAX. TEMPERATURE FROM NOAA, NATIONAL CLIMATIC DATA CENTER (NCDC) (MAY, 2022)
- WIND DATA FROM NATIONAL CLIMATIC DATA CENTER SAN DIEGO INTERNATIONAL AIRPORT, PERIOD OF RECORD 2007-2016 (July, 2017)



AIRPORT DATA SHEET
Airport Layout Plan Drawing Set #724

EXISTING NONSTANDARD CONDITIONS			
DESCRIPTION	EXISTING CONDITION/DIMENSION	FAA STANDARD/DIMENSION	DISPOSITION/PROPOSED IMPROVEMENT
TAXIWAY B & D SHOULDER WIDTH	TAXIWAY B & D SHOULDER WIDTHS WHICH ARE ADJACENT TO THE CALIFORNIA LEAST TERN (CLT) PROTECTED HABITAT AREAS ARE 25 FEET WIDE.	30 FEET WIDE	APPLY FOR MODIFICATION OF STANDARD AS NEEDED.
TAXIWAY B CENTERLINE SEPARATION FROM RUNWAY 9-27 CENTERLINE	363 FEET	400 FEET	FUTURE CONDITIONS PROVIDE FOR TAXIWAY B TO HAVE 400 FEET SEPARATION FOR THE FULL LENGTH OF THE RUNWAY EXCEPT FOR THE PORTION OF THE RUNWAY ADJACENT TO THE CALIFORNIA LEAST TERN (CLT) PROTECTED HABITAT AREAS. EXTENSION OF TAXIWAY B THROUGH CLT HABITAT WOULD REQUIRE USFWS APPROVAL.
RUNWAY 9 ROFA	PARTS OF THE RUNWAY 9 ROFA EXTEND OFF AIRPORT PROPERTY TO THE WEST AND ONTO GUANTANAMO STREET TO THE NORTH. THEREFORE, AOA FENCE, OFF AIRPORT BUILDINGS, ROADS, STREET SIGNS, OFF AIRPORT PARKING LOTS, JERSEY BARRIERS, TREES, SHRUBS, AND POLE MOUNTED LIGHTS EXIST INSIDE THE RUNWAY 9 ROFA.	THE ROFA CLEARING STANDARD REQUIRES CLEARING THE ROFA OF ABOVE-GROUND OBJECTS PROTRUDING ABOVE THE NEAREST POINT OF THE RSA. TO THE EXTENT PRACTICABLE, OBJECTS IN THE ROFA SHOULD MEET THE SAME FRANGIBILITY REQUIREMENTS AS THE RSA. (excerpt from AC 150/5300A, par 309)	APPLY FOR MODIFICATION OF STANDARD AS NEEDED. NONSTANDARD CONDITIONS ASSOCIATED WITH PORTIONS OF THE ROFA COULD BE POTENTIALLY ADDRESSED THROUGH PROPERTY ACQUISITION BUT FURTHER COORDINATION WITH PROPERTY OWNER IS NECESSARY.
RUNWAY 9 ROFA	NAVAID EQUIPMENT LOCATED WITHIN ROFA OF RUNWAY 9. ASOS RELOCATION APPROVED BY FAA AND COMPLETED AS PART OF THE NORTH CARGO PROJECT.		MITIGATION EFFORTS PENDING ACQUISITION OF ADJACENT PROPERTIES.
RUNWAY 27 ROFA	PARTS OF THE RUNWAY 27 ROFA EXTEND OFF AIRPORT PROPERTY AND ONTO AN OFF-AIRPORT PARKING LOT. THEREFORE, AOA FENCE, OFF AIRPORT PARKING LOTS, AND A POLE MOUNTED LIGHT EXIST INSIDE THE RUNWAY 27 ROFA.	THE ROFA CLEARING STANDARD REQUIRES CLEARING THE ROFA OF ABOVE-GROUND OBJECTS PROTRUDING ABOVE THE NEAREST POINT OF THE RSA. TO THE EXTENT PRACTICABLE, OBJECTS IN THE ROFA SHOULD MEET THE SAME FRANGIBILITY REQUIREMENTS AS THE RSA. (excerpt from AC 150/5300A, par 309)	APPLY FOR MODIFICATION OF STANDARD AS NEEDED. NONSTANDARD CONDITIONS ASSOCIATED WITH THE ROFA COULD BE POTENTIALLY ADDRESSED THROUGH PROPERTY ACQUISITION BUT FURTHER COORDINATION WITH PROPERTY OWNER NECESSARY.
BUILDINGS LOCATED INSIDE ROFA	BUILDING 29 (RWY 27 LOCALIZER TRANSMITTER BUILDING) AND BUILDING 30 (RWY 27 DME ANTENNA) ARE LOCATED INSIDE THE ROFA.	THE ROFA CLEARING STANDARD REQUIRES CLEARING THE ROFA OF ABOVE-GROUND OBJECTS PROTRUDING ABOVE THE NEAREST POINT OF THE RSA. TO THE EXTENT PRACTICABLE, OBJECTS IN THE ROFA SHOULD MEET THE SAME FRANGIBILITY REQUIREMENTS AS THE RSA. (excerpt from AC 150/5300A, par 309)	APPLY FOR MODIFICATION OF STANDARD AS NEEDED FOR BUILDINGS 29 AND 30 AS THEY CANNOT BE RELOCATED AND CANNOT MEET FRANGIBILITY REQUIREMENTS.
ENGINEERED MATERIALS ARRESTING SYSTEM (EMAS)	EMAS IS CURRENTLY DESIGNED FOR STOPPING A B767 AT 54 KNOTS.	A "STANDARD EMAS" INSTALLATION WILL STOP THE DESIGN AIRCRAFT EXITING THE RUNWAY AT 70 KNOTS. (excerpt from AC 150/5300A, par 307)	THIS NON-STANDARD CONDITION COULD BE MADE STANDARD BY ACQUISITION OF PROPERTY TO THE WEST OF RUNWAY 9 WHICH REQUIRES FURTHER COORDINATION WITH PROPERTY OWNER. AFTER SUCCESSFUL PROPERTY ACQUISITION, RELOCATION OF NAVAIDS, RELOCATION OF AIRPORT SERVICE ROAD, AND RECONSTRUCTION OF EMAS ARE NECESSARY.
ITEMS LOCATED INSIDE RUNWAY 9 RSA	THE WESTERLY PORTION OF THE RUNWAY 9 RSA IS LOCATED OFF AIRPORT PROPERTY, THEREFORE, AOA FENCE, OFF AIRPORT BUILDINGS, PARKING LOTS, LIGHT POLES, TREES AND SHRUBS ARE LOCATED WITHIN THE RSA.	THE RSA MUST BE FREE OF OBJECTS, EXCEPT FOR OBJECTS THAT NEED TO BE LOCATED IN THE RSA BECAUSE OF THEIR FUNCTION. OBJECTS HIGHER THAN 3 INCHES (76 MM) ABOVE GRADE MUST BE CONSTRUCTED, TO THE EXTENT PRACTICAL, ON FRANGIBLY MOUNTED STRUCTURES OF THE LOWEST PRACTICAL HEIGHT WITH THE FRANGIBLE POINT NO HIGHER THAN 3 INCHES (76 MM) ABOVE GRADE. (excerpt from AC 150/5300A, par 307.b.4)	EMAS THAT MEETS MINIMUM PERFORMANCE REQUIREMENTS HAS BEEN INSTALLED ON THE DEPARTURE END OF RUNWAY 27 TO ADDRESS NONSTANDARD RSA CONDITION.



