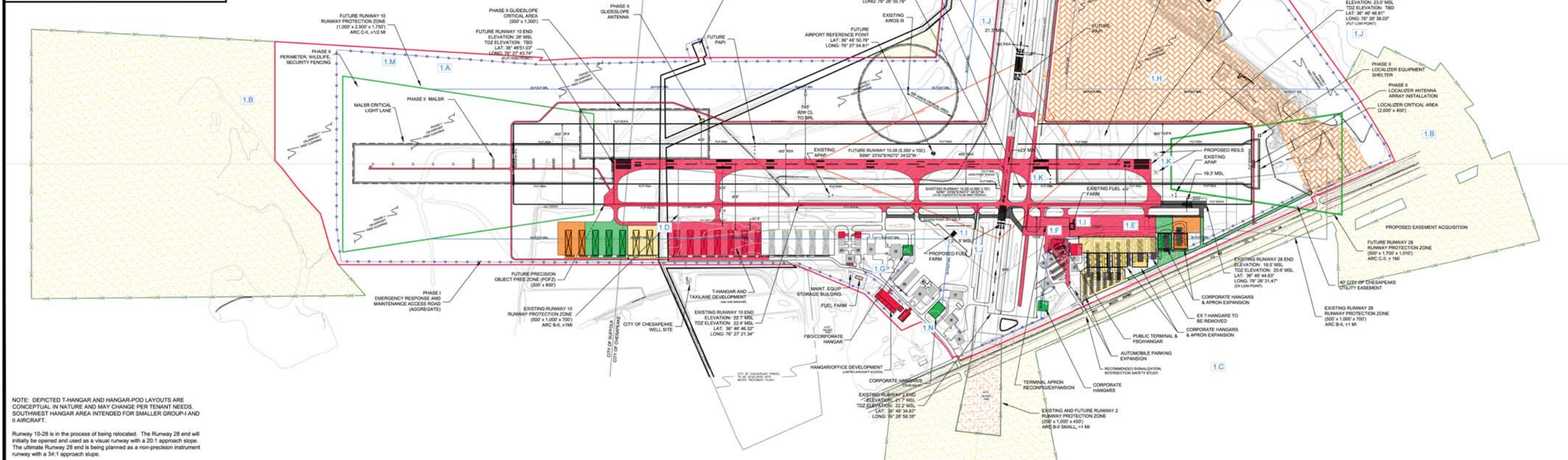


PHASING LEGEND	
PHASE	SYMBOL
UNDER CONSTRUCTION	[Blue hatched box]
I (0-5 YEARS)	[Red box]
II (6-10 YEARS)	[Yellow box]
III (11-20 YEARS)	[Green box]
IV (>20 YEARS)	[Orange box]
AIRPORT INDUSTRIAL/BUSINESS PARK DEVELOPMENT	[Orange hatched box]
TO BE REMOVED	[Black hatched box]
FEE SIMPLE PROPERTY ACQUISITION	[Blue box]
EASEMENT ACQUISITION RPZ / AVIGATION	[Yellow box]

LEGEND			
DESCRIPTION	EXISTING SYMBOL	FUTURE	
RUNWAY SAFETY AREA	[Red line]	[Red line]	[Red line]
RUNWAY PROTECTION ZONE	[Red line]	[Red line]	[Red line]
RUNWAY OBJECT FREE AREA	[Red line]	[Red line]	[Red line]
RUNWAY VISIBILITY ZONE	[Red line]	[Red line]	[Red line]
THRESHOLD LIGHTS	[Red line]	[Red line]	NOT DEPICTED
TAXIWAY OBJECT FREE AREA	[Red line]	[Red line]	NOT DEPICTED (Refer to sheets 3,4,5)
AIRPORT REFERENCE POINT	[Red line]	[Red line]	SAME
AIRPORT PROPERTY LINE	[Red line]	[Red line]	SAME
TREE LINE	[Red line]	[Red line]	SAME
2' CONTOURS	[Red line]	[Red line]	SAME
FENCELINE	[Red line]	[Red line]	SAME
WETLANDS	[Red line]	[Red line]	NOT DEPICTED. WETLANDS DO EXIST. SEE NOTE BELOW.
ON AIRPORT BUILDINGS	[Red line]	[Red line]	HATCHED BY PHASE
OFF AIRPORT BUILDINGS	[Red line]	[Red line]	SAME
WATER	[Red line]	[Red line]	SAME
BUILDING RESTRICTION LINE	[Red line]	[Red line]	SAME
AVIGATION EASEMENT	[Red line]	[Red line]	UAE

NOTE: Jurisdictional wetlands occur throughout much of the airport property as delineated in 2003 (COE#02-R1661). An Environmental Assessment for development of RW 10/28 has been completed and a Finding of No Significant Impact was received June 22, 2007.



