

ALL WEATHER WIND ROSE

SOURCE: FAA STATION 724055 AT LEESBURG EXECUTIVE AIRPORT PERIOD: 2006-2016

| CROSSWIND COVERAGE | KNOTS | PERCENT |
|--------------------|-------|---------|
| | 10.5 | 97.07% |
| | 13 | 98.72% |
| | 16 | 99.63% |
| | 20 | 99.94% |

IFR WIND ROSE

SOURCE: FAA STATION 724055 AT LEESBURG EXECUTIVE AIRPORT PERIOD: 2006-2016

| CROSSWIND COVERAGE | KNOTS | PERCENT |
|--------------------|-------|---------|
| | 10.5 | 99.54% |
| | 13 | 99.83% |
| | 16 | 99.95% |
| | 20 | 99.99% |

| ITEM | EXISTING | PROPOSED |
|--|--|--|
| AIRPORT REFERENCE CODE (ARC) | C-II | C-II |
| MEAN MAXIMUM DAILY TEMPERATURE OF HOTTEST MONTH (JULY) | 87.0° F | 87.0° F |
| AIRPORT ELEVATION (MSL-NAVD88) | 389.5' | 389.5' |
| AIRPORT NAVIGATIONAL AIDS | ILS-CAT1, RNAV (GPS) AWOS-III-PT, BEACON | ILS/CAT1, RNAV(GPS), ATC AWOS-III-PT, BEACON |
| AIRPORT REFERENCE POINT (ARP) COORDINATES (NAD83) | LAT. N 39° 04' 04.7" LONG. W 77° 33' 27.0" | LAT. N 39° 04' 38.36" LONG. W 77° 33' 25.98" |
| MISCELLANEOUS FACILITIES | MILT. LIGHTED WIND CONES, TWY SIGNS | MILT. LIGHTED WIND CONES, TWY SIGNS |
| AIRPORT CRITICAL AIRCRAFT | GULFSTREAM G350 (C-II) | GULFSTREAM G350 (C-II) |
| AIRPORT MAGNETIC VARIATION | 10.55° WEST (NOAA-2017) | 10.55° WEST (NOAA-2017) |
| NPIAS SERVICE LEVEL | R (RELIEVER) | R (RELIEVER) |
| VIRGINIA AIRPORT SERVICE ROLE | RL (RELIEVER) | RL (RELIEVER) |

