



DRAFT

NO.	REVISIONS	DATE	BY	DESCRIPTION
1	UPDATE FOR CONSTRUCTION AIR 19 & 20	6-12-12	DESIGNED	NSC
2	UPDATE FOR LAND ACQUISITION AIR 024	7-5-18	DRAWN	NCS
3	UPDATE FOR 300' TAXIWAY SEPARATION	7-15-19	CHECKED	CUP
	UPDATE OF RUNWAY EXTENSION (NOT SHOWN BY T.O.)		APPROVED	4BR

TOOTHMAN-ORTON ENGINEERING COMPANY
CONSULTING ENGINEERS, SURVEYORS AND PLANNERS
2471 S. TITANIUM PLACE
MERIDIAN, IDAHO 83642-6703
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AIRCRAFT	AIRPORT ELEMENT	AIRCRAFT NAME	APPROACH SPEED	WING SPAN	TAKEOFF WEIGHT
CURRENT	CATEGORY APPROACHES	FALCON 900	100 KN	63.4'	45,500 LBS
CURRENT	GA DIMENSIONS	FALCON 900	B	II	LARGE
CURRENT	GA PAVEMENT	FALCON 900	100 KN	63.4'	45,500 LBS
CURRENT	R/W & T/W PAVEMENT	P2V	B	II	LARGE
CURRENT	USFS DIMENSIONS	DC-4	90 KN	101.0'	80,000 LBS
			A	II	LARGE
			90 KN	117.5'	73,000 LBS
			A	III	LARGE

SPONSOR APPROVAL
JACKIE AYMON, MAYOR, CITY OF MCCALL
DATE: _____

FAA APPROVAL
MANAGER, HELENA AIRPORTS DISTRICT OFFICE
APPROVAL LETTER DATED: _____

RUNWAY END	RUNWAY END DATA TABLE																		
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MONUMENT	LATITUDE (NAD83)	LONGITUDE (NAD83)	ELEVATION (NAVDELL)
PAC	44° 53' 45.7990"N	116° 06' 09.1965"W	5020.11

ITEM	EXISTING	FUTURE
TRUE BEARING	N 01° 09' 09"W	SAME
LENGTH / WIDTH (SHOULDER)	6106' X 75' (NONE)	SAME
RUNWAY CATEGORY	NON-PRECISION	SAME
CRITICAL AIRCRAFT - WING SPAN	FALCON 900 (63.5')	SAME
- WEIGHT	P2V (80,000 MFW)	SAME
AIRCRAFT DESIGN GROUP	B-II	SAME
PAVEMENT - TYPE	ASPHALT CONCRETE	SAME
- TREATMENT	NONE	SAME
STRENGTH**	80,000SW / 110,000DW	SAME
RUNWAY GRADIENT	0.23%	SAME
RUNWAY LINE OF SIGHT	MEETS REQUIREMENTS	SAME
RUNWAY MARKINGS	NON-PRECISION	SAME
RUNWAY LIGHTING	MRL - DULCET	SAME
RUNWAY WIND COVERAGE	10.5 KTS - COVERAGE 97.2%	SAME
RUNWAY SAFETY AREA (LENGTH)	300'	SAME
RUNWAY SAFETY AREA (WIDTH)	150'	SAME
RUNWAY OBJECT FREE AREA (LENGTH)	300'	SAME
RUNWAY OBJECT FREE AREA (WIDTH)	500'	SAME
RUNWAY OBJECT FREE ZONE	NO PENETRATIONS	SAME
THRESHOLD - CATEGORY	TH 16	TH 16 TH 34 TH 16 TH 34
- VISUAL	20.1	20.1
- SLOPE	20.1	34.1
- LIGHTING	NONE	NONE
- INSTRUMENT APPROACH AIDS	NONE	GPS/NDP
THRESHOLD DISPLACEMENT	NONE	NONE
DECLARED DISTANCES		
LANDING DISTANCE AVAILABLE (LDA)	6,106	6,106
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	6,106	6,106
TAKEOFF RUN AVAILABLE (TORA)	6,106	6,106
TAKEOFF DISTANCE AVAILABLE (TODA)	6,106	6,106
BLAST PAD (LENGTH/WIDTH)	NONE	NONE
STOPWAY (LENGTH/WIDTH)	NONE	NONE
VISUAL AIDS	PAPI-4/NONE	VASI-2/REL PAPI-4/REL PAPI-4/REL
RPZ DIMENSIONS - INNER WIDTH	500	500
- OUTER WIDTH	700	700
- LENGTH	1000	1000

