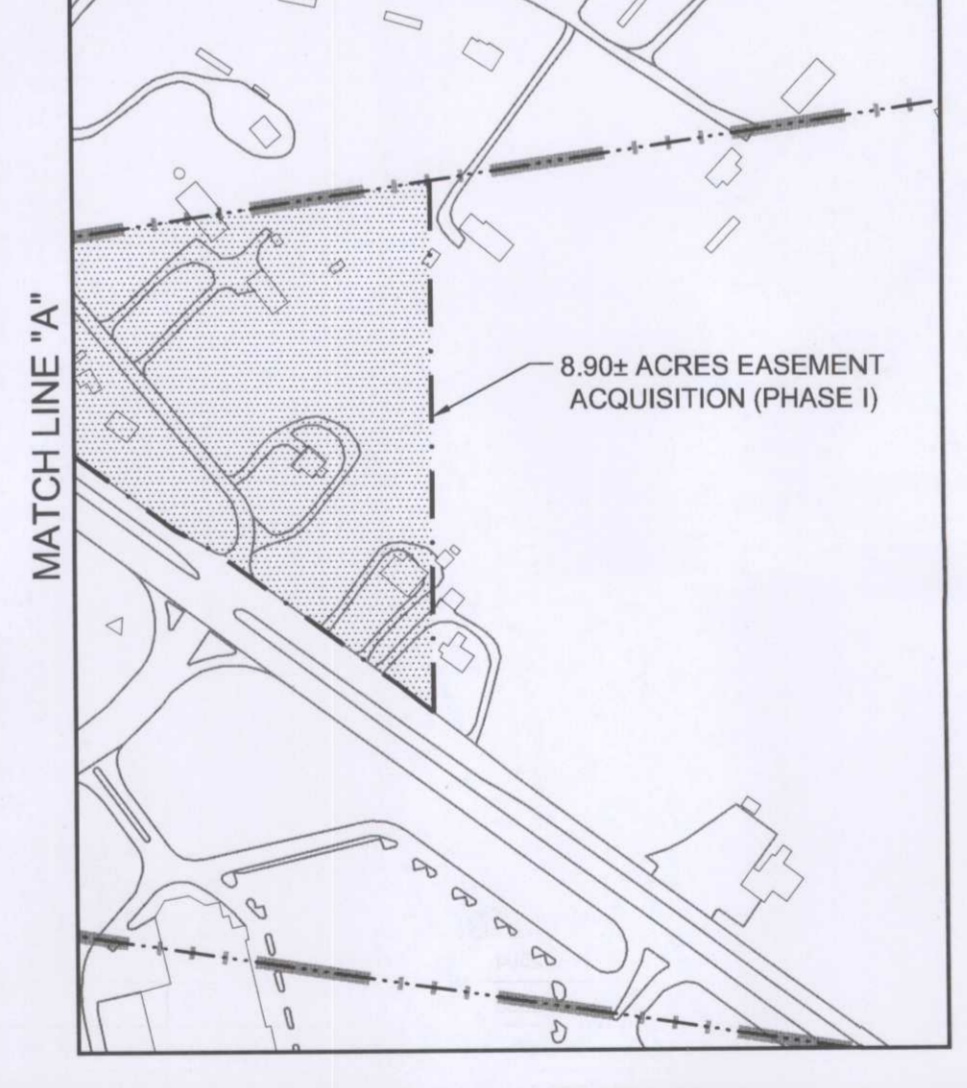
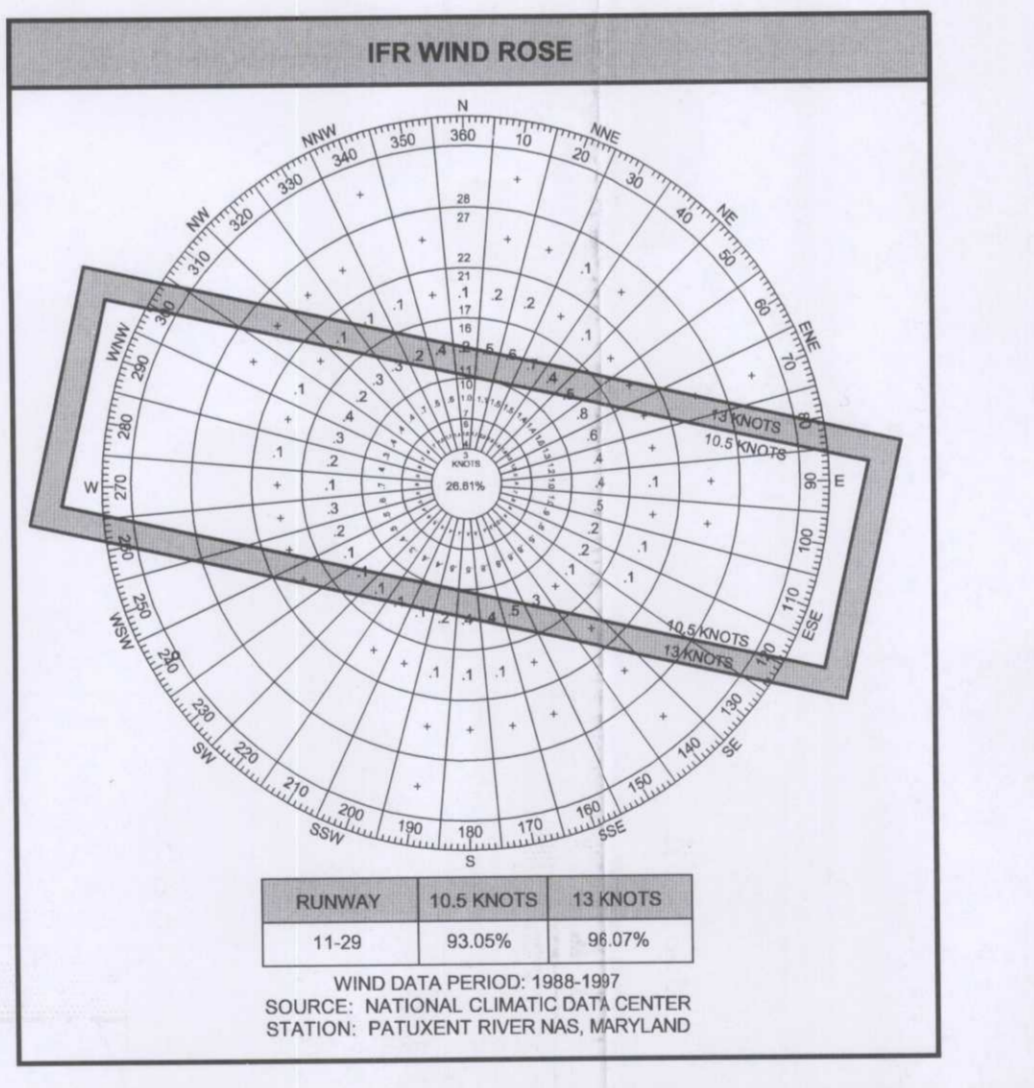
