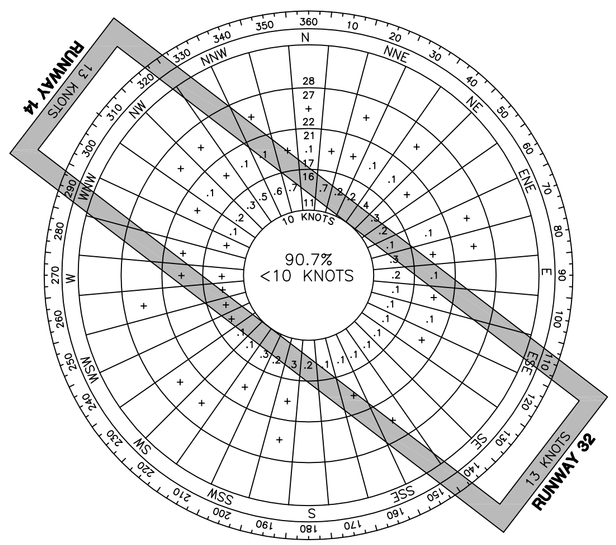
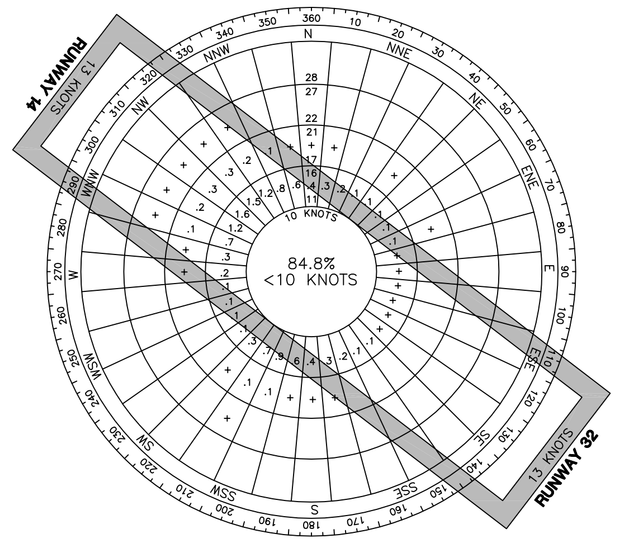
IMC WIND ROSE



RUNWAY	0-3 KNOTS	10.5 KNOTS	13 KNOTS
14–32	20.4	94.4	97.1

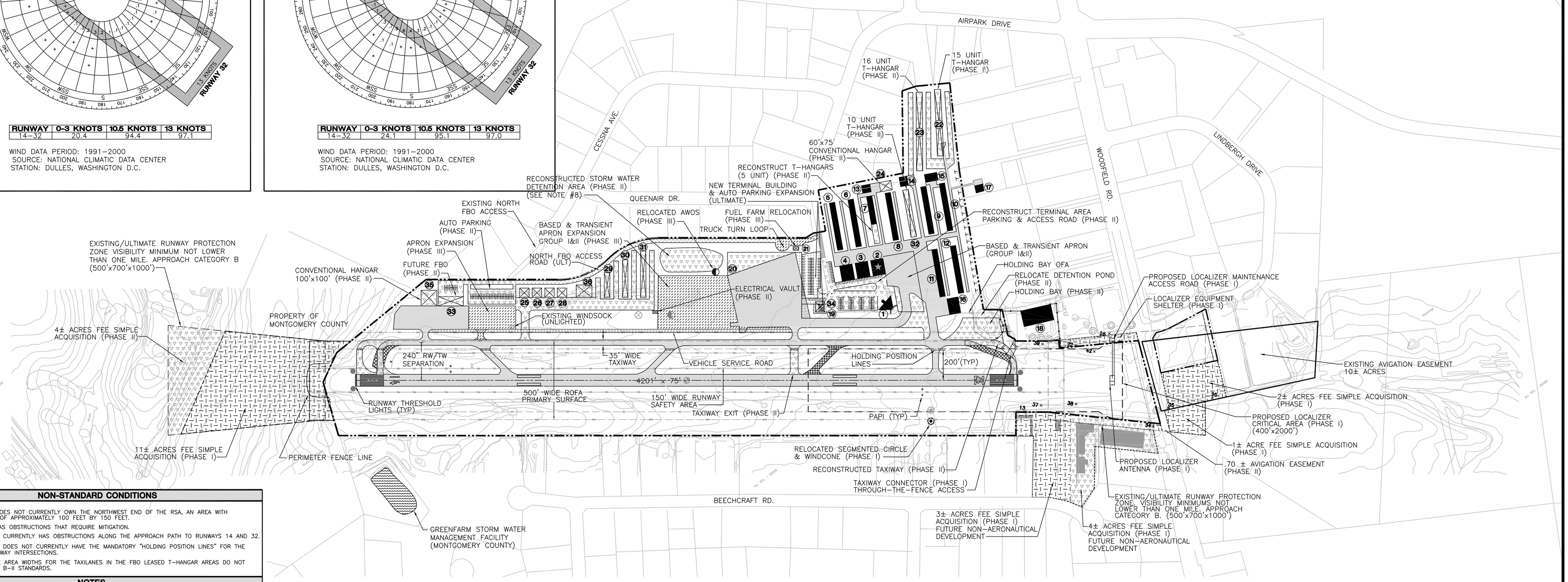
WIND DATA PERIOD: 1991–2000
SOURCE: NATIONAL CLIMATIC DATA CENTER
STATION: DULLES, WASHINGTON D.C.