EXISTING	FUTURE	DESCRIPTION
P/L	P/L	AIRPORT PAVEMENT
---	---	AIRPORT PROPERTY LINE
*	*	AIRPORT REFERENCE POINT (ARP)
---	---	SECURITY FENCE
---	---	BUILDING
---	---	BUILDING RESTRICTION LINE (BRL)
---	---	RUNWAY SAFETY AREA (RSA)
---	---	RUNWAY OBJECT FREE AREA (OFA)
---	---	RUNWAY PROTECTION ZONE (RPZ)
---	---	RUNWAY OBJECT FREE ZONE (OFZ)
---	---	NAVIGATIONAL AID INSTALLATION
---	---	RUNWAY END INDICATOR LIGHT
---	---	RUNWAY THRESHOLD LIGHTS
---	---	AUTOMATED WEATHER STATION
---	---	LIGHTED BEACON
---	---	SEGMENTED CIRCLE/WIND INDICATOR
---	---	SECTION CORNER
---	---	TOPOGRAPHIC CONTOURS

NOTES
RECONFIGURATION TO CURRENT STATUS OF BUILDING AREA/APRON WAS NOT A COMPONENT OF THIS PROJECT

	CURRENT	FUTURE
AIRPORT ELEVATION	5024	SAME
A R P COORDINATES (EST.)	44° 53' 22.9"N 116° 06' 04.6"W	SAME
MEAN MAXIMUM TEMPERATURE	80° F	SAME
TERMINAL NAV AIDS	NDP/GPS	SAME
TAXIWAY LIGHTING	REFLECTORS	SAME
TAXIWAY MARKING	CENTERLINE	SAME
TYPICAL SERVICE LEVEL	GA	SAME
COMBINED WIND COVERAGE	97.2% (10.5 KTS)	SAME
AIRPORT REFERENCE CODE	B-II	SAME
MAGNETIC DECLINATION (APRIL 2007)	15° 02' E	0° 9' W ANNUALLY

NOTES

- WHILE THE EXISTING ARC OF THE MCCALL AIRPORT IS IDENTIFIED AS B-II, A 300 FT. SEPARATION STANDARD IS RECOMMENDED FOR THE FUTURE RUNWAY/TAXIWAY SEPARATION OF THE (F) EAST SIDE PARALLEL TAXIWAY.
- RUNWAY 16/34 APPROACH SURFACE PLAN AND PROFILES & RUNWAY PROTECTION ZONE PLAN

ALL ELEVATIONS ARE BASED UPON THE NORTH AMERICAN VERTICAL DATUM 3. OF 1988 (NAVD 88).

ALL LATITUDE AND LONGITUDE COORDINATES ARE BASED UPON THE NORTH 4. AMERICAN DATUM OF 1983.

ALL HORIZONTAL COORDINATES AND VERTICAL ELEVATIONS ARE EITHER 5. ESTIMATED OR CALCULATED. ALL ELEVATIONS AND COORDINATES MUST BE FIELD SURVEYED PRIOR TO THE DESIGN OF AN INSTRUMENT APPROACH.

NUMBER	DESCRIPTION	ELEVATION
1	HANGAR - COX	5045
2	HANGAR - GERBLICK	5045
3	HANGAR - LINDSAY	5045
4	HANGAR - GERBLICK	5046
5	HANGAR - CARPENTER	5045
6	HANGAR - O'GARA	5041
7	HANGAR - COLLINS	5041
8	HANGAR - SCOTT	5043
9	HANGAR - MULLETT	5045
10	HANGAR - SANDS	5045
11	HANGAR - HOOVER	5045
12	HANGAR - CONDOMINIUM	5043
13	HANGAR - FLITE LINE SYSTEMS	5043
14	HANGAR - FLITE LINE SYSTEMS	5043
15	HANGAR - JORGENSEN	5058
16	HANGAR - WOLF	5058
17	HANGAR - SUN COAST LUMBER	5056
18	HANGAR - MANCINI	5056
19	HANGAR - MILLER-POSTEN	5058
20	HANGAR - CHAFMAN	5056
21	HANGAR - MAY, MCNAIR	5052
22	HANGAR - WOOTEN	5051
23	HANGAR - WOOTEN	5051
24	HANGAR - ANDERSON	5052
25	HANGAR - ANDERSON	5052
26	HANGAR - WRIGHT	5052
27	HANGAR - MCGEE	5043
28	HANGAR - MCGEE	5043
29	HANGAR - CONDOMINIUM	5054
30	HANGAR - CONDOMINIUM	5055
31	HANGAR - CONDOMINIUM	5057
32	HANGAR - CONDOMINIUM	5059
33	HANGAR - CONDOMINIUM	5059
34	HANGAR	5059
35	HANGAR	5059
36	T-HANGAR - MULTIPLE OWNERS	5046
37	HANGAR - WHITE	5053
38	HANGAR - DEW	5070
39	HANGAR - MCCALL AVIATION	5062
40	HANGAR - MANCHESTER	5051
41	AIRPORT MANAGER'S OFFICE	5045
42	HANGAR - USFS	5031
43	USFS ADMINISTRATIVE BUILDING	5055
44	USFS PILOT READY ROOM	5030
45	USFS FIRE RETARDANT TANKS	5045
46	SRE BUILDING	5051

THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER TITLE 49, UNITED STATES CODE, SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS REPORT 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.