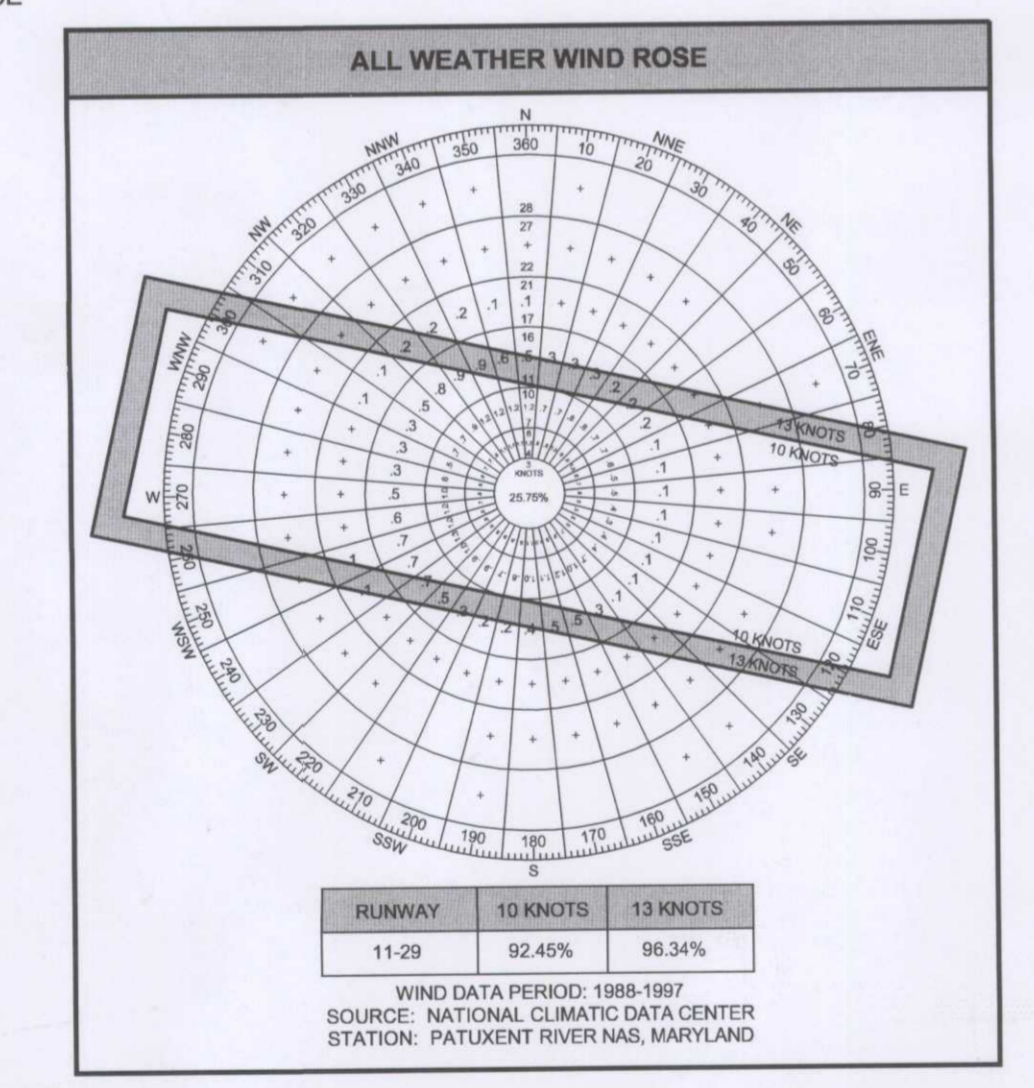