NOTE: DEPICTED T-HANGAR AND HANGAR-POD LAYOUTS ARE CONCEPTUAL IN NATURE AND MAY CHANGE PER TENANT NEEDS. SOUTHWEST HANGAR AREA INTENDED FOR SMALLER GROUP I AND II AIRCRAFT.
Runway 10-28 is in the process of being relocated. The Runway 28 end will initially be opened and used as a visual runway with a 20:1 approach slope. The ultimate Runway 28 end is being planned as a non-precision instrument runway with a 34:1 approach slope.

ALP Update		
No.	Prepared By	Date
1	Kimball	11/20/2009
Virginia Aviation Associates		
Approved		Date
Federal Aviation Administration		
Approved		Date
Virginia Department of Aviation		
Approved		Date

FINAL DRAWING SET
PRINTED 1/30/06
Revised 11/12/2009

CAMPBELL & PARIS ENGINEERS
4215 Lafayette Center Drive
Suite 2
Chantilly, Virginia (703) 802-0093

DESIGNED BY: TSK/KSC
CHECKED BY: TSK/KSC
SCALE: AS SHOWN
DATE: 1/30/06

NO. DATE 11/20/2009

MODIFICATIONS OF STANDARDS				
ITEM	FAA STANDARD	EX. COND.	APPROVED	PROPOSED ACTION
RW10/28 to parallel TW	B-II, 240'	120'		Replacement RW10/28
RW10/28 width	B-II, 75'	70'		Replacement RW10/28
RW2/20 width	B-II, 75'	70'		Rehab to 75' when practical
RW10/28 to aircraft parking	250'	120'		Replacement RW10/28
Bldg #25 w/in RW10/28 Primary Surf.	250' from CL	230'		Ex. Obs Light / Replace RW10/28
Bldg #5 w/in RW 2 OFA.	250' from CL	235'		Mod. of Standard / Building to Remain
Parallel TW to RW2/20 OFA	B-II, 131'	110'		Apron Reconfiguration (is clear of OFZ)

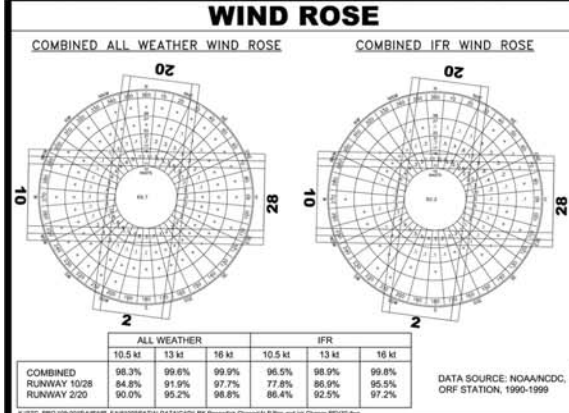
APPROVAL

VIRGINIA AVIATION ASSOCIATES
APPR. [Signature] DATE: 2/13/06

FEDERAL AVIATION ADMINISTRATION
APPR. [Signature] DATE: 3/22/06

VIRGINIA DEPARTMENT OF AVIATION
APPR. [Signature] DATE: 3/16/06

FAA'S APPROVAL OF THIS AIRPORT LAYOUT PLAN (ALP) REPRESENTS ACCEPTANCE OF THE GENERAL LOCATION OF FUTURE FACILITIES DEPICTED. DURING THE PRELIMINARY DESIGN PHASE, THE AIRPORT OWNER IS REQUIRED TO RESUBMIT FOR APPROVAL THE FINAL LOCATIONS, HEIGHTS, AND EXTERIOR FINISHES OF STRUCTURES. FAA'S CONCERNS ARE OBSTRUCTIONS, IMPACT ON ELECTRONIC AIDS AND ADVERSE EFFECT OF CONTROLLER VIEW OF AIRCRAFT APPROACHES AND GROUND MOVEMENTS WHICH WOULD ADVERSELY AFFECT THE SAFETY, EFFICIENCY OR UTILITY OF THE AIRPORT.



NOTE: Jurisdictional wetlands exist on airport property. Consult airport engineer and Environmental Assessment documents for details.
DATE OF AERIAL MAPPING: OCTOBER 2000, ALL COORDINATES ARE NAD-83

