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Project Number: 000000

NOTES

1. THERE ARE NO OFZ OBJECT PENETRATIONS OTHER THAN FRANGIBLE NAVADS.
2. THERE ARE NO THRESHOLD SITTING SURFACE OBJECT PENETRATIONS.
3. FAA'S APPROVAL OF THE AIRPORT LAYOUT PLAN (ALP) REPRESENTS ACCEPTANCE OF THE GENERAL LOCATION OF THE FUTURE FACILITIES DEPICTED. DURING THE PRELIMINARY PHASES OF THE PROJECT, THE AIRPORT OWNER IS REQUIRED TO SUBMIT FOR APPROVAL THE FINAL LOCATIONS, HEIGHTS, AND EXTERIOR SURFACES OF AIRPORT APPROACHES AND CONCERNS ARE OBSTRUCTIONS, IMPACT ON ELECTRONIC AIDS AND ADVERSE EFFECT ON CONTROLLER VIEW OF AIRPORT APPROACHES AND GROUND MOVEMENTS, WHICH COULD ADVERSELY AFFECT THE SAFETY, EFFICIENCY OR UTILITY OF THE AIRPORT.
4. THE BUILDING RESTRICTION LINE (BRL) SHOWN ASSUMES A HEIGHT OF 20' ABOVE GROUND LEVEL. AGULS, BLDGS WITH TOP ELEVATIONS LESS THAN 20' CANNOT BE POSITIONED CLOSER TO THE BRL TO RUNWAY; WHEREAS, TALLER BUILDINGS WOULD HAVE TO MOVE FURTHER FROM THEIR RESPECTIVE RUNWAY.
5. ALL DEVELOPMENT NOT AS 'ULTIMATE' WILL REQUIRE ADDITIONAL DOCUMENTATION AND JUSTIFICATION. IT WILL BE SUBJECT TO THE FAA IN ORDER TO BE CONSIDERED FOR APPROVAL AND FUNDING.
6. EXISTING TAXIDAY WIDTHS VARY FROM 35-50'. HOWEVER, THE STANDARD WIDTH FOR GROUP II AIRCRAFT IS 35'. THE REQUIRED TAXIDAY WIDTH FOR A GROUP I AIRCRAFT IS 50'. THE REQUIRED TAXIDAY WIDTHS WILL BE CONSTRUCTED TO GROUP I OR GROUP II STANDARDS DEPENDING ON THE FACILITY DESIGN CATEGORY.
7. ALL NON-AVIATION RELATED OBSTRUCTIONS SHOWN IN THIS PLAN MUST ALSO INCLUDE AN AVIATION RELATED COMPONENT, SUCH AS AN ATTACHED OR ADJACENT HANGAR FACILITY.
8. AN RSA DETERMINATION OR EVALUATION OF RSA BY A LICENSED ENGINEER IS REQUIRED IN ORDER TO DETERMINE EXACT LOCATION OF OBSTACLES AND DISPLACEMENT REQUIRED TO RECOVER RSA PRIOR TO & BEYOND THE END OF RUNWAY 31. IT IS RECOMMENDED THAT THE RSA DETERMINATION OCCUR DURING THE SHORT-TERM PLANNING PERIOD.
9. AN OBSTRUCTION SURVEY SHOULD BE PERFORMED PRIOR TO THE INSTALLATION OF ANY NEW NAVADS AND/OR PRIOR TO THE ESTABLISHMENT OF ANY NEW APPROACHES.

CONSTRUCTION NOTICE REQUIREMENT

To protect operational safety and future development, all proposed construction on the airport must be coordinated by the airport owner with the FAA Airports District Office prior to construction. FAA's review takes approximately 60 days.