EXISTING FACILITIES INDEX		
NO.	DESCRIPTION	TOP ELEV.
1	T-HANGARS	152.6 AMSL (16' AGL)
2	T-HANGARS	153.9 AMSL (16' AGL)
3	T-HANGARS	154.6 AMSL (16' AGL)
4	T-HANGARS	151.4 AMSL (14' AGL)
5	T-HANGARS	153.4 AMSL (15' AGL)
6	COUNTY HANGAR	166.1 AMSL (25' AGL)
7	SELF FUELING	NA
8	FBO HANGAR	164.3 AMSL (25' AGL)
9	FBO	162.7 AMSL (24' AGL)
10	STATE POLICE HANGAR	157.3 AMSL (19' AGL)
11	(NOT USE)	154.0 AMSL (16' AGL)
12	AIR CARRIER TERMINAL BUILDING	162.3 AMSL (29' AGL)
13	ELECTRICAL VAULT	143.9 AMSL (10' AGL)
14	GROUP CORPORATE HANGAR	
15	GROUP CORPORATE HANGAR	
16	CORPORATE HANGAR	
17	CORPORATE HANGAR	
18	CORPORATE HANGAR	
19	CORPORATE HANGAR	
20	CORPORATE HANGAR	
21	CORPORATE HANGAR	
22	CORPORATE HANGAR	
23	CORPORATE HANGAR	
24	CORPORATE HANGAR	
25	CORPORATE HANGAR	
26	CORPORATE HANGAR	

