AU062

LEGEND

- EXISTING UNDERDRAIN
- EXISTING INLET/MANHOLE/HEADWALL
- EXISTING STORM SEWER
- EXISTING UNDERDRAIN CLEANOUT/INSPECTION HOLE
- EXISTING BASE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT
- EXISTING STAKE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT
- EXISTING STAKE MOUNTED MEDIUM INTENSITY RUNWAY LIGHT
- EXISTING BASE MOUNTED MEDIUM INTENSITY RUNWAY LIGHT
- EXISTING FLUSH MOUNTED HIGH INTENSITY RUNWAY LIGHT
- EXISTING CONCRETE ENCASED DUCT BANK (NUMBER OF WAYS)
- EXISTING ELECTRICAL SPLICE CAN
- EXISTING AIRFIELD GUIDANCE SIGN
- EXISTING RUNWAY 9/27 CIRCUIT
- EXISTING CIRCUIT 4
- EXISTING CIRCUIT 6
- EXISTING CIRCUIT 8
- EXISTING PAPI POWER CABLES
- NEW PAPI POWER CABLES
- EXISTING ELECTRICAL MANHOLE

RUNWAY 9/27

RUNWAY 15/33

RUNWAY 15/33 CENTERLINE ELEVATION AT STA. 545+25 = 694.9

RELOCATED PAPI LHA'S (TYPICAL)
PAPI LIGHT BEAM CENTERLINE ELEVATION = 695.4

NEW SPLICE CAN FOR PAPI POWER CABLES STA. 544+52, 107' RT. ℄ RUNWAY 15/33 (SEE NOTE 4)

NEW PAPI POWER CABLES 3-1/C #4 XLP-USE, 1-1/C #8 GROUND IN 1-1/4" UD W/ GUARD WIRE

EXISTING PAPI POWER CABLES

EXISTING PAPI POWER CABLES TO BE ABANDONED

NEW PAPI POWER AND CONTROL CABLES (INCIDENTAL TO PAPI RELOCATION) FOR CABLE DETAILS SEE SHEET ARR-D-PAPI33-E01

RELOCATED PAPI PCU
STA. 544+52, 265' RT. ℄ RUNWAY 15/33

NEW GLIDESLOPE CRITICAL AREA

EXISTING RUNWAY 33 PAPI TO BE RELOCATED (SEE NOTES 1 AND 2)

EXISTING STORM SEWER (TYPICAL)

EXISTING PAPI PCU AND RMS. PCU TO BE RELOCATED, RMS TO BE TURNED OVER TO FAA (SEE NOTE 3)

TAXIWAY A

TAXIWAY B

NORTH
0 30 60
SCALE IN FEET

NOTES

1. ONCE EXISTING PAPI LHA'S HAVE BEEN REMOVED, CONTRACTOR SHALL REMOVE TOP 18" OF EXISTING CONCRETE FOUNDATIONS (4' DIA.) AND COVER REMAINING FOUNDATION WITH TOPSOIL AND LANDSCAPE. COST OF FOUNDATION REMOVAL SHALL BE INCIDENTAL TO PAPI RELOCATION.
2. EXISTING GRAVEL MAINTENANCE AREA ADJACENT TO PAPI'S SHALL BE REMOVED, TOPSOILED AND LANDSCAPED, COST INCIDENTAL TO PAPI RELOCATION.
3. EXISTING PAPI PCU AND RMS CONCRETE FOUNDATION SHALL BE REMOVED AND DISPOSED OF OFFSITE. THE VOID SHALL BE TOPSOILED AND LANDSCAPED, COST INCIDENTAL TO PAPI RELOCATION.
4. SPLICE NEW POWER CABLES TO EXISTING IN SPLICE CAN. LEAVE 10' SLACK COILED IN SPLICE CAN.
5. RELOCATED PAPI'S AGGREGATE MAINTENANCE AREA SHALL BE 6" IN THICKNESS AND SHALL BE 10'x12' IN SIZE (COST INCIDENTAL).
6. CONTRACTOR SHALL FIELD VERIFY EXISTING GROUND ELEVATIONS.
7. AZIMUTHAL AIMING: EACH LIGHT UNIT SHALL BE AIMED OUTWARD INTO THE APPROACH ZONE ON A LINE PARALLEL TO THE RUNWAY CENTERLINE WITHIN A TOLERANCE OF ±1/2 DEGREE.
8. MOUNTING HEIGHT TOLERANCES: THE BEAM CENTERS OF ALL LIGHT UNITS SHALL BE WITHIN ±1 INCH OF A HORIZONTAL PLANE AT THE ELEVATION GIVEN IN THE TABLE.
9. TOLERANCE ALONG LINE PERPENDICULAR TO RUNWAY: THE FRONT FACE OF EACH LIGHT UNIT IN A BAR SHALL BE LOCATED ON A LINE PERPENDICULAR TO THE RUNWAY CENTERLINE WITHIN ±6 INCHES.
10. THE DIFFERENCE IN LATERAL SPACING BETWEEN THE LIGHT UNITS SHALL NOT EXCEED ONE FOOT.
11. APPLY "NEVER SEEZ" OR APPROVED EQUAL TO ALL THREADED BOLTS AND CONNECTIONS.
12. THE COST OF THE PAPI SHALL INCLUDE ANY SITE WORK AROUND THE PAPI, INCLUDING BUT NOT LIMITED TO THE CRUSHED STONE, EARTHWORK AND LANDSCAPING.
13. GLIDESLOPE ANGLE = 3°
    AIMING ANGLE UNIT 1 = 3°30'
    AIMING ANGLE UNIT 2 = 3°10'
    AIMING ANGLE UNIT 3 = 2°50'
    AIMING ANGLE UNIT 4 = 2°30'

PATH: K:\0428504\DRAW\SHEETS
FILE: site-papi-33.DWG
UPDATE BY: .
SURVEY BOOK #
XREF DWG:
XREF DWG:
DATE: .

REVISIONS

NUMBER	BY	DATE

0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

AURORA MUNICIPAL AIRPORT
AURORA, ILLINOIS
CONSTRUCT RUNWAY 33 ILS, RELOCATE RUNWAY 9 LOCALIZER

RUNWAY 33 PAPI SITE PLAN
ARR-D-PAPI33-C01

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613

DESIGN BY:	CAL
DRAWN BY:	JRO
CHECKED BY:	CAL
APPROVED BY:	
DATE:	05/12/06
JOB No:	04285-04

ILLINOIS PROJECT: ARR-3468
A.I.P. PROJECT: 3-17-0003-B31

FINAL SUBMITTAL