

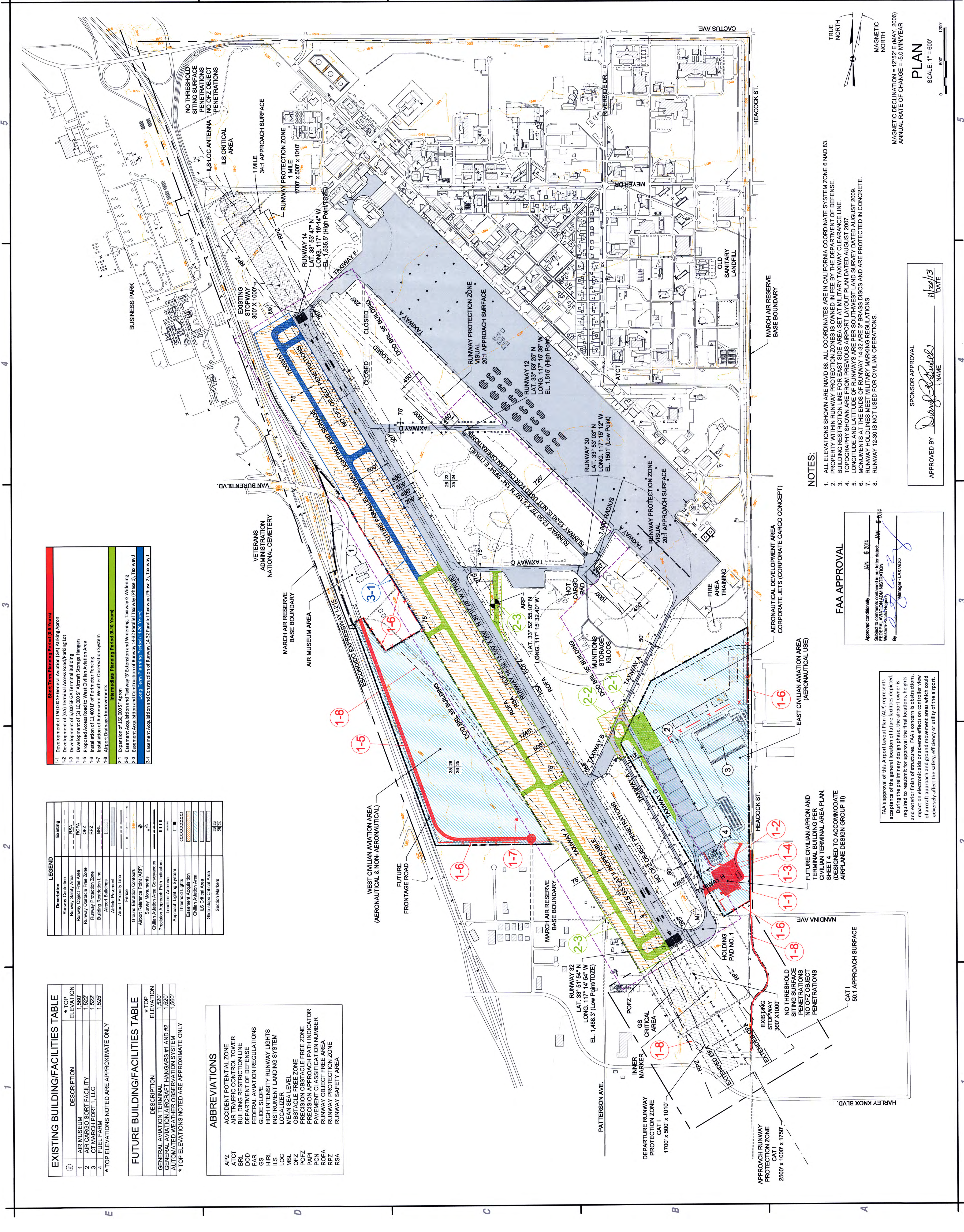


AIRPORT LAYOUT PLAN
MARCH INLAND PORT
RIVERSIDE COUNTY, CALIFORNIA

NO.	DATE	DESCRIPTION
1	11/18/2004	Issue for public review
2	8/16/2007	Issue for public review
3	9/17/2013	Report Layout Plan Update
4	8/16/2017	Report Layout Plan Update

AIRPORT LAYOUT PLAN

3 of 9



- 1-1 Development of 150,000 SF General Aviation (GA) Parking Apron
- 1-2 Development of (GA) Terminal Access Road/Parking Lot
- 1-3 Development of 5,000 SF GA Terminal Building
- 1-4 Development of (2) 10,000 SF Aircraft Storage Hangars
- 1-5 Proposed Access Road to West Civilian Aviation Area
- 1-6 Installation of 11,400 LF of Perimeter Fencing
- 1-7 Installation of Automated Weather Observation System
- 1-8 Airport Drainage Improvements
- 2-1 Expansion of 150,000 SF Apron
- 2-2 Extension and Widening of Taxiway G
- 2-3 Extension and Widening of Taxiway G
- 3-1 Extension and Widening of Taxiway G

