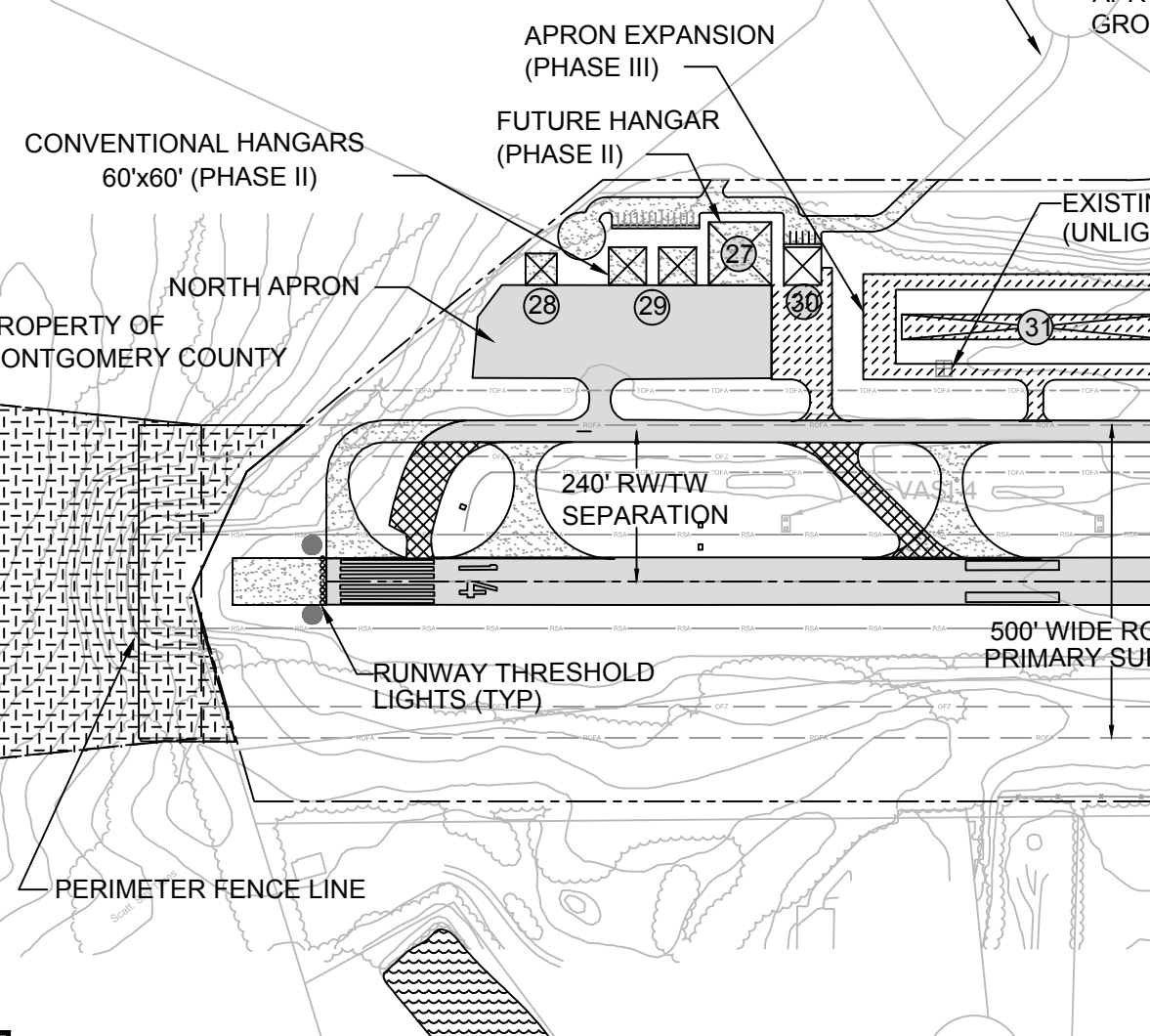
