

LEGEND		
DESCRIPTION	EXISTING	FUTURE
AIRPORT BOUNDARY	[Symbol]	[Symbol]
AIRFIELD PAVEMENT	[Symbol]	[Symbol]
BUILDING RESTRICTION LINE (BRL)	[Symbol]	[Symbol]
RUNWAY OBJECT FREE AREA (ROFA)	[Symbol]	[Symbol]
RUNWAY SAFETY AREA (RSA)	[Symbol]	[Symbol]
OBSTACLE FREE ZONE (OFZ)	[Symbol]	NOT SHOWN
RUNWAY PROTECTION ZONE (RPZ)	[Symbol]	[Symbol]
TAXIWAY OBJECT FREE AREA (TOFA)	[Symbol]	[Symbol]
TAXIWAY SAFETY AREA (TSA)	[Symbol]	[Symbol]
APPROACH SURFACE	[Symbol]	[Symbol]
BUILDINGS	[Symbol]	[Symbol]
BUILDINGS TO BE REMOVED	NONE	[Symbol]
GROUND CONTOURS	[Symbol]	[Symbol]
AIRPORT REFERENCE POINT (ARP)	[Symbol]	[Symbol]
HOLD POSITION MARKINGS	[Symbol]	[Symbol]
THRESHOLD SITING SURFACE	[Symbol]	[Symbol]
PAPI/VASI/Localizer	[Symbol]	[Symbol]
AIRPORT PERIMETER FENCE (6' TALL)	[Symbol]	[Symbol]
ROAD	[Symbol]	[Symbol]
ROTATING BEACON	[Symbol]	[Symbol]
ATCT LINE OF SIGHT	[Symbol]	[Symbol]
EMAS	NONE	[Symbol]
CLEARWAY	NONE	[Symbol]
LOCALIZER CRITICAL AREA	[Symbol]	[Symbol]
ASOS/AWOS CRITICAL AREA	[Symbol]	[Symbol]
MONUMENT (SEE NOTE 8)	[Symbol]	[Symbol]
RUNWAY LIGHTS	[Symbol]	[Symbol]
TREES/LANDSCAPING	[Symbol]	[Symbol]

AIRPORT DATA			
DESCRIPTION	EXISTING	FUTURE	
AIRPORT ELEVATION (MSL)	52'	SAME	
AIRPORT REFERENCE POINT	LATITUDE 37°39'32.10"N	37°39'32.88"N	
(ARP) COORDINATES (NAD 83)	LONGITUDE 122°07'18.30"W	122°07'20.32"W	
NAVAIDS (i.e. ILS, BEACON)	LOCALIZER BEACON	SAME	
MEAN MAX. TEMP. OF HOTTEST MONTH	74.6° (September)	SAME	
AIRPORT REFERENCE CODE	C-II	D-II	
GPS AT AIRPORT	YES	SAME	

DEVIATIONS FROM FAA DESIGN STANDARDS				
DESIGN STANDARD	REQUIRED	EXISTING	ACTION	
RSA LENGTH BEYOND END OF RUNWAY	10R 1,000'	595'	TRANSLATE RUNWAY / INSTALL EMAS /	
ROFA LENGTH BEYOND END OF RUNWAY	28L 1,000'	166'	REMOVE NOISE BERM / APPLY DECLARED DISTANCES	
	10R 1,000'	217'		
	28L 1,000'	0'		