LEGEND	Description	Existing
Runway Centerline	Runway Centerline	---
Runway Safety Area	Runway Safety Area	---
Runway Obstacle Free Area	Runway Obstacle Free Area	---
Runway Protection Zone	Runway Protection Zone	---
Building Restriction Line	Building Restriction Line	---
Airfield Perimeter	Airfield Perimeter	---
Airport Property Line	Airport Property Line	---
Fence	Fence	---
Ground Elevation Contours	Ground Elevation Contours	---
Airport Reference Point (ARP)	Airport Reference Point (ARP)	---
Survey Monuments	Survey Monuments	---
Civilian Aviation Area Conveyances	Civilian Aviation Area Conveyances	---
Precision Approach Path Indicators	Precision Approach Path Indicators	---
Locator Antenna	Locator Antenna	---
Approach Lighting System	Approach Lighting System	---
Terminal Lights	Terminal Lights	---
Civilian Aviation Area	Civilian Aviation Area	---
ILS Critical Area	ILS Critical Area	---
Glideslope Critical Area	Glideslope Critical Area	---
Section Markers	Section Markers	---

ID	DESCRIPTION	* TOP ELEVATION
1	AIR MUSEUM	1,560'
2	AIR CARGO SORT FACILITY	1,522'
3	CT MARCH PORT 1, LLC	1,522'
4	FUEL FARM	1,525'

* TOP ELEVATIONS NOTED ARE APPROXIMATE ONLY

ID	DESCRIPTION	* TOP ELEVATION
1	GENERAL AVIATION TERMINAL	1,520'
2	GENERAL AVIATION OBSERVATION SYSTEM	1,560'

* TOP ELEVATIONS NOTED ARE APPROXIMATE ONLY

ARP	ACCIDENT POTENTIAL ZONE
ATCT	AIR TRAFFIC CONTROL TOWER
BRV	BUILDING RESTRICTION LINE
DOD	DEPARTMENT OF DEFENSE
FAR	FEDERAL AVIATION REGULATIONS
GS	GUIDE SLOPE
HIRL	HIGH INTENSITY RUNWAY LIGHTS
ILS	INSTRUMENT LANDING SYSTEM
LOC	LOCALIZER
MSL	MEAN SEA LEVEL
OBZ	OBSTACLE FREE ZONE
OFZ	PRECISION OBSTACLE FREE ZONE
POFZ	PRECISION OBSTACLE FREE ZONE
PPI	PRECISION PATH INDICATOR
PCPI	PRECISION CLASSIFICATION NUMBER
RPZ	RUNWAY PROTECTION ZONE
RSA	RUNWAY SAFETY AREA

PLAN
 SCALE: 1" = 600'
 0 600' 1200'

TRUE NORTH
 MAGNETIC NORTH
 MAGNETIC DECLINATION = 12°52' E (MAY, 2006)
 ANNUAL RATE OF CHANGE = -5.0 MIN/YEAR

NOTES:

- ALL ELEVATIONS SHOWN ARE NAVD 83. ALL COORDINATES ARE IN CALIFORNIA COORDINATE SYSTEM ZONE 6 NAD 83.
- PROPERTY WITHIN RUNWAY PROTECTION ZONES IS OWNED IN FEE BY THE DEPARTMENT OF DEFENSE.
- BUILDING RESTRICTION LINE FOR EAST SIDE AREA SET AT MILITARY TAXIWAY CLEARANCE LINE.
- TOPOGRAPHY SHOWN ARE FROM PREVIOUS AIRPORT LAYOUT PLAN DATED AUGUST 2007.
- LONGITUDE AND LATITUDE OF RUNWAYS ARE PER SOUTHWEST LAND SURVEY DATED AUGUST 2009.
- MONUMENTS AT THE ENDS OF RUNWAY 14-32 ARE PER 3" BRASS DISCS AND ARE PROTECTED IN CONCRETE.
- RUNWAY HOLDLINES MEET MILITARY MARKING REGULATIONS.
- RUNWAY 12-30 IS NOT USED FOR CIVILIAN OPERATIONS.

APPROVED BY: *Daryl Reinhold* (NAME)
 DATE: 11/21/13

SPONSOR APPROVAL

FAA APPROVAL

Approved conditionally: JAN 6 2011
 Subject to comments contained in our letter dated: JAN 6 2011
 Western Pacific Region
 By: *[Signature]* (NAME)
 Manager - LAX/ADO

FAA's approval of this Airport Layout Plan (ALP) represents acceptance of the general location of future facilities depicted. During the preliminary design phase, the airport owner is required to resubmit for approval the final locations, heights and exterior finish of structures. FAA's concern is obstructions, impact on electronic aids or adverse effects on controller's view of aircraft approach and ground movements. Obstructions that adversely affect the safety, efficiency or utility of the airport.

WEST CIVILIAN AVIATION AREA (AERONAUTICAL & NON-AERONAUTICAL)

MARCH AIR RESERVE BASE BOUNDARY

AERONAUTICAL DEVELOPMENT AREA (CORPORATE CARGO CONCEPT)

EAST CIVILIAN AVIATION AREA (AERONAUTICAL USE)

FUTURE CIVILIAN APRON AND TERMINAL BUILDING PER CIVILIAN TERMINAL AREA PLAN, DESIGNED TO ACCOMMODATE AIRPLANE DESIGN GROUP III)