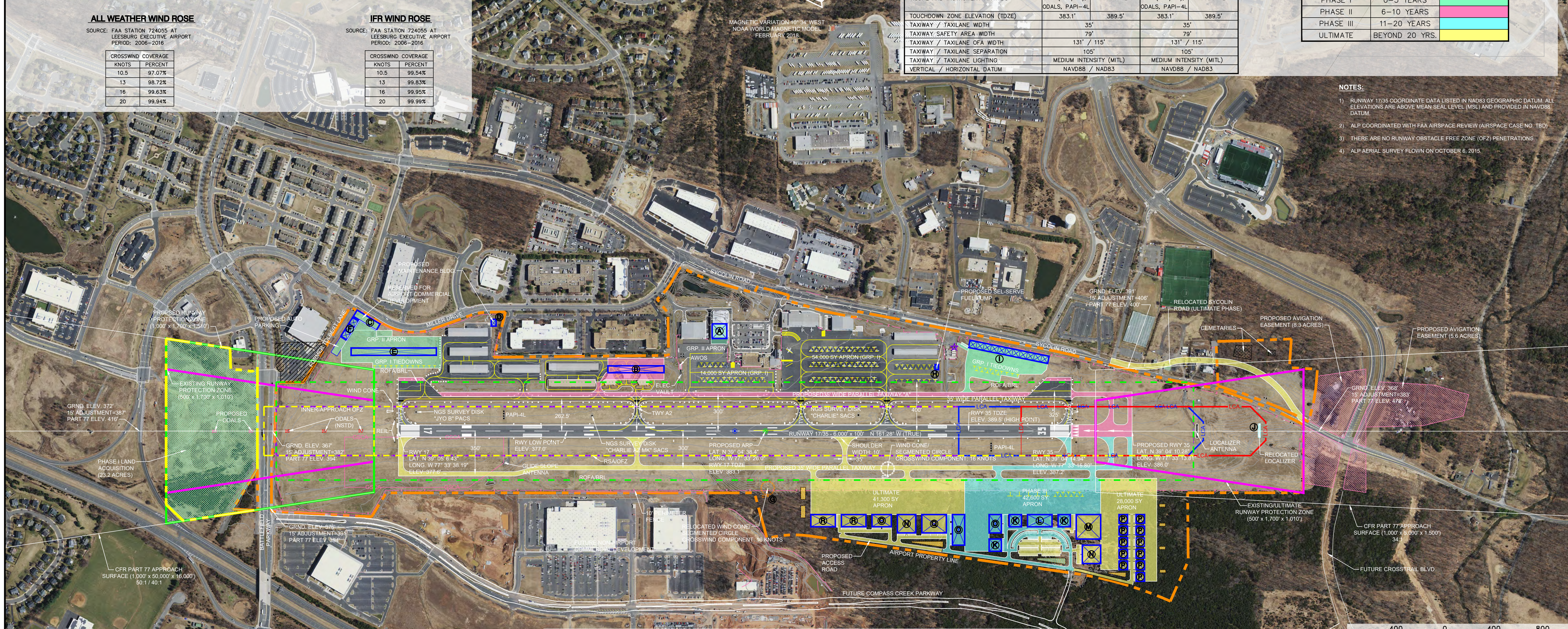
| ROWNWAY | TAKEOFF RUN AVAILABLE (TORA) | TAKEOFF DISTANCE AVAILABLE (TODA) | ACCELERATE STOP DISTANCE AVAILABLE (ASDA) | LANDING DISTANCE AVAILABLE (LDA) |
|---------|------------------------------|-----------------------------------|---|----------------------------------|
| 17 | 5,500' | 5,500' | 5,500' | 5,500' |
| 35 | 6,000' | 6,000' | 6,000' | 5,500' |

