LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		AIRCRAFT TIEDOWNS (PARKING)
		AIRPORT PROPERTY LINE (See Note 6.)
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		AVIGATION EASEMENT
	X	BUILDING OR FACILITY TO BE REMOVED
	BRL	BUILDING RESTRICTION LINE (BRL)
		DRAINAGE
		FACILITY CONSTRUCTION
		FENCING
		HELIPAD
VASI-4	PAPI-4	NAVIGATIONAL AID INSTALLATION
		RUNWAY END IDENTIFICATION LIGHTS (REIL)
		RUNWAY THRESHOLD LIGHTS
		SEGMENTED CIRCLE/WIND INDICATOR
		TOPOGRAPHIC CONTOURS (See Note 5.)
		WIND INDICATOR

BUILDINGS/FACILITIES

EXISTING	ULTIMATE	DESCRIPTION
1	–	AIRPORT ADMINISTRATION/TERMINAL
2	–	FAA AIR TRAFFIC CONTROL TOWER (ATCT)
3	–	UNDERGROUND FUEL STORAGE
–	4	ARFF/MAINTENANCE FACILITY SITES
–	5	AIRLINE/FUTURE AIRPORT ADMINISTRATION
–	6	RESTAURANT
–	–	
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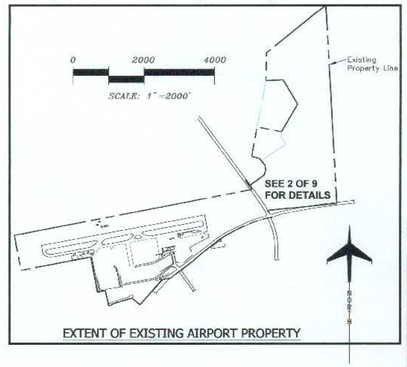
–	–	

FOR REDUCED PLANS ORIGINAL SCALE IS IN INCHES

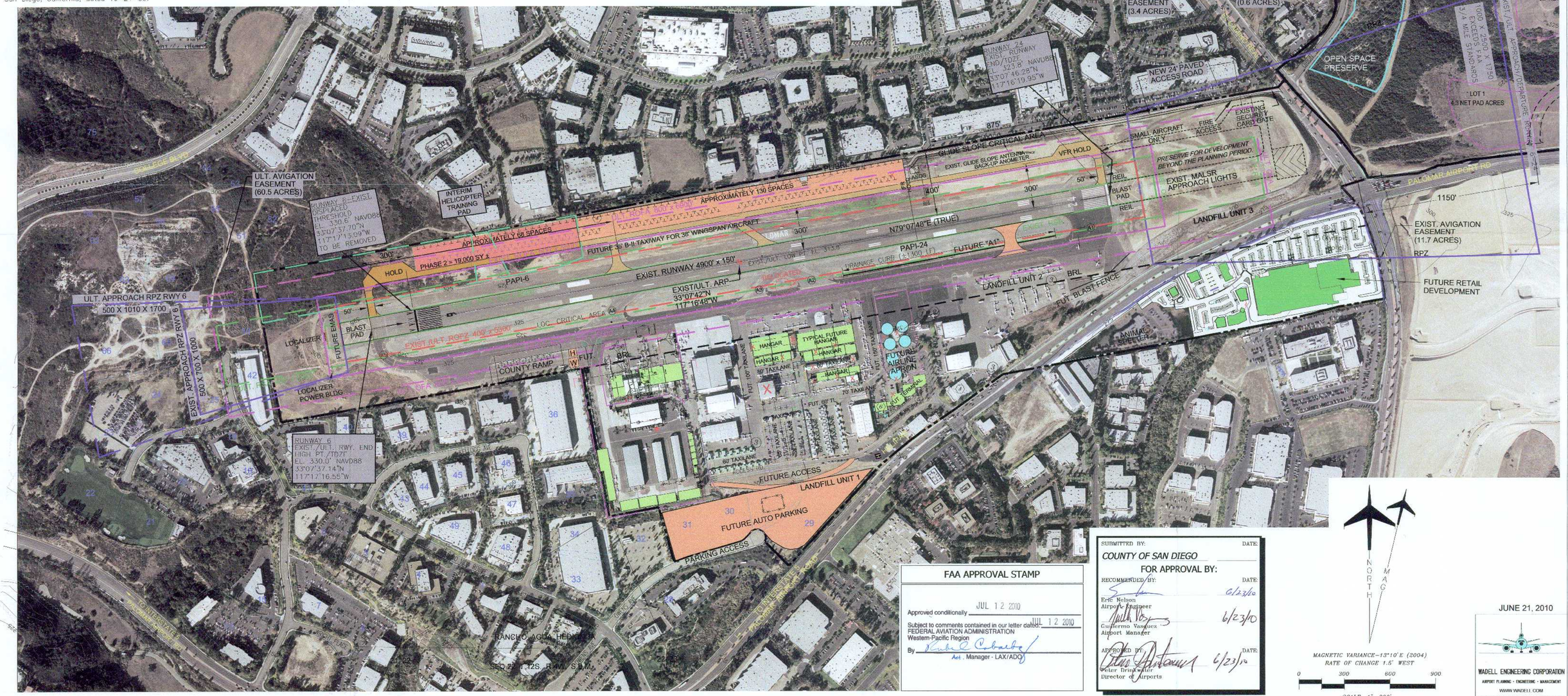
PLANS	BY	DATE
DESIGNED	M. HILL	5/00
CHECKED	J. HARRIS	5/00
DELINEATED	L. REHR	5/00