[illegible]

Project Name:

AIRPORT LAYOUT PLAN (Master Plan Update)

Drawing Name:

AIRPORT LAYOUT DRAWING

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FAA A.I.P. Project Number: **AIP 3-51-0011-020**

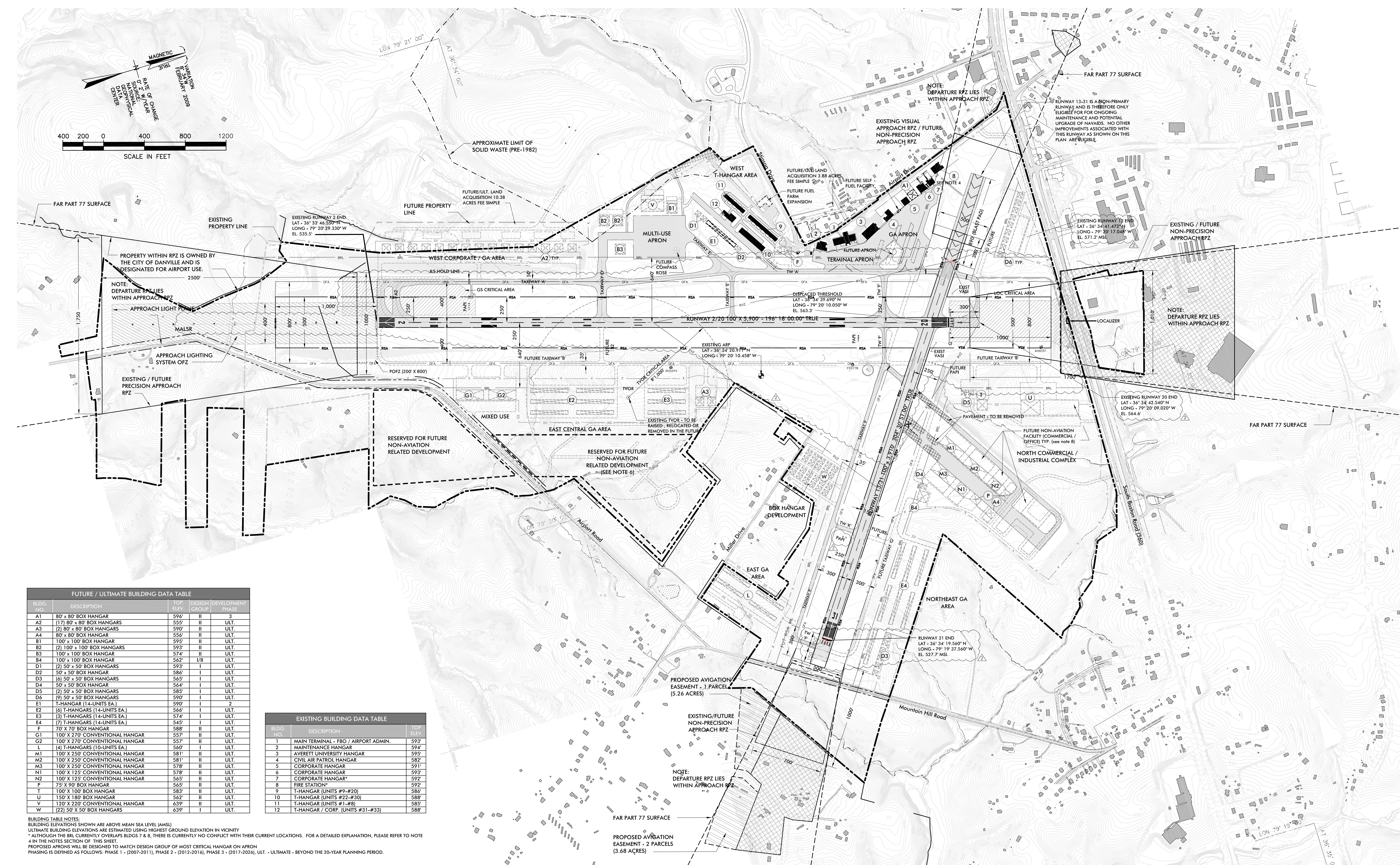
Autocad Drawing Reference:
02 - Airport Layout Drawing - ALD.dwg

Saved: May 15, 2017 - 10:15am by Marshall.Eichfeld
Plotted: May 26, 2017 - 10:31am