AIRPORT DATA TABLE		
	EXISTING	FUTURE (THROUGH PHASE III)
ESTABLISHED AIRPORT ELEVATION	23.1' MSL	28.0' MSL
AIRPORT REFERENCE POINT (ARP)	36° 46' 48.53"	36° 46' 50.76"
	76° 26' 55.79"	76° 27' 04.61"
MEAN MAXIMUM TEMP OF HOTTEST MONTH	87.9°F (JULY)	SAME
NPIAS SERVICE LEVEL	SAME	SAME
DOAV SERVICE LEVEL	SAME	SAME
AIRPORT REFERENCE CODE	B-II	C-II
AIRPORT NAVAIDS/VISUAL AIDS	NDB, GPS, AWOS-III, APAPs, BEACON	AWOS III, GPS, ILS, BEACON, PAPI, REILS, MALSR
TAXIWAY LIGHTING/MARKING	MITL	MITL
COMBINED WIND COVERAGES	10.5 KT: 98.3%, 13 KT: 99.6%	SAME
AIRPORT MAGNETIC DECLINATION	10° 33' W CHANGING BY 0° P'ER YEAR	SAME



	EXISTING		FUTURE	
	10-28	2-20	10-28	2-20
AIRPORT REFERENCE CODE	B-II	B-II (SMALL)	C-II	SAME
LENGTH AND WIDTH	4,060' x 70'	3,525' x 70'	5,350' x 100'	SAME
EFFECTIVE / MAX GRADIENT	0.09% / 0.28%	0.06% / 0.27%	0.04% / tbd	SAME
TRUE BEARING	S90°23'52"E/N272°24'22"W	N8°41'14"E/S188°41'18"W	SAME	SAME
PAVEMENT STRENGTH (lbs)/TYPE	12,500 SINGLE GEAR (BIT)	12,500 SINGLE GEAR (BIT)	60,000 DUAL, 30,000 SINGLE (BIT)	SAME
RUNWAY SAFETY AREA	150' x 300'	150' x 300'	400' x 1,000'	SAME
RUNWAY OBJECT FREE AREA	500' x 300'	500' x 300'	800' x 1,000'	SAME
PART 77 APPROACH SLOPE	RW 10: 34:1; RW 28: 34:1	RW 2: 20:1; RW 20: 20:1	RW 10: 50:1; RW 28: 34:1	SAME
RUNWAY MARKINGS	VISUAL	NPI	RW 10: PI; RW 28: NPI	RW 2: NPI; RW 20: VIS
RUNWAY LIGHTING	MIRL	MIRL	HIRL	SAME
VISUAL NAVAIDS	APAP	NONE	4-BOX PAPI, MALSR	2-BOX PAPI
ELECTRONIC NAVAIDS	GPS	NDB, GPS	GPS, ILS/LOC	GPS
APPROACH VISIBILITY MINIMUMS	RW 10: >1MI; RW 28: >1MI	RW 2: >1MI; RW 20: VISUAL	RW 10: <3/4MI; RW 28: >1 MI	SAME
CRITICAL AIRCRAFT	KING AIR	KING AIR	G IV	KING AIR
ALL WEATHER WIND COVERAGE (10.5/13/16 kts)	84.8%/91.9%/97.7%	90.0%/95.2%	SAME	SAME
OFZ DIMENSIONS	400' x 4,460'	250' x 3,925'	400' x 5,750'	SAME
OFZ PENETRATIONS	NONE	NONE	NONE	NONE
NO OFZ PENETRATIONS	NO THRESHOLD	SITING SURFACE PENETRATIONS		

	EXISTING				FUTURE			
	RUNWAY 10	RUNWAY 28	RUNWAY 2	RUNWAY 20	RUNWAY 10	RUNWAY 28	RUNWAY 2	RUNWAY 20
LATITUDE	36° 46' 46.32"	36° 46' 44.63"	36° 46' 34.82"	36° 47' 09.27"	36° 46' 51.03"	36° 46' 48.81"	SAME	SAME
LONGITUDE	76° 27' 21.34"	76° 26' 31.47"	76° 26' 58.35"	76° 26' 51.81"	76° 27' 43.74"	76° 26' 38.03"	SAME	SAME
RUNWAY END ELEVATION	22.1' MSL	18.5' MSL	21.7' MSL	19.6' MSL	28' MSL	23' MSL	SAME	SAME
DISPLACED THRESHOLDS	NONE	200'	510'	440'	NONE	NONE	SAME	SAME
DISPLACED ELEVATION	NA	19.3' MSL	21.5' MSL	21.3' MSL	NA	21.5' MSL	21.3' MSL	SAME
TDZ ELEVATION	22.4' MSL	20.6' MSL	22.2' MSL	21.6' MSL	TBD	TBD	SAME	SAME
RW HIGH/LOW POINTS	H: 23.1' MSL; L: 18.5' MSL	H: 22.2' MSL; L: 19.5' MSL			TBD	SAME	SAME	SAME

HAMPTON ROADS EXECUTIVE AIRPORT
CHESAPEAKE, VIRGINIA
AIRPORT LAYOUT PLAN UPDATE
AIRPORT LAYOUT PLAN

A.L.P. PROJECT NO. 3-51-0040-04
SHEET NO. 2 OF 11