ALL WEATHER WIND ROSE



RUNWAY	0-3 KNOTS	10.5 KNOTS	13 KNOTS
14–32	24.1	95.1	97.0

WIND DATA PERIOD: 1991–2000
SOURCE: NATIONAL CLIMATIC DATA CENTER
STATION: DULLES, WASHINGTON D.C.



NON-STANDARD CONDITIONS

1. THE MCRA DOES NOT CURRENTLY OWN THE NORTHWEST END OF THE RSA, AN AREA WITH DIMENSIONS OF APPROXIMATELY 100 FEET BY 150 FEET.
2. THE ROFA HAS OBSTRUCTIONS THAT REQUIRE MITIGATION.
3. THE AIRPARK CURRENTLY HAS OBSTRUCTIONS ALONG THE APPROACH PATH TO RUNWAYS 14 AND 32.
4. THE AIRPARK DOES NOT CURRENTLY HAVE THE MANDATORY "HOLDING POSITION LINES" FOR THE RUNWAY/TAXIWAY INTERSECTIONS.
5. OBJECT FREE AREA WIDTHS FOR THE TAXILANES IN THE FBO LEASED T-HANGAR AREAS DO NOT MEET GROUP B-II STANDARDS.

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 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.
4. OBSTACLE FREE ZONE PENETRATIONS ARE PRESENT FOR RUNWAY 32. PENETRATIONS TO OFZ AND PART 77 SURFACES ARE IDENTIFIED BY NUMBER ie:(38x). MITIGATION DETAILS PROVIDED IN NARRATIVE APPENDIX I, OBSTRUCTION STUDY.
5. THRESHOLD SITING SURFACE OBJECT PENETRATIONS ARE PRESENT FOR RUNWAY 32. OBJECT PENETRATIONS ARE IDENTIFIED BY NUMBER ie:(38x). MITIGATION DETAILS PROVIDED IN NARRATIVE APPENDIX I, OBSTRUCTION STUDY.
6. CODE OF MARYLAND REGULATIONS (COMAR) 11.03.05, OBSTRUCTION EVALUATION, PROVIDE THE GUIDELINES FROM WHICH TO CONDUCT AN OBJECT HEIGHT ANALYSIS IN RELATION TO THE AIRPORT.
7. FACILITIES INDEX ITEMS #17 & #18, IDENTIFIED AS "THROUGH THE FENCE" HAVE NOT BEEN APPROVED BY THE FAA.
8. ANY RECONSTRUCTION OF EXISTING STORM WATER DETENTION AREA REQUIRES COORDINATION WITH USDA.