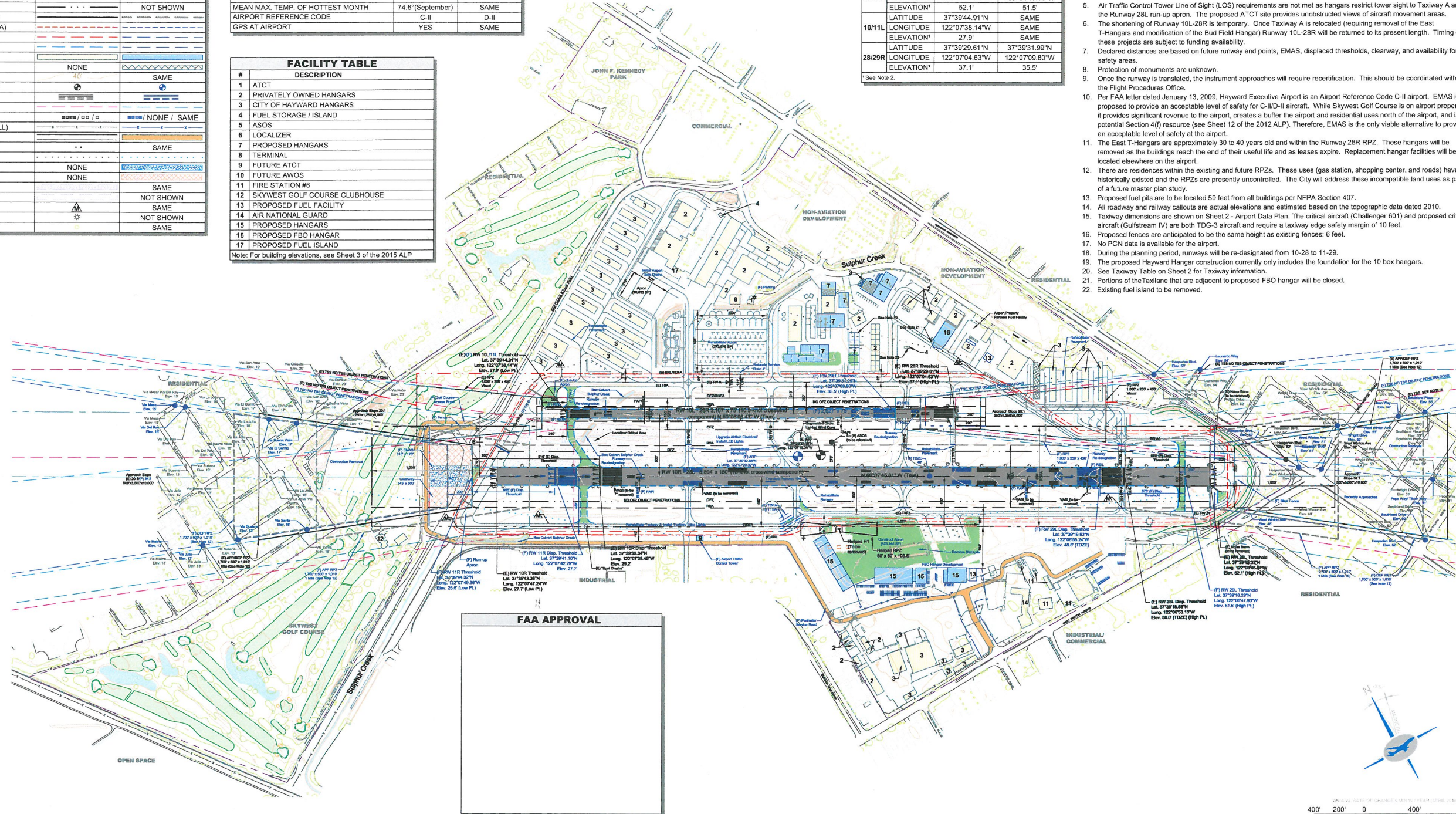
RUNWAY END DATA			
RUNWAY	EXISTING	FUTURE	
LATITUDE	37°39'43.36"N	37°39'44.32"N	
10/11R LONGITUDE	122°07'47.24"W	122°07'49.36"W	
ELEVATION'	27.7'	26.6'	
LATITUDE	37°39'15.33"N	37°39'16.29"N	
28/29L LONGITUDE	122°06'45.84"W	122°06'47.93"W	
ELEVATION'	52.1'	51.5'	
LATITUDE	37°39'44.91"N	SAME	
10/11L LONGITUDE	122°07'38.14"W	SAME	
ELEVATION'	27.9'	SAME	
LATITUDE	37°39'29.61"N	37°39'31.99"N	
28/29R LONGITUDE	122°07'04.63"W	122°07'09.80"W	
ELEVATION'	37.1'	35.5'	

FACILITY TABLE	
#	DESCRIPTION
1	ATCT
2	PRIVATELY OWNED HANGARS
3	CITY OF HAYWARD HANGARS
4	FUEL STORAGE / ISLAND
5	ASOS
6	LOCALIZER
7	PROPOSED HANGARS
8	TERMINAL
9	FUTURE ATCT
10	FUTURE AWOS
11	FIRE STATION #6
12	SKYWEST GOLF COURSE CLUBHOUSE
13	PROPOSED FUEL FACILITY
14	AIR NATIONAL GUARD
15	PROPOSED HANGARS
16	PROPOSED FBO HANGAR
17	PROPOSED FUEL ISLAND