Date: **June 2009**

Scale:	Drawing Number:
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1" = 400'	2
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FUTURE / ULTIMATE BUILDING DATA TABLE				
BLDG NO.	DESCRIPTION	TOP ELEV.	DESIGN GROUP	DEVELOPMENT PHASE
A1	80' x 80' BOX HANGAR	596'	II	3
A2	71' 8" x 80' BOX HANGARS	555'	II	ULT.
A3	(2) 80' x 80' BOX HANGARS	590'	II	ULT.
A4	80' x 80' BOX HANGAR	556'	II	ULT.
E1	100' x 100' BOX HANGAR	593'	II	ULT.
B2	(2) 100' x 100' BOX HANGARS	574'	II	ULT.
B3	100' x 100' BOX HANGAR	574'	II	ULT.
B4	100' x 100' BOX HANGAR	565'	III	ULT.
D1	(2) 50' x 50' BOX HANGARS	593'	I	ULT.
D2	50' x 50' BOX HANGAR	586'	II	ULT.
D3	(4) 50' x 50' BOX HANGARS	590'	II	ULT.
D4	50' x 50' BOX HANGAR	584'	II	ULT.
D5	(2) 50' x 50' BOX HANGARS	565'	II	ULT.
D6	(2) 50' x 50' BOX HANGARS	590'	II	ULT.
E1	T-HANGAR (1-LUNITS EA)	590'	2	
E2	(4) T-HANGARS (1-LUNITS EA)	566'	II	ULT.
E3	(4) T-HANGARS (1-LUNITS EA)	574'	I	ULT.
F4	(7) T-HANGARS (1-LUNITS EA)	548'	II	ULT.
F	70' x 70' BOX HANGAR	595'	II	ULT.
G	100' x 120' CONVENTIONAL HANGAR	527'	II	ULT.
G2	100' x 270' CONVENTIONAL HANGAR	557'	II	ULT.
L	(4) T-HANGARS (10-LUNITS EA)	560'	I	ULT.
M1	100' x 220' CONVENTIONAL HANGAR	581'	II	ULT.
M2	100' x 250' CONVENTIONAL HANGAR	581'	II	ULT.
M3	100' x 250' CONVENTIONAL HANGAR	578'	II	ULT.
N1	100' x 120' CONVENTIONAL HANGAR	578'	II	ULT.
N2	100' x 125' CONVENTIONAL HANGAR	565'	II	ULT.
P	75' x 90' BOX HANGAR	565'	II	ULT.
Q	100' x 100' BOX HANGAR	583'	II	ULT.
U	150' x 180' BOX HANGAR	562'	II	ULT.
V	120' x 220' CONVENTIONAL HANGAR	639'	II	ULT.
W	(2) 120' x 50' BOX HANGARS	593'	II	ULT.

BUILDING ELEVATIONS SHOWN ARE ABOVE MEAN SEA LEVEL (AMSL)
 BUILDING ELEVATIONS SHOWN ARE ABOVE MEAN SEA LEVEL (AMSL)
 ULTIMATE BUILDING ELEVATIONS ARE ESTIMATED USING HIGHEST GROUND ELEVATION IN VICINITY
 4. *ALTHOUGH THE BRL CURRENTLY OVERLAPS BLDGS 7 & 8, THERE IS CURRENTLY NO CONFLICT WITH THEIR CURRENT LOCATIONS. FOR A DETAILED EXPLANATION, PLEASE REFER TO NOTE
 4 IN THE NORTH SECTION OF THIS SHEET.
 PROPOSED ANCHORS WILL BE DESIGNED TO MATCH STUDY GROUP OF MOST CRITICAL HANGAR ON APRON
 PHASING IS DEFINED AS FOLLOWS: PHASE 1 - (2007-2011), PHASE 2 - (2012-2016), PHASE 3 - (2017-2026), ULT. - ULTIMATE - BEYOND THE 20-26 YEAR PLANNING PERIOD.

