

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
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	[Symbol]	[Symbol]
ROAD	[Symbol]	[Symbol]
ROTATING BEACON	[Symbol]	[Symbol]
ATCT LINE OF SIGHT	[Symbol]	[Symbol]
EMAS	NONE	[Symbol]
CLEARWAY	NONE	[Symbol]
LOCALIZER CRITICAL AREA	NONE	[Symbol]
MONUMENT*	[Symbol]	[Symbol]
RUNWAY LIGHTS	[Symbol]	NOT SHOWN
PAVEMENT TO BE DEMOLISHED	NONE	[Symbol]
SOUND WALL	NONE	[Symbol]

AIRPORT DATA			
DESCRIPTION	EXISTING	FUTURE	
AIRPORT ELEVATION (MSL)	52'	SAME	
AIRPORT REFERENCE POINT (ARP) COORDINATES (NAD 83)	LATITUDE 37°39'32.10"N LONGITUDE 122°07'18.30"W	LATITUDE 37°39'32.88"N LONGITUDE 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	

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

FOR MORE DETAILS, SEE SHEET 4 (BUILDING AREA PLAN)

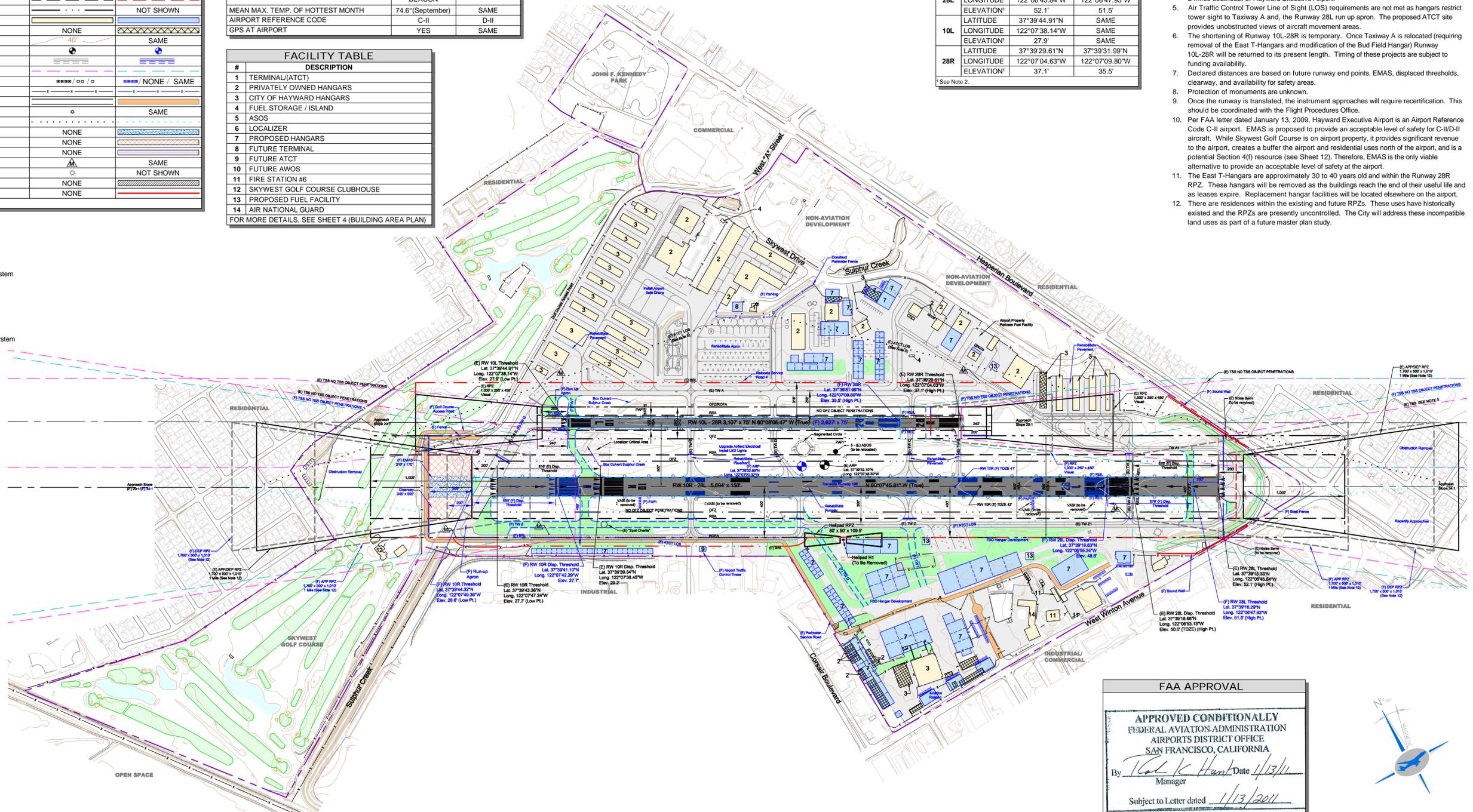
DEVIATIONS FROM FAA DESIGN STANDARDS				
DESIGN STANDARD	REQUIRED	EXISTING	ACTION	
RSA LENGTH BEYOND END OF RUNWAY	10R 1,000'	595'	TRANSLATE RUNWAY / INSTALL EMAS / REMOVE NOISE BERM / APPLY DECLARED DISTANCES	
ROFA LENGTH BEYOND END OF RUNWAY	28L 1,000'	217'		
	28L 1,000'	0'		