Note: For building elevations, see Sheet 3 of the 2015 ALP

- NOTES:**
- California State Plane Coordinate System, Zone 3 NAD 83.
  - All elevations are in NAVD 88. All future elevations are estimated.
  - Threshold Siting Surfaces are shown in plan view on Sheet 5 and profile view on Sheets 5 through 8 (of the 2012 ALP). There are penetrations to the Threshold Siting Surfaces.
  - The City of Hayward has not been sectioned. The nearest section corner is approximately 2 miles southeast of Hayward Executive Airport.
  - Air Traffic Control Tower Line of Sight (LOS) requirements are not met as hangars restrict tower sight to Taxiway A and the Runway 28L run-up apron. The proposed ATCT site provides unobstructed views of aircraft movement areas.
  - The shortening of Runway 10L-28R is temporary. Once Taxiway A is relocated (requiring removal of the East T-Hangars and modification of the Bud Field Hangar) Runway 10L-28R will be returned to its present length. Timing of these projects are subject to funding availability.
  - Declared distances are based on future runway end points, EMAS, displaced thresholds, clearway, and availability for safety areas.
  - Protection of monuments are unknown.
  - Once the runway is translated, the instrument approaches will require recertification. This should be coordinated with the Flight Procedures Office.
  - Per FAA letter dated January 13, 2009, Hayward Executive Airport is an Airport Reference Code C-II airport. EMAS is proposed to provide an acceptable level of safety for C-II/D-II aircraft. While Skywest Golf Course is an airport property, it provides significant revenue to the airport, creates a buffer the airport and residential uses north of the airport, and is a potential Section 4(f) resource (see Sheet 12 of the 2012 ALP). Therefore, EMAS is the only viable alternative to provide an acceptable level of safety at the airport.
  - The East T-Hangars are approximately 30 to 40 years old and within the Runway 28R RPZ. These hangars will be removed as the buildings reach the end of their useful life and as leases expire. Replacement hangar facilities will be located elsewhere on the airport.
  - There are residences within the existing and future RPZs. These uses (gas station, shopping center, and roads) have historically existed and the RPZs are presently uncontrolled. The City will address these incompatible land uses as part of a future master plan study.
  - Proposed fuel pits are to be located 50 feet from all buildings per NFPA Section 407.
  - All roadway and railway callouts are actual elevations and estimated based on the topographic data dated 2010.
  - Taxiway dimensions are shown on Sheet 2 - Airport Data Plan. The critical aircraft (Challenger 601) and proposed critical aircraft (Gulfstream IV) are both TDG-3 aircraft and require a taxiway edge safety margin of 10 feet.
  - Proposed fences are anticipated to be the same height as existing fences: 6 feet.
  - No PCN data is available for the airport.
  - During the planning period, runways will be re-designated from 10-28 to 11-29.
  - The proposed Hayward Hangar construction currently only includes the foundation for the 10 box hangars.
  - See Taxiway Table on Sheet 2 for Taxiway information.
  - Portions of the Taxilane that are adjacent to proposed FBO hangar will be closed.
  - Existing fuel island to be removed.

- ABBREVIATIONS:**
- APP Approach
  - APRC Approach Reference Code
  - ARP Airport Reference Point
  - ASDA Accelerate-Stop Distance Available
  - ASOS Automated Surface Observing System
  - ATCT Airport Traffic Control Tower
  - AWOS Automated Weather Observing System
  - BRL Building Restriction Line
  - DEP Departure
  - Disp. Displaced
  - (E) Existing
  - Est. Estimated
  - Elev. Elevation
  - EMAS Engineered Materials Arresting System
  - (F) Future
  - FBO Fixed Based Operator
  - GPS Global Positioning Satellite
  - IFR Instrument Flight Regulations
  - ILS Instrument Landing System
  - LDA Landing Distance Available
  - LOS Line of Sight
  - NPI Non-Precision Instrument
  - OFZ Obstacle Free Zone
  - PAPI Precision Approach Path Indicator
  - PCN Pavement Classification Number
  - PL Point
  - RDC Runway Designation Code
  - REL Runway End Identifier Lights
  - ROFA Runway Object Free Area
  - RPZ Runway Protection Zone
  - RSA Runway Safety Area
  - RW Runway
  - TDG Taxiway Design Group
  - TDZE Touchdown Zone Elevation
  - TESM Taxiway Edge Safety Margin
  - TODA Take-Off Distance Available
  - TOFA Taxiway Object Free Area
  - TORA Take-Off Run Available
  - TSS Threshold Siting Surface
  - TW Taxiway
  - VASI Visual Approach Slope Indicator



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Designed By:	No.	Revision	By	App.	Date
ADC	1	Airport Layout Plan Update	Coffman	CMH	March 19, 2004
Drafted By:	2	Airport Layout Plan Update - Buildings / Pavement / RW Length / ARP / Tables etc.	Coffman	CMH	September 24, 2004
	3	Airport Layout Plan Update - ASOS / T-Hangars / Building Facilities Tables	Coffman	CMH	December 19, 2005
	4	Airport Layout Plan Update - RW Coord. / Elevation / Data Table / Marking / Road	Coffman	CMH	March 20, 2006
Checked By:	5	Airport Layout Plan Update - Reflecting ARC C -II/D-II	AECOM	LAP	December 2009
	6	Removed proposed hangars over H1; new proposed fuel location on south side	AECOM	DM	March 2012
Approved By:	7	Airport Layout Plan Update - South apron layout / FAA SOP Checklist compliance	AECOM	DM	October 2014
	8	Added FAA Approval Block	AECOM	DM	January 2015
	9	Airport Layout Plan Update - FBO Building Addition/Taxilane Closure	AECOM	DM	April 2015

Prepared For: The City of Hayward

Doug McNealey, Airport Manager Date

The contents of this plan do not necessarily reflect the official views or policy of the FAA. Acceptance of this plan by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

Hayward Executive Airport  
Hayward, California

Airport Layout Plan

City of Hayward

Scale: 1" = 400'  
April 2015  
Sheet No. 2 of 11