MODIFICATION OF DESIGN STANDARDS					
NO.	STANDARD MODIFIED	FAA STANDARD	EXISTING CONDITION	PROPOSED ACTION	DATE APPROVED
2020-AWP-4404-NRA	SURFACE GRADIENT OF TAXIWAY 'A'	PAVEMENT GRADING, SHALL BE 1%-1.5% FOR AN AAC OF D-V1	NONE, FUTURE CONDITION WITH CONSTRUCTION OF TAXIWAY A	MAINTAIN A MINIMUM 0.5% TRANSVERSE SURFACE GRADIENT ON TAXIWAY 'A'	9-Apr-21
2020-AWP-4407-NRA	SURFACE GRADIENT OF TAXIWAY 'B'	PAVEMENT GRADING, SHALL BE 1%-1.5% FOR AN AAC OF D-V1	NONE, FUTURE CONDITION WITH RELOCATION OF TAXIWAY B	MAINTAIN A MINIMUM 0.5% TRANSVERSE SURFACE GRADIENT ON TAXIWAY 'B'	9-Apr-21
2020-AWP-4249-NRA	TAXIWAY A3 CENTERLINE RADII	TAXIWAY CENTERLINE RADII FOR TDG 6 = 115'2	NONE, FUTURE CONDITION WITH CONSTRUCTION OF TAXIWAY A3	REDUCE CENTERLINE RADII FROM 115' TO 109.5' FOR TAXIWAY A3	9-Apr-21

Project No.: 09-071-12-01 | Revision: 1 | Date: 07/15/2026 | Drawn: CLS | Approved: SRG | Date: 06-16-2021 | Project No.: 09-071-12-01



Drawn: CLS
Approved: SRG
Date: 06-16-2021
Project No.: 09-071-12-01

No.	Date	Revisions
1	01/25/2022	CS&S Engineers, Inc. Updated existing/future property line, updated ADP, added future project "C", added newly constructed buildings.
2	07/15/2026	CS&S Engineers, Inc. Updated existing/future property line, updated ADP, added future project "C", added newly constructed buildings.

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MAGNETIC DECLINATION
11.15° E ±0.35°
CHANGING BY 0.0834° W PER YEAR
MAY 26, 2022



AIRPORT DATA SHEET
Airport Layout Plan Drawing Set #724