PROPOSED FACILITIES INDEX		
NO.	DESCRIPTION	TOP ELEV.
A	T-HANGAR	*163 AMSL
B	T-HANGAR	*181 AMSL
C	OFFICE	*190 AMSL
D	FBO HANGAR	*190 AMSL
E	CORPORATE HANGAR	*190 AMSL
F	CORPORATE HANGAR	*190 AMSL
G	CORPORATE HANGAR	*190 AMSL
H	CORPORATE HANGAR	*190 AMSL
I	CORPORATE HANGAR	*190 AMSL
J	CORPORATE HANGAR	*190 AMSL
K	STATE POLICE	*190 AMSL
L	AIRFIELD MAINT. EQUIP. STORAGE	*190 AMSL

* = APPROXIMATE MAX. BUILDING ELEV.



NO.	DESCRIPTION	TOP ELEV.
16	CORPORATE HANGAR	
17	CORPORATE HANGAR	
18	CORPORATE HANGAR	
19	CORPORATE HANGAR	
20	CORPORATE HANGAR	
21	CORPORATE HANGAR	
22	CORPORATE HANGAR	
23	CORPORATE HANGAR	
24	CORPORATE HANGAR	
25	CORPORATE HANGAR	
26	CORPORATE HANGAR	

MODIFICATIONS TO FAA STANDARDS
 RUNWAY / TAXIWAY SEPARATION OF 207.5 FEET (240 FEET IS STANDARD) FOR RUNWAY 11-29 AND SOUTH PARALLEL TAXIWAY. ALL FUTURE TAXIWAY EXTENSIONS SHALL BE AT THE REQUIRED 240' SEPARATION. NOTE: THE PARALLEL TAXIWAY RELOCATION IS PROPOSED DURING PHASE I OF THE PLANNING PERIOD.

NOTES

- FAA'S APPROVAL OF THIS AIRPORT LAYOUT PLAN (ALP) REPRESENTS ACCEPTANCE OF THE GENERAL LOCATION OF THE FUTURE FACILITIES DEPICTED. DURING THE PRELIMINARY DESIGN PHASE, THE AIRPORT OWNER IS REQUIRED TO SUBMIT FOR APPROVAL THE FINAL LOCATIONS, HEIGHTS AND EXTERIOR FINISHES OF STRUCTURES. FAA'S CONCERNS ARE OBSTRUCTIONS, IMPACT ON ELECTRONIC AIDS AND ADVERSE EFFECT ON CONTROLLER VIEW OF AIRCRAFT APPROACHES AND GROUND MOVEMENTS, WHICH COULD ADVERSELY AFFECT THE SAFETY, EFFICIENCY OR UTILITY OF THE AIRPORT.
- ALL LATITUDE AND LONGITUDE COORDINATES ARE NORTH AMERICAN DATUM OF 1983 (NAD 83).
- ALL ELEVATIONS ARE IN FEET ABOVE MEAN SEA LEVEL AND BASED ON NATIONAL GEODETIC VERTICAL DATUM OF 1928 (NGVD 29).
- ALL ELEVATIONS ARE IN ACCORDANCE WITH NATIONAL MAP ACCURACY STANDARDS. SPOT ELEVATIONS AND GROUND ELEVATIONS ARE DERIVED FROM AERIAL PHOTOGRAMMETRY AND ARE APPROXIMATE ONLY. GROUND SURVEYS ARE RECOMMENDED TO VERIFY ACCURACY.
- THERE ARE NO KNOWN OBJECT FREE ZONE PENETRATIONS, OTHER THAN THOSE FIXED BY FUNCTION.
- ALTHOUGH THE PAVEMENT STRENGTH IS 20,000#, THE RUNWAY IS RESTRICTED TO B-II SMALL (<12,000#) BECAUSE THE OBSTRUCTIONS ARE NOT CLEAR AND THE EXISTING RUNWAY/TAXIWAY SEPARATION IS NON-STANDARD.
- FOR APRON DETAILS AND HOLDING POSITION DIMENSIONS, SEE "TERMINAL AREA DRAWING" SHEET 7 OF 9.
- WETLANDS HAVE BEEN SURVEYED AT THE AWOS FACILITY, RUNWAY 11 AND RUNWAY 29 APPROACHES. THEREFORE ANY ADDITIONAL WETLANDS ARE UNKNOWN AT THIS TIME.
- THRESHOLD SITING SURFACE OBJECT PENETRATIONS ARE SHOWN ON THE "RUNWAY 11 AND RUNWAY 29 INNER PORTION OF APPROACH SURFACE" DRAWING, SHEETS 4 AND 5 OF 9. THE RECOMMENDATIONS FOR THESE PENETRATIONS ARE LOCATED ON SHEET 6 OF 9.

