
PHASE I – FAR PART 77, 34:1 APPROACH SLOPE NONPRECISION INSTRUMENT, LARGER THAN UTILITY, VISIBILITY MINIMUMS GREATER THAN 3/4 MILE (500' x 3,500' x 10,000')
EXISTING FAR PART 77 20:1 APPROACH SLOPE NONPRECISION INSTRUMENT, UTILITY RUNWAY (500' x 2,000' x 5,000')
EXISTING RUNWAY PROTECTION ZONE VISIBILITY MINIMUMS NOT LOWER THAN 1 MILE SMALL AIRCRAFT EXCLUSIVELY (250' x 450' x 1,000')
COMMERCE AVENUE
4± ACRES EASEMENT ACQUISITION (PHASE I)
72± ACRES OWNED BY THE BOARD OF COUNTY COMMISSIONERS
MERVELL DEAN ROAD
CLARK MILL ROAD
THREE NOTCH ROAD (MD ROUTE 235)
AIRPORT VIEW DRIVE
MILLS VILLAGE DRIVE
LAWRENCE HAYDEN ROAD
1± ACRES EASEMENT ACQUISITION (PHASE I)
MAINTAIN EXISTING OBSTRUCTION LIGHTS
2± ACRES EASEMENT ACQUISITION (PHASE I)
RELOCATE LAWRENCE HAYDEN ROAD (PHASE I)
2± ACRES EASEMENT ACQUISITION (PHASE I)
PROPOSED SECURITY FENCE (PHASE I)
EXISTING RUNWAY PROTECTION ZONE VISIBILITY MINIMUMS NOT LOWER THAN 1 MILE SMALL AIRCRAFT EXCLUSIVELY (250' x 450' x 1,000')
4 BOX PAPI (PHASE I)
EXISTING THRESHOLD LIGHTS TO BE RELOCATED (PHASE I)
SEGMENTED CIRCLE WINDSOCK AND TEE
AWOS
EXISTING THRESHOLD LIGHTS
EXISTING RW 29 END ELEV. 126.3 MSL
LAWRENCE HAYDEN ROAD CUL-DE-SAC (PHASE III)
THRESHOLD LIGHTS (PHASE I)
1,200' RUNWAY EXTENSION (PHASE I)
EXISTING RW 11 END ELEV. 143.4 MSL (HIGH POINT)
PAPI
500' RUNWAY OBJECT FREE AREA
150' RUNWAY SAFETY AREA
500' FAR PART 77 PRIMARY SURFACE
LEONARDTOWN CBL 425
RUNWAY 11-29 EXISTING 4,150' x 75' ULTIMATE 5,350' x 75'
ULTIMATE RW 11 END ELEV. 143.0 MSL
131' TAXIWAY OBJECT FREE AREA
79' TAXIWAY SAFETY AREA
PROPOSED LOCALIZER ANTENNA (PHASE I)
PROPOSED LOCALIZER CRITICAL AREA (PHASE I)
AIRPORT PROPERTY LINE
MATCH LINE "A"
67' X 67' HELICOPTER OPERATING AREA (PHASE I)
TAXIWAY "A"
GENERAL AVIATION APRON
COMMERCIAL SERVICE APRON
MAINTAIN EXISTING OBSTRUCTION LIGHT
AIRPORT DRIVE
COTTONWOOD PARKWAY
INSTALL PROPOSED OBSTRUCTION LIGHT
PHASE I – RUNWAY PROTECTION ZONE VISIBILITY MINIMUMS NOT LOWER THAN 1 MILE APPROACH CATEGORY B (500' x 700' x 1,000')
36± ACRES EASEMENT ACQUISITION (PHASE I)
AIRPORT ACCESS ROAD (PHASE III)
0.3± ACRES LAND ACQUISITION (PHASE I)
3± ACRES LAND ACQUISITION (PHASE III)
PROPOSED SECURITY FENCE (PHASE III)
AIRFIELD MAINTENANCE EQUIPMENT STORAGE (PHASE III)
LAWRENCE HAYDEN ROAD CUL-DE-SAC (PHASE I)
RELOCATED STATE POLICE OPERATIONS / AUTO PARKING (PHASE III)
80' X 80' CORPORATE HANGAR (PHASE III)
80' X 80' CORPORATE HANGAR / AUTO PARKING (PHASE III)
USE EXISTING INTERIM ROAD UNTIL NEW AIRPORT ACCESS ROAD TO LAWRENCE HAYDEN ROAD IS COMPLETED (PHASE I / PHASE II)
SPACE RESERVED FOR FUTURE FBO HANGAR, OFFICE, AUTO PARKING, FUEL FARM, APRON (ULTIMATE)
80' X 1100' CORPORATE HANGAR / AUTO PARKING (PHASE I)
10 UNIT T-HANGAR (PHASE III)
80' X 80' / 800' X 100' CORPORATE HANGARS / AUTO PARKING (PHASE II)
SELF-CLOSING SLIDING SECURITY GATE WITH KEY PAD (PHASE I)
100'x100' CORPORATE HANGAR (PHASE I)
AIRPORT ACCESS ROAD (PHASE I)
41'x144' SMALL GROUP CORPORATE HANGARS (PHASE I)
62'x260' LARGE GROUP CORPORATE HANGAR (PHASE I)
62'x65' CORPORATE HANGAR (PHASE I)
100'x100' CORPORATE HANGAR (PHASE I)
RELOCATE STATE POLICE OPERATIONS (PHASE I)
ROTATING BEACON
REALIGN AIRPORT DRIVE TO ACCOMMODATE TAXIWAY RELOCATION (PHASE I)
PROPOSED SECURITY FENCE (PHASE III)
FUEL FARM EXPANSION (PHASE II)
UPGRADE TO 4 BOX PAPI (PHASE II)
1.4± ACRES LAND ACQUISITION (PHASE I)
RELOCATE / COMPLETE PARALLEL TAXIWAY "A" (PHASE I)
PROPOSED LOCALIZER BUILDING / DME ANTENNA (PHASE I)
EXISTING FAR PART 77 20:1 APPROACH SLOPE NONPRECISION INSTRUMENT, UTILITY RUNWAY (500' x 2,000' x 5,000')
PECAN COURT
PHASE I – RUNWAY PROTECTION ZONE VISIBILITY MINIMUMS NOT LOWER THAN 1 MILE APPROACH CATEGORY B (500' x 700' x 1,000')
ALL WEATHER WIND ROSE
IFR WIND ROSE
MAGNETIC DECLINATION 10 49' WEST (2001)
8.90± ACRES EASEMENT ACQUISITION (PHASE I)
MATCH LINE "A"
1"=300'
SCALE
FEET
300 0 300 600