EXISTING BUILDING DATA TABLE			
BLDG. NO.	DESCRIPTION	T-FLOOR	T-FLOOR
1	MAIN TERMINAL - FBO / AIRPORT ADMIN.	593'	593'
2	MAINTENANCE HANGAR	594'	594'
3	AVERTER UNIVERSITY HANGAR	595'	595'
4	CIVIL AIR PATROL HANGAR	582'	582'
5	CORPORATE HANGAR	591'	591'
6	CORPORATE HANGAR	593'	593'
7	CORPORATE HANGAR*	592'	592'
8	FIRE STATION*	592'	592'
10	T-HANGAR (UNITS #9-#20)	586'	586'
11	T-HANGAR (UNITS #22-#30)	585'	585'
11	T-HANGAR (UNITS #1-#8)	585'	585'
12	T-HANGAR / CORP. (UNITS #31-#33)	588'	588'

	RUNWAY DATA TABLE				RUNWAY 13-31			
	EXISTING		ULTIMATE		EXISTING		ULTIMATE	
RUNWAY LENGTH	5,900 FT	5,900	5,900	5,900	3,910' Δ	3,910' Δ	3,910' Δ	3,910' Δ
RUNWAY WIDTH	100 FT	100 FT	100 FT	100 FT	8-1	8-1	100 FT	100 FT
AIRPORT REFERENCE CODE	C-II	C-II	C-II	C-II	B-II	B-II	B-II	B-II
CRITICAL AIRCRAFT	GULFSTREAM III	GULFSTREAM III	GULFSTREAM III	GULFSTREAM III	CITATION II	CITATION II	CITATION II	CITATION II
TRUE BEARING	196° 18' 00.00" TRUE	SAME	304° 31' 00.00" TRUE	SAME	SAME	SAME	SAME	SAME
EFFECTIVE GRADIENT (%)	-2.9	SAME	1.1%	SAME	SAME	SAME	SAME	SAME
RUNWAY SAFETY AREA (RSA)	800' x 7,900' Δ	SAME	150' x 4,360'	SAME	SAME	SAME	SAME	SAME
RUNWAY OBJECT FREE AREA (OFA)	800' x 7,900' Δ	SAME	500' x 4,360'	SAME	SAME	SAME	SAME	SAME
RUNWAY OBJECT FREE ZONE (OFZ)	800' x 7,900' Δ	SAME	400' x 200'	SAME	SAME	SAME	SAME	SAME
RUNWAY LIGHTING	HIRL	HIRL	HIRL	HIRL	MIRL	MIRL	MIRL	MIRL
PAVEMENT STRENGTH:								
SINGLE WHEEL GEAR (LBS)	90,000	SAME	90,000	SAME	90,000	SAME	90,000	SAME
DUAL WHEEL GEAR (LBS)	130,000	SAME	130,000	SAME	130,000	SAME	130,000	SAME
DUAL TANDEN WHEEL GEAR (LBS)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SURFACE COMPOSITION	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT
PRIMARY SURFACE (FAA PART 77)	6,300' x 1,000' Δ	6,300' x 1,000' Δ	6,300' x 1,000' Δ	6,300' x 1,000' Δ	4,310' x 250'	4,310' x 250'	4,310' x 250'	4,310' x 250'
APPROACH CATEGORY	EXISTING PRECISION	ULTIMATE NON-PRECISION	EXISTING PRECISION	ULTIMATE NON-PRECISION	EXISTING VISUAL	ULTIMATE NON-PRECISION	EXISTING VISUAL	ULTIMATE NON-PRECISION
CLEARWAY	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
INSTRUMENT DEPARTURE RUNWAY	Y	N	Y	N	N	N	N	N
RUNWAY SURFACE SLOPE	50:1	SAME	34:1	SAME	20:1	SAME	20:1	SAME
LINE OF SIGHT REQUIREMENTS	34:1	SAME	20:1	SAME	20:1	SAME	20:1	SAME
APPROACH MINIMUMS	1/2 MILE	SAME	1 MILE	SAME	1 MILE	SAME	1 MILE	SAME
RUNWAY END COORDINATES								
LATITUDE (NAD 83)	36° 33' 46.550" N	SAME	36° 34' 42.540" N	SAME	36° 34' 41.472" N	SAME	36° 34' 19.560" N	SAME
LONGITUDE (NAD 83)	79° 20' 29.330" W	SAME	79° 20' 09.020" W	SAME	79° 20' 17.048" W	SAME	79° 19' 57.560" W	SAME
RUNWAY ELEVATION (NAD 88)	535.5	SAME	544.6	SAME	571.2	SAME	597.7	SAME
TOUCHDOWN ZONE EL (NAD 88)	558.0	SAME	544.6	SAME	571.2	SAME	562.0	SAME
RUNWAY MARKINGS	PRECISION	SAME	NON-PRECISION	SAME	BASIC	NON-PRECISION	NON-PRECISION	NON-PRECISION
NAVD83	GS/LC/MALS/R/PAPI	SAME	PAPI/REIL	SAME	VASI/REIL	PAPI/REIL	PAPI/REIL	SAME
RUNWAY PROTECTION ZONE:								
LENGTH	2,500'	SAME	1,700'	SAME	1,000'	SAME	1,000'	SAME
INSIDE WIDTH	1,000'	SAME	500'	SAME	500'	SAME	500'	SAME
OUTER WIDTH	1,750'	SAME	1,010'	SAME	700'	SAME	700'	SAME
ACRES	78.914	SAME	29.465	SAME	13.770	SAME	13.770	SAME
DISPERSED THRESHOLD	N/A	SAME	3,300' Δ	SAME	N/A	SAME	N/A	SAME
LATITUDE (NAD 83)	N/A	SAME	36° 34' 39.590" N	SAME	N/A	SAME	N/A	SAME
LONGITUDE (NAD 83)	N/A	SAME	79° 20' 10.050" W	SAME	N/A	SAME	N/A	SAME
ELEVATION	N/A	SAME	543.3	SAME	N/A	SAME	N/A	SAME