AIRPORT DATA		
EXISTING	EXISTING	ULTIMATE DEVELOPMENT
AIRPORT ELEVATION	143 MSL	143 MSL
ARP LAT/LONG (NAD 83)	LAT 38°18' 55"N LONG 78°33' 0"W	LAT 38°18' 57"N LONG 78°32' 0"W
MEAN DAILY MAX TEMPERATURE	87° F	SAME
ARC	B-II (SMALL)	B-II (LARGE)
NPIAS SERVICE LEVEL	GENERAL AVIATION	SAME
MAA SERVICE ROLE	GENERAL AVIATION	SAME
TAXIWAY LIGHTING	LIMITED MITLS	FULL MITLS
TAXIWAY MARKING	CENTRALINE HOLDINGS	SAME
AIRPORT NAVAIDS	BEACON, WINDSOCK, SEG. CIRCLE, AWOS III	SAME
TERMINAL NAVAIDS	NONE	NONE
CRITICAL AIRCRAFT	BEECH SUPER KING AIR 8200	GENERAL AVIATION GENERAL AVIATION (APPROXIMATE WEIGHT) COMMUTER SERVICE BEECH 1900D AIRLNER

RUNWAY DATA				
	EXISTING	EXISTING	ULTIMATE DEVELOPMENT	ULTIMATE DEVELOPMENT
	RW 11	RW 29	RW 11	RW 29
APPROACH VISIBILITY MINIMUMS	1 MILE	1 MILE	1 MILE	1 MILE
FAR PART 77 APPROACH SLOPE	20:1	20:1	34:1	34:1
MARKING	NPI	NPI	NPI	NPI
VISUAL APPROACH AIDS	PAPIs, REILs	PAPIs, REILs	SAME	SAME
INSTRUMENT APPROACH AIDS	NONE	NONE	LOC	NONE
RUNWAY END COORDINATES (NAD 83)	38°18' 55.7"N 78°33' 25.9"W	38°18' 53.9"N 78°32' 35.0"W	38°19' 02.7"N 77°33' 40.6"W	SAME
RUNWAY END ELEVATION (MSL)	143.39 MSL	126.33 MSL	SAME	SAME
TOUCHDOWN ZONE ELEVATION (MSL)	139.30 MSL	130.50 MSL	APPROX. 143.50 MSL	SAME
RW 11-29				
DIMENSIONS (LENGTH x WIDTH)	4,150' x 75'	5,350' x 75'		
PAVEMENT TYPE	ASPHALT	ASPHALT	SAME	SAME
PAVEMENT DESIGN STRENGTH	20,000 - S (SEE NOTE 6)	30,000# - S		
LIGHTING / SIGNAGE	MIRLS / MANDATORY HOLD SIGNS	MIRLS / MANDATORY HOLD SIGNS		
PERCENT GRADIENT / MAXIMUM GRADE WITH RW LENGTH	0.41% / HIGH POINT- RW 11 END 143.39 LOW POINT- RW 29 END 129.33			
ARC	B-II (SMALL)	B-II (LARGE)		
RUNWAY SAFETY AREA DIMENSIONS (RSA)	150'W x 300' BEYOND ENDS	SAME		
OBJECT FREE AREA DIMENSIONS (OFA)	500'W x 300' BEYOND ENDS	SAME		
OBJECT FREE ZONE (OFZ)	400'W x 200' BEYOND ENDS NO OFZ PENETRATIONS	SAME		