RUNWAY	10 KNOTS	13 KNOTS
11–29	92.45%	96.34%

WIND DATA PERIOD: 1988–1997
SOURCE: NATIONAL CLIMATIC DATA CENTER
STATION: PATUXENT RIVER NAS, MARYLAND

RUNWAY	10.5 KNOTS	13 KNOTS
11–29	93.05%	96.07%

WIND DATA PERIOD: 1988–1997
SOURCE: NATIONAL CLIMATIC DATA CENTER
STATION: PATUXENT RIVER NAS, MARYLAND

APPROVED SUBJECT TO COMMENTS AND CONDITIONS NOTED IN LETTER FROM MANAGER WASHINGTON AIRPORTS DISTRICT OFFICE DATED MAY 12, 2004

RECEIVED APR - 1 2004 ST. MARY'S COUNTY DEPT. PUBLIC WORKS

RECEIVED MAY 21 2004

04025ALP.DWG
ALP

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

1. 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.
2. ALL LATITUDE AND LONGITUDE COORDINATES ARE NORTH AMERICAN DATUM OF 1983 (NAD 83).
3. ALL ELEVATIONS ARE IN FEET ABOVE MEAN SEA LEVEL AND BASED ON NATIONAL GEODETIC VERTICAL DATUM OF 1929 (NGVD 29).
4. 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.
5. THERE ARE NO KNOWN OBJECT FREE ZONE PENETRATIONS, OTHER THAN THOSE FIXED BY FUNCTION.
6. 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.
7. FOR APRON DETAILS AND HOLDING POSITION DIMENSIONS, SEE "TERMINAL AREA DRAWING" SHEET 7 OF 9.
8. WETLANDS HAVE BEEN SURVEYED AT THE AWOS FACILITY, RUNWAY 11 AND RUNWAY 29 APPROACHES, THEREFORE ANY ADDITIONAL WETLANDS AREAS ARE UNKNOWN AT THIS TIME.
9. THRESHOLD SITING SURFACE OBJECT PENETRATIONS ARE SHOWN ON THE "RUNWAY 11 AND RUNWAY 29 INNER PORTION OF APPROACH SURFACE" DRAWINGS, SHEETS 4 AND 5 OF 9. THE RECOMMENDATIONS FOR THESE PENETRATIONS ARE LOCATED ON SHEET 8 OF 9.

ULTIMATE FACILITIES INDEX BLDGS. 14-25 ON "TERMINAL AREA DRAWING" SHEET 7 OF 9.