MODIFICATION OF STANDARDS

1. RUNWAY 32 THRESHOLD SITING SURFACE – ALLOW OBJECT PENETRATION ON A TEMPORARY BASIS EFFECTIVE JANUARY 11, 2001 FOR A PERIOD OF THREE YEARS.
2. PART 77 PRIMARY SURFACE AT RUNWAY 14 END – MOS SUBMITTED TO FAA FOR APPROVAL, FEBRUARY 2002.
3. RUNWAY SAFETY AREA AT RUNWAY 14 END – MOS SUBMITTED TO FAA FOR APPROVAL, FEBRUARY 2002.
4. RUNWAY OBJECT FREE AREA AT RUNWAY 14 END – MOS SUBMITTED TO FAA FOR APPROVAL, FEBRUARY 2002.
5. RUNWAY SAFETY AREA AT RUNWAY 32 END – MOS SUBMITTED TO FAA FOR APPROVAL, FEBRUARY 2002.
6. PART 77 PRIMARY SURFACE AT RUNWAY 32 END – MOS SUBMITTED TO FAA FOR APPROVAL, FEBRUARY 2002.
7. PART 77 APPROACH SURFACE AT RUNWAY 32 END – MOS SUBMITTED TO FAA FOR APPROVAL, FEBRUARY 2002.
8. NON-STANDARD OBJECT FREE AREA FOR TAXILANES IN FBO AREA – MOS SUBMITTED TO FAA FOR APPROVAL, FEBRUARY 2002.

FACILITIES INDEX

NO.	EXISTING
1	TERMINAL BUILDING
2	SOUTHERN AIRCRAFT HANGAR (8,000 S.F.)
3	MONTGOMERY AVIATION HANGAR (8,000 S.F.)
4	CONGRESSIONAL AIR HANGAR (8,000 S.F.)
5	T-HANGAR A (10 UNIT)
6	T-HANGAR B (10 UNIT)
7	T-HANGAR C (10 UNIT)
8	T-HANGAR D (10 UNIT)
9	T-HANGAR E (10 UNIT)
10	T-HANGAR F (10 UNIT)
11	T-HANGAR G (10 UNIT)
12	T-HANGAR H (10 UNIT)
13	AEROTRONIC SERVICES HANGAR (2,750 S.F.)
14	FITZGERALD HANGAR (3,000 S.F.)
15	FBO HANGAR-MONTGOMERY AVIATION (4,000 S.F.)
16	MASON HANGAR (7,260 S.F.)
17	WILLARD (THROUGH THE FENCE) (2,520 S.F.)
18	RICKMAN (THROUGH THE FENCE) (19,878 S.F.)
19	FUEL TANKS

FACILITIES INDEX

NO.	PROPOSED	PHASE
20	ELECTRICAL VAULT	I
21	RELOCATED FUEL FARM	III
22	15 UNIT T-HANGAR (16,937 S.F.)	II
23	16 UNIT T-HANGAR (20,000 S.F.)	II
24	CORPORATE HANGAR (4,500 S.F.)	II
25	CORPORATE HANGAR (3,600 S.F.)	II
26	CORPORATE HANGAR (3,600 S.F.)	II
27	CORPORATE HANGAR (3,600 S.F.)	II
28	CORPORATE HANGAR (3,600 S.F.)	II
29	5 UNIT T-HANGAR (5,250 S.F.)	II
30	8 UNIT T-HANGAR (8,400 S.F.)	II
31	10 UNIT T-HANGAR (10,500 S.F.)	II
32	10 UNIT T-HANGAR (10,900 S.F.)	II
33	FUTURE FBO (9,600 S.F.)	II
34	TERMINAL BUILDING (8,000 S.F.)	ULTIMATE
35	MAINTENANCE HANGAR (10,000 S.F.)	II
36	CORPORATE HANGAR (8,000 S.F.)	II

RUNWAY DATA

	EXISTING		ULTIMATE	
	RW 14	RW 32	RW 14	RW 32
APPROACH VISIBILITY MINIMUMS	1 MILE	VISUAL	SAME	SAME
FAR PART 77 APPROACH SLOPE	34:1	20:1	SAME	SAME
MARKING	NPI	NPI	NPI	NPI
VISUAL APPROACH AIDS	REIL/VASI-2	REIL	REIL/PAPI	REIL/PAPI
INSTRUMENT APPROACH AIDS	VOR/NDB	NONE	VOR/NDB/LOC	SAME
RUNWAY END COORDINATES (NAD 83)	39-10'19" N 77-10'19" W	39-09'53" N 77-09'36" W	SAME	SAME
RUNWAY THRESHOLD COORDINATES	39-10'19" N 77-10'19" W	39-09'53" N 77-09'36" W	SAME	SAME
RUNWAY END ELEVATION	493.19'	538.72'	SAME	SAME
RUNWAY HIGH POINT/LOW POINT ELEVATION	493.19'	538.72'	SAME	SAME
AIRPORT REFERENCE CODE (ARC)	B-II	B-II	SAME	SAME
TRUE BEARING	127°23' 17.16"		SAME	
DIMENSIONS (LENGTH x WIDTH)	4,201' x 75'		SAME	
PAVEMENT TYPE	BITUMINOUS ASPHALT		SAME	
PAVEMENT DESIGN STRENGTH	20,000# – SW		SAME	
LIGHTING / SIGNAGE	MIRLs		SAME	
PERCENT GRADIENT	1.1%		SAME	
MAXIMUM GRADE	1.5%		SAME	
ROFA DIMENSIONS	500'W x 4801'L		SAME	
OFZ	400'W x 4601'L		SAME	
RSA DIMENSIONS	150'W x 4801'L		SAME	
CRITICAL AIRCRAFT	CITATION II		SAME	
WIND COVERAGE (IMC)	94.4		SAME	
WIND COVERAGE (ALL WEATHER)	95.1		SAME	