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

* See Note 2.

- NOTES:**
- California 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. 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 on 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). 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 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.

- ABBREVIATIONS:**
- APP Approach
 - ARP Airport Reference Point
 - ASOS Automated Surface Observing System
 - ATCT Airport Traffic Control Tower
 - BRL Building Restriction Line
 - DEP Departure
 - Disp. Displaced
 - (E) Existing
 - Est. Estimated
 - EMAS Engineered Materials Arresting System
 - (F) Future
 - FBO Fixed Based Operator
 - GPS Global Positioning Satellite
 - IFR Instrument Flight Regulations
 - ILS Instrument Landing System
 - LOS Line of Sight
 - NPI Non-Precision Instrument
 - OFZ Obstacle Free Zone
 - PAPI Precision Approach Path Indicator
 - Pl. Point
 - REIL Runway End Identifier Lights
 - ROFA Runway Object Free Area
 - RPZ Runway Protection Zone
 - RSA Runway Safety Area
 - RW Runway
 - TDZE Touchdown Zone Elevation
 - TOFA Taxiway Object Free Area
 - TSS Threshold Siting Surface
 - TW Taxiway

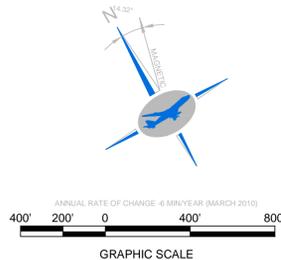


FAA APPROVAL

APPROVED CONDITIONALLY
 FEDERAL AVIATION ADMINISTRATION
 AIRPORTS DISTRICT OFFICE
 SAN FRANCISCO, CALIFORNIA

By: *[Signature]* Date: 4/13/11
 Manager

Subject to Letter dated 4/13/2011



AECOM

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Designed By:	No.	Revision	By	App.	Date
LDF	1	Airport Master Plan	Coffman		March 14, 2002
Drafted By:	2	Airport Layout Plan Update	Coffman	CMH	March 19, 2004
Checked By:	3	Airport Layout Plan Update - Buildings / Pavement / RW Length / ARP / Tables etc.	Coffman	CMH	September 24, 2004
	4	Airport Layout Plan Update - ASOS / T-Hangars / Building Facilities Tables	Coffman	CMH	December 19, 2005
Approved By:	5	Airport Layout Plan Update - RW Coord. / Elevation / Data Table / Marking / Road	Coffman	CMH	March 20, 2006
	6	Airport Layout Plan Update - Reflecting ARC C-II/D-II	AECOM	LAP	December 2009

Prepared For: The City of Hayward

[Signature] Date: 8-10-2010
 Lloyd A. Partin, Airport Manager

The preparation of this plan was financed in part through a planning grant from the Federal Aviation Administration as provided under Section 505 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 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	AIP Project No. 3-06-0103-15
Airport Layout Plan	Scale: 1" = 400'
City of Hayward	August 2010
	Sheet No. 2 of 12