EXISTING FACILITIES INDEX

NO.	DESCRIPTION	TOP ELEV.
1	T-HANGAR	152.6 AMSL (16' AGL)
2	T-HANGAR	153.9 AMSL (16' AGL)
3	T-HANGAR	154.6 AMSL (16' AGL)
4	T-HANGAR	151.4 AMSL (14' AGL)
5	T-HANGAR	153.4 AMSL (15' AGL)
6	COUNTY HANGAR	166.1 AMSL (25' AGL)
7	SELF FUELING	NA
8	PAINT SHOP	164.3 AMSL (25' AGL)
9	FBO	162.7 AMSL (24' AGL)
10	STATE POLICE	157.3 AMSL (19' AGL)
11	FUEL TANK	154.0 AMSL (16' AGL)
12	AIR CARRIER TERMINAL BLDG.	162.3 AMSL (29' AGL)
13	ELECTRICAL VAULT	143.9 AMSL (10' AGL)
26	GROUP CORPORATE HANGARS	
27	GROUP CORPORATE HANGARS	

AIRPORT DATA

	EXISTING	ULTIMATE DEVELOPMENT
AIRPORT ELEVATION	143 MSL	143 MSL
ARP LAT/LONG (NAD 83)	LAT 38°18' 55"N LONG 76°33' 0"W	LAT 38°18' 57"N LONG 76°33' 06"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	CENTERLINE; HOLDLINES	SAME
AIRPORT NAVAIDS	BEACON, WINDSOCK, SEG. CIRCLE, AWOS III	SAME
TERMINAL NAVAIDS	NONE	NONE
CRITICAL AIRCRAFT	BEECH SUPER KING AIR B200	GENERAL AVIATION CESSNA CITATION II (APPROACH / WINGSPAN), ROCKWELL SABRELINER 65 (WEIGHT) COMMUTER SERVICE BEECH 1900D AIRLINER

DEVELOPMENT PROGRAM

PHASE I DEVELOPMENT (2000-2005)	
PHASE II DEVELOPMENT (2005-2010)	
PHASE III DEVELOPMENT (2010-2020)	
ULTIMATE DEVELOPMENT (BEYOND 2020)	

RUNWAY DATA

	EXISTING RW 11	EXISTING RW 29	ULTIMATE DEVELOPMENT RW 11	ULTIMATE DEVELOPMENT 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' 59.7"N 76°33' 25.9"W	38°18' 50.9"N 76°32' 35.0"W	38°19' 02.2"N 76°33' 40.6"W	SAME SAME
RUNWAY END ELEVATION (MSL)	143.39 MSL	126.33 MSL	SAME	SAME
TOUCHDOWN ZONE ELEVATION (MSL)	139.30 MSL	130.50 MSL	APPROX. 143.00 MSL	SAME

RW 11-29	EXISTING	ULTIMATE DEVELOPMENT
DIMENSIONS (LENGTH x WIDTH)	4,150' x 75'	5,350' x 75'
PAVEMENT TYPE	ASPHALT	SAME
PAVEMENT DESIGN STRENGTH	20,000# - S (SEE NOTE 6)	30,000# - S
LIGHTING / SIGNAGE	MIRLs / MANDATORY HOLD SIGNS	MIRLs / MANDATORY HOLD DISTANCE REMAINING SIGNS
PERCENT GRADIENT / MAXIMUM GRADE WITH RW LENGTH	0.41% / HIGH POINT= RW 11 END 143.39 LOW POINT= RW 29 END 126.33	SAME
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		
RUNWAY OBJECT FREE AREA		SAME
RUNWAY SAFETY AREA		SAME
TAXIWAY OBJECT FREE AREA		SAME
TAXIWAY SAFETY AREA		
OBJECT FREE ZONE	OFZ	SAME
PAVEMENT EDGES		
SECURITY FENCE		
GLIDESLOPE\LOCALIZER CRITICAL AREA		
BUILDINGS		
DEMOLITION/RELOCATION	NA	
OBSTRUCTION LIGHTS		
ROTATING BEACON	★	★
RW END IDENTIFIER LIGHTS (REIL's)		SAME
AIRPORT REFERENCE POINT		
WIND CONE & SEGMENTED CIRCLE		SAME
AUTOMATED WEATHER OBSERVATION SYSTEM		SAME
AVIGATION EASEMENT		
PROPERTY ACQUISITION (FEE SIMPLE)	NA	
WETLANDS		NA

NO.	REVISIONS	BY/DATE	APPROVALS FAA/DATE	APPROVALS MAA/DATE	APPROVALS BOCCSM/DATE
1	ADD NEW HANGARS & PROPERTY	RGL/FEB 2004			

FEDERAL AVIATION ADMINISTRATION
APPROVED DATE

MARYLAND DEPARTMENT OF AVIATION
APPROVED [signature] DATE 4/28/04

BOARD OF COUNTY COMMISSIONERS FOR ST. MARY'S COUNTY
APPROVED DATE
SIGNED: [signature] THOMAS F. McKAY, PRESIDENT 11/4/2003

AIRPORT LAYOUT DRAWING

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

DELTA AIRPORT CONSULTANTS, INC.
engineers – planners

SHEET 2 OF 9

DRAWN BY:	RWW	SCALE:	1"=300'
CHECKED BY:	CAB	DATE:	AUGUST 2002

X:\2004proj\04025\04025alp.dwg, ALP, 3/15/2004 2:13:07 PM, mab