| ITEM | EXISTING RUNWAY | | PROPOSED RUNWAY | |
|---------------------------------------|--|-----------|--|-----------|
| | RUNWAY 17 | RUNWAY 35 | RUNWAY 17 | RUNWAY 35 |
| RUNWAY DESIGN CODE (RDC) | C-II-5000 | | C-II-4000 | |
| PAVEMENT TYPE/SURFACE TREATMENT | ASPHALT-GROOVED | | ASPHALT-GROOVED | |
| PAVEMENT STRENGTH/GEAR CONFIGURATION | 30,000 lbs. SINGLE WHEEL 70,000 lbs. DOUBLE WHEEL | | 30,000 lbs. SINGLE WHEEL 70,000 lbs. DOUBLE WHEEL | |
| PAVEMENT CONDITION NUMBER (PCN) | 62.7/F/A/W/U | | 62.7/F/A/W/U | |
| EFFECTIVE GRADIENT | 0.17% | | 0.11% | |
| MAXIMUM RUNWAY GRADIENT | 0.39% | | 0.39% | |
| RWY MEETS LINE OF SIGHT REQUIREMENTS | YES | | YES | |
| ALL WEATHER WIND COVERAGE, (16 KNOTS) | 99.63% | | 99.63% | |
| IFR WIND COVERAGE, (16 KNOTS) | 99.95% | | 99.95% | |
| RUNWAY DIMENSIONS (LENGTH X WIDTH) | 5,500' X 100' | | 6,000' X 100' | |
| RUNWAY DISPLACED THRESHOLD | NONE | | NONE | |
| RSA DIMENSIONS (EXISTING) | 7,500' X 400' | | 7,500' X 400' | |
| RSA DIMENSIONS (FAA DESIGN STANDARD) | 7,500' X 500' | | 7,500' X 500' | |
| RUNWAY END COORDINATES (NAD83) | LAT. N 39° 04' 04.7" LONG. W 77° 33' 27.0" | | LAT. N 39° 04' 38.36" LONG. W 77° 33' 25.98" | |
| RUNWAY END ELEVATION (NAVD88) | 377.6' | | 377.6' | |
| RUNWAY LIGHTING TYPE | HIGH INTENSITY (HIRL) | | HIGH INTENSITY (HIRL) | |
| RUNWAY PROTECTION ZONE (RPZ) | SEE RPZ TABLE | | SEE RPZ TABLE | |
| RUNWAY MARKING TYPE | PRECISION | | NONPRECISION | |
| 14 CFR PART 77 APPROACH SLOPE | 50:1 / 40:1 | | 50:1 / 40:1 | |
| APPROACH TYPE | PRECISION | | NONPRECISION | |
| APPROACH VISIBILITY MINIMUMS | 250-1 MILE | | 200-3/4 MILE | |
| AERONAUTICAL SURVEY TYPE REQUIRED | NVGS/VGS | | NVGS/VGS | |
| RUNWAY DEPARTURE SURFACE | YES | | YES | |
| ROFA DIMENSIONS | 7,500' X 800' | | 7,500' X 800' | |
| RUNWAY OBSTACLE FREE ZONE (ROFZ) | 5,900' X 400' | | 5,900' X 400' | |
| INNER APPROACH OFZ | 900' X 400' | | 900' X 400' | |
| RUNWAY END SITING REQUIREMENTS | ROW 4 & 6 | | ROW 4 & 6 | |
| VISUAL AND INSTRUMENT NAVIDS | ILS (LOC/GS), ODALS, PAPI-4L | | ILS (LOC/GS), ODALS, PAPI-4L | |
| TOUCHDOWN ZONE ELEVATION (TDZE) | 383.1' | | 383.1' | |
| TAXIWAY / TAXILANE WIDTH | 35' | | 35' | |
| TAXIWAY / TAXILANE SAFETY AREA WIDTH | 79' | | 79' | |
| TAXIWAY / TAXILANE OFA WIDTH | 131' / 115' | | 131' / 115' | |
| TAXIWAY / TAXILANE SEPARATION | 105' | | 105' | |
| TAXIWAY / TAXILANE LIGHTING | MEDIUM INTENSITY (MITL) | | MEDIUM INTENSITY (MITL) | |
| VERTICAL / HORIZONTAL DATUM | NAVD88 / NAD83 | | NAVD88 / NAD83 | |

| | LEGEND | |
|--|----------|----------|
| | EXISTING | PROPOSED |
| AIRPORT REFERENCE POINT (ARP) | | |
| AIRPORT PROPERTY LINE | | |
| AVIGATION EASEMENTS | | |
| RUNWAY PROTECTION ZONE | | |
| RUNWAY SAFETY AREA (RSA) | | |
| GUIDE SLOPE CRITICAL AREA | | |
| LOCALIZER CRITICAL AREA | | |
| RUNWAY OBJECT FREE AREA (ROFA) | | |
| RUNWAY OBSTACLE FREE ZONE (OFZ) | | |
| BUILDINGS | | |
| FENCE | | |
| PRECISION APPROACH PATH INDICATOR (PAPI) | | |
| ROTATING BEACON | | |
| OMNI-DIRECTIONAL APPROACH LIGHTS (ODALS) | | |
| RUNWAY END IDENTIFIER LIGHTS (REIL) | | |
| WIND CONE | | |
| MONUMENTS (PACS & SACS) | | |
| DETENTION BASIN | | |

| DEVELOPMENT STAGES | |
|--------------------|----------------|
| PHASE I | 0-5 YEARS |
| PHASE II | 6-10 YEARS |
| PHASE III | 11-20 YEARS |
| ULTIMATE | BEYOND 20 YRS. |

- NOTES:**
- RUNWAY 17/35 COORDINATE DATA LISTED IN NAD83 GEOGRAPHIC DATUM. ALL ELEVATIONS ARE ABOVE MEAN SEA LEVEL (MSL) AND PROVIDED IN NAVD88 DATUM.
 - ALP COORDINATED WITH FAA AIRSPACE REVIEW (AIRSPACE CASE NO. TBD).
 - THERE ARE NO RUNWAY OBSTACLE FREE ZONE (OFZ) PENETRATIONS.
 - ALP AERIAL SURVEY FLOWN ON OCTOBER 6, 2015.