LEGEND	
EXISTING	ULTIMATE DEVELOPMENT
AIRPORT PROPERTY LINE	---
GLIDESLOPE/LOCALIZER CRITICAL AREA	---
OBJECT FREE ZONE	---
RUNWAY OBJECT FREE AREA	---
RUNWAY SAFETY AREA	---
SECURITY FENCE	---
TAXIWAY OBJECT FREE AREA	---
TAXIWAY SAFETY AREA	---
AVIGATION EASEMENT	---
BUILDINGS	---
DEMOLITION/ RELOCATION	---
PROPERTY ACQUISITION (FEE SIMPLE)	---
TEMPORARY TAXIWAY EXTENSION	---
WETLANDS	---
AIRPORT REFERENCE POINT	---
AUTOMATED WEATHER OBSERVATION SYSTEM	---
OBSTRUCTION LIGHTS	---
ROTATING BEACON	---
RW END IDENTIFIER LIGHTS (REILs)	---
WIND CONE & SEGMENTED CIRCLE	---

NO.	REVISIONS	BY/ DATE	APPROVALS		
			FAA/ DATE	MAA/ DATE	BOCCSM/ DATE
1	ADD NEW HANGARS & PROPERTY	RGL/ FEB 2004	TJPI/ MAY 2004	/ APR 2004	TFM/ NOV 2003
2	ADD TEMP. TAXIWAY A, UPDATE BUILDINGS/ HANGARS	BDM/ JUL 2009			
3	BEACON LOCATION / HANGAR 26	BDM/ MAY 2010	TJPI/ JUL 2010	/ JUL 2010	/ JUL 2010
4	UPDATED ACQUIRED PROPERTY	BDM/ FEB 2012			

FEDERAL AVIATION ADMINISTRATION <small>APPROVED SUBJECT TO COMMENTS AND CONDITIONS NOTED IN LETTER FROM MANAGER, WASHINGTON AIRPORTS DISTRICT OFFICE DATED 08.15.12</small>		PRELIMINARY NOT FOR CONSTRUCTION	
APPROVED	DATE		
<i>Thomas A. Priscilla Jr.</i>		08.15.12	
MARYLAND DEPARTMENT OF AVIATION			
APPROVED	DATE		
<i>William O. Sobole</i>		3-6-12	
BOARD OF COUNTY COMMISSIONERS FOR ST. MARY'S COUNTY			
APPROVED	DATE		
<i>George A. Jackson</i>		3-1-2012	
DRAWN BY:	RWW	SCALE:	1"=300'
CHECKED BY:	CAB	DATE:	AUGUST 2002

AIRPORT LAYOUT DRAWING

CAPTAIN WALTER FRANCIS DUKE
REGIONAL AIRPORT AT ST. MARY'S
LEONARDTOWN, MARYLAND

DELTA AIRPORT CONSULTANTS, INC.
engineers - planners

SHEET **2** OF **9**