THE CONTENTS OF THIS PLAN DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE F.A.A. ACCEPTANCE OF THIS DOCUMENT BY THE F.A.A. DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

GENERAL NOTES:

1. Details of the Airport Windrose, Airport and Runway Data, and Modification to FAA Airport Design Standards are depicted on Sheet 2, AIRPORT DATA SHEET.
2. Depiction of features and objects, including related elevations within the runway protection zones are depicted on Sheet 7, RUNWAY PROTECTION ZONES PLANS AND PROFILES.
3. Details concerning terminal improvements are depicted on Sheet 2, TERMINAL AREA PLAN.
4. Recommended land uses on the airport are depicted on Sheet 8, ON-AIRPORT LAND USE PLAN.
5. Topographic contours shown on this plan are from 100 scale mapping based on the N.G.S NGVD29 Datum, per flight dated Feb. 2000. All elevations, distances and feature locations are subject to field verification.
6. The location of the existing airport property line was obtained from "McClellan–Palomar Airport Lease Parcels", Department of Real Property, Property Record Drawing, County of San Diego, California, dated 10–24–83.



FAA APPROVAL STAMP

Approved conditionally JUL 12 2010

Subject to comments contained in our letter dated JUL 12 2010

FEDERAL AVIATION ADMINISTRATION
Western-Pacific Region

By Acting Manager - LAX/ADO

SUBMITTED BY: DATE:
COUNTY OF SAN DIEGO

FOR APPROVAL BY:

RECOMMENDED BY: DATE: 6/23/10
Eric Nelson
Airport Engineer

6/23/10
Guillermo Vasquez
Airport Manager

APPROVED BY: DATE: 6/23/10
Peter Drinkwater
Director of Airports

MAGNETIC VARIANCE–13°10'E (2004)
RATE OF CHANGE 1.5' WEST

0 300 600 900
SCALE: 1" =300'

JUNE 21, 2010

WADELL ENGINEERING CORPORATION
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PA_30F9 06-21-10 1=1 XREF: TBBASE1
REF: PALOMARAIRPORT.TIF

COUNTY OF SAN DIEGO
DEPARTMENT OF PUBLIC WORKS
5555 OVERLAND AVENUE, SAN DIEGO, CA 92123-1295

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	REVISIONS	BY	APPROVED	DATE
1	ADD N. APRON & T/W, TERMINAL BLDG. & EAST PROP.	DLH	RPW	5-13-04
2	ADD FUT. EMAS, MAGELLAN, NORTH REVISED, EAST INDUSTRIAL PARK	DLH	RPW	4-28-05
3	CORRECTED LOCATION OF R/W 24 RPZ	DLH	RPW	5-13-10
4	ADDED SUDBERRY RETAIL DEVELOPMENT	DLH	RPW	6-21-10

COORDINATE INDEX
N. E.
CONST. COMPL.
FIELD REVISIONS

AIRPORT MASTER PLAN
McCLELLAN-PALOMAR
CARLSBAD, CALIFORNIA

AIRPORT LAYOUT PLAN

SCALE: HOR. AS SHOWN VERT. N/A
W.A. R.S.
FILE NO. 98464-2.DWG
SHEET 3 OF 9 SHEETS