LEGEND			
DESCRIPTION	EXISTING	FUTURE	ULTIMATE
BUILDINGS			
PAVEMENT			
FENCE			
BUILDINGS - OFF AIRPORT		N/A	
PROPERTY LINE			
EASEMENTS			
POFZ			
RPZ			
PAVEMENT - TO BE REMOVED			N/A
RUNWAY MARKINGS			
NAVAID CRITICAL AREA			
NAVAIDS			
RSA			
ROFA			
RVZ			
BRL			
SURVEY CONTROL		N/A	

DECLARED DISTANCE TABLE		
DESCRIPTION	RUNWAY 2	RUNWAY 20
TAKEOFF RUN AVAILABLE (TORA)	5,600'	5,900'
TAKEOFF DISTANCE AVAILABLE (TODA)	5,900'	5,900'
ACCELERATE STOP DISTANCE AVAILABLE (ASDA)	5,600'	5,900' $\frac{1}{2}$
LANDING DISTANCE AVAILABLE (LDA)	5,600'	5,600'

AIRPORT DATA			
DESCRIPTION		EXISTING	ULTIMATE
AIRPORT ACREAGE		681.94	702.37±
SERVICE LEVEL (N.P.I.A.S.)		GENERAL AVIATION	GENERAL AVIATION
SERVICE LEVEL (V.A.T.S.P.)		G.A. REGIONAL (GR)	G.A. REGIONAL (GR)
AIRPORT REFERENCE CODE (ARC)		C-II	C-II
AIRPORT ELEVATION (M.S.L.)		571 FT	571 FT
MEAN MAX. TEMP. (HOTTEST MONTH)		90.0° F	90.0° F
AIRPORT REFERENCE POINT	LATITUDE	36° 34' 20.91" N	SAME
(NAD 83)	LONGITUDE	79° 29' 10.458" W	SAME
MAGNETIC DECLINATION		8° 34' W (2/09)	0° 2' W (YEAR)
AIRPORT IDENTIFIER		MIL	MIL
TAXIWAY LIGHTING		MIL	DNL
AIRPORT NAVAIDS		BEACON/ILS/MALS/R VOR/PAPI/GPS	BEACON/ILS/MALS/R VOR/PAPI/GPS

[illegible]F.A.A. APPROVAL _____

THIS AIRPORT DRAWING IS APPROVED BY:

(SIGNATURE) _____

NAME: _____

D.O.A.V. APPROVAL _____

THIS AIRPORT DRAWING IS APPROVED BY:

(SIGNATURE) _____

NAME: _____

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(SIGNATURE) _____

NAME: _____

Date: **June 2009**

Scale:	Drawing Number:
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1" = 400'	2
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