LEGEND

	EXISTING	ULTIMATE
RUNWAY OBJECT FREE AREA	ROFA	SAME
RUNWAY SAFETY AREA	RSA	SAME
TAXIWAY OBJECT FREE AREA	TOFA	SAME
BUILDING RESTRICTION LINE	BRL	SAME
AIRPORT PROPERTY LINE		
SECURITY FENCE		
BUILDINGS		
PAVEMENT EDGES		
DEMOLITION/RELOCATION	NA	
ROTATING BEACON		SAME
GLIDESLOPE\LOCALIZER CRITICAL AREA	NA	
RW END IDENTIFIER LIGHTS (REIL)		SAME
AIRPORT REFERENCE POINT		SAME
WIND CONE & SEGMENTED CIRCLE		
AWOS (LIGHTED)		
AVIGATION EASEMENT		NA
NON-DIRECTIONAL BEACON (LIGHTED)		
OBSTRUCTION LIGHT		
PAPI	NA	
WINDSOCK		SAME

DEVELOPMENT PROGRAM

EXISTING	
PHASE I DEVELOPMENT (2001–2005)	
PHASE II DEVELOPMENT (2006–2010)	
PHASE III DEVELOPMENT (2011–2020)	
ULTIMATE DEVELOPMENT (BEYOND 2020)	

NO.	REVISIONS	BY/DATE	FAA/DATE	APPROVALS MAA/DATE	MCRA/DATE
1	REVISE APL, AWOS, ELEC.VAULT. ADD RELEASE	01/29/2003			
2	UPDATE RUNWAY END COORD. & ELEVATIONS	01/29/2003			
3	RICKMAN / MCRA PROPERTY EXCHANGE	08/11/2004			
4	PROPERTY ACQ. 7401 LINDBERGH LLC	08/11/2004			
5	REVISE VAULT; PROPERTY ACQ. – KRAMER	05/01/2006			

FEDERAL AVIATION ADMINISTRATION		MONTGOMERY COUNTY REVENUE AUTHORITY	
APPROVED	DATE	APPROVED	DATE

MARYLAND AVIATION ADMINISTRATION	
APPROVED	DATE

AIRPORT DATA

	EXISTING	ULTIMATE
AIRPORT ELEVATION	539.1'	SAME
ARP LAT/LONG (NAD 83)	LAT 39° 10' .06"N LONG. 77° 10' 0"W	SAME
MEAN DAILY MAX TEMPERATURE	89.2° F	SAME
NPIAS SERVICE LEVEL	RELIEVER AIRPORT	SAME
MAA SERVICE ROLE	GENERAL AVIATION	SAME
TAXIWAY LIGHTING	MITL	SAME
TAXIWAY MARKING	CENTERLINE; HOLDLINES	SAME
AIRPORT NAVAIDS	NDB,WINDCONE, SEG. CIRCLE, AWOS III, ROTATING BEACON	SAME
TERMINAL NAVAIDS	NONE	NONE
AIRPORT REFERENCE CODE (ARC)	B-II	SAME

300 0 300 600
scale: 1"=300' feet

AIRPORT LAYOUT PLAN

MONTGOMERY COUNTY AIRPARK
GAITHERSBURG, MARYLAND

DELTA AIRPORT CONSULTANTS, INC.
Charlotte, NC • Austin, TX
Harrisburg, PA • Richmond, VA

DRAWN BY:	MEB	SCALE:	1" = 300'
CHECKED BY:	CMA/RGL	DATE:	JUNE 2002

SHEET 2 OF 9

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