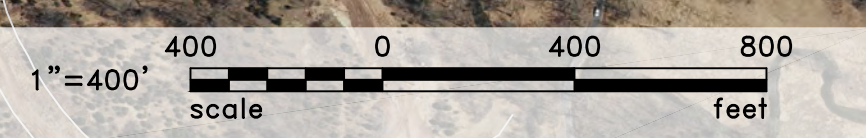


| PROPOSED AIRPORT FACILITIES INDEX | | | | | | | |
|-----------------------------------|--|-------|------------------------|-----|--------------------------------|----------|------------------------|
| NO. | FACILITY | PHASE | TOP ELEVATION FEET MSL | NO. | FACILITY | PHASE | TOP ELEVATION FEET MSL |
| A | 120' x 120' HANGAR | I | 408' | J | RELOCATED LOCALIZER ANTENNA | I | 386' |
| B | T-HANGAR (17 UNITS) | II | 396' | K | 100' x 100' HANGAR | III | 413' |
| C | COMMERCIAL HANGAR DEVELOPMENT | I | 405' | L | FBO / JET TERMINAL (20,000 SF) | III | 413' |
| D | AIRFIELD MAINTENANCE BLDG. | I | 395' | M | 200' x 200' HANGAR | ULT. | 413' |
| E | T-HANGAR (26 UNITS) | I | 404' | N | 150' x 150' HANGAR | ULT. | 410' |
| F | 60' x 60' BOX HANGARS (3 UNITS) | I | 405' | O | 100' x 150' HANGAR | III/ULT. | 412' |
| G | RELOCATED WIND CONE / SEGMENTED CIRCLE | ULT. | 385' | P | 70' x 70' HANGAR | ULT. | 407' |
| H | SELF-SERVE FUEL PUMP | I | 392' | Q | 200' x 150' HANGAR | ULT. | 410' |
| I | 60' x 60' BOX HANGARS (11 UNITS) | I | 408' | R | 200' x 100' HANGAR | ULT. | 412' |

| MODIFICATIONS TO FAA DESIGN STANDARDS | | | |
|---------------------------------------|---------------------------|--------------------|-------------------------------|
| NO. | FAA STANDARD | EXISTING CONDITION | PROPOSED ACTION |
| 1. | RWY/TWY SEPARATION (300') | 262.5' | 1/29/1997 RELOCATE TAXIWAY |
| 2. | ROFA WIDTH (800') | 750' | 1/29/1997 REMOVE HANGARS |

| RUNWAY PROTECTION ZONE (RPZ) | | | | | | | | |
|------------------------------|-------------------------------|------------|-------------------------------|-----------|--------------------|-------------------|------------------------|----------------|
| RUNWAY | INNER WIDTH (W ₁) | LENGTH (L) | OUTER WIDTH (W ₂) | RPZ ACRES | PROPERTY OWNERSHIP | APPROACH CATEGORY | APPROACH VIS. MINIMUMS | APPROACH TYPE |
| 17 | 1,000' | 1,700' | 1,510' | 48.978 | FEE/EASEMENT | ALL AIRCRAFT | 3/4 MILE | PRECISION (LS) |
| 35 | 500' | 1,700' | 1,010' | 29.465 | FEE | ALL AIRCRAFT | 1 MILE | NONPRECISION |

RPZ NOMENCLATURE (W₁ X L X W₂)



| APPROVAL BLOCK | |
|---------------------------------|------|
| Leesburg Executive Airport | Date |
| Federal Aviation Administration | Date |
| Virginia Department of Aviation | Date |

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| NO. | DATE | DESCRIPTION | REVISIONS |
|-----|------|-------------|-----------|
| | | | |
| | | | |
| | | | |

AIRPORT LAYOUT PLAN (PROPOSED)
Leesburg Executive Airport - Leesburg, Virginia

FINAL

Date: DECEMBER 2018
Scale: 1"=400'
Drawn: NTM
Checked: JAW
Project No.: 3108-1403
Sheet No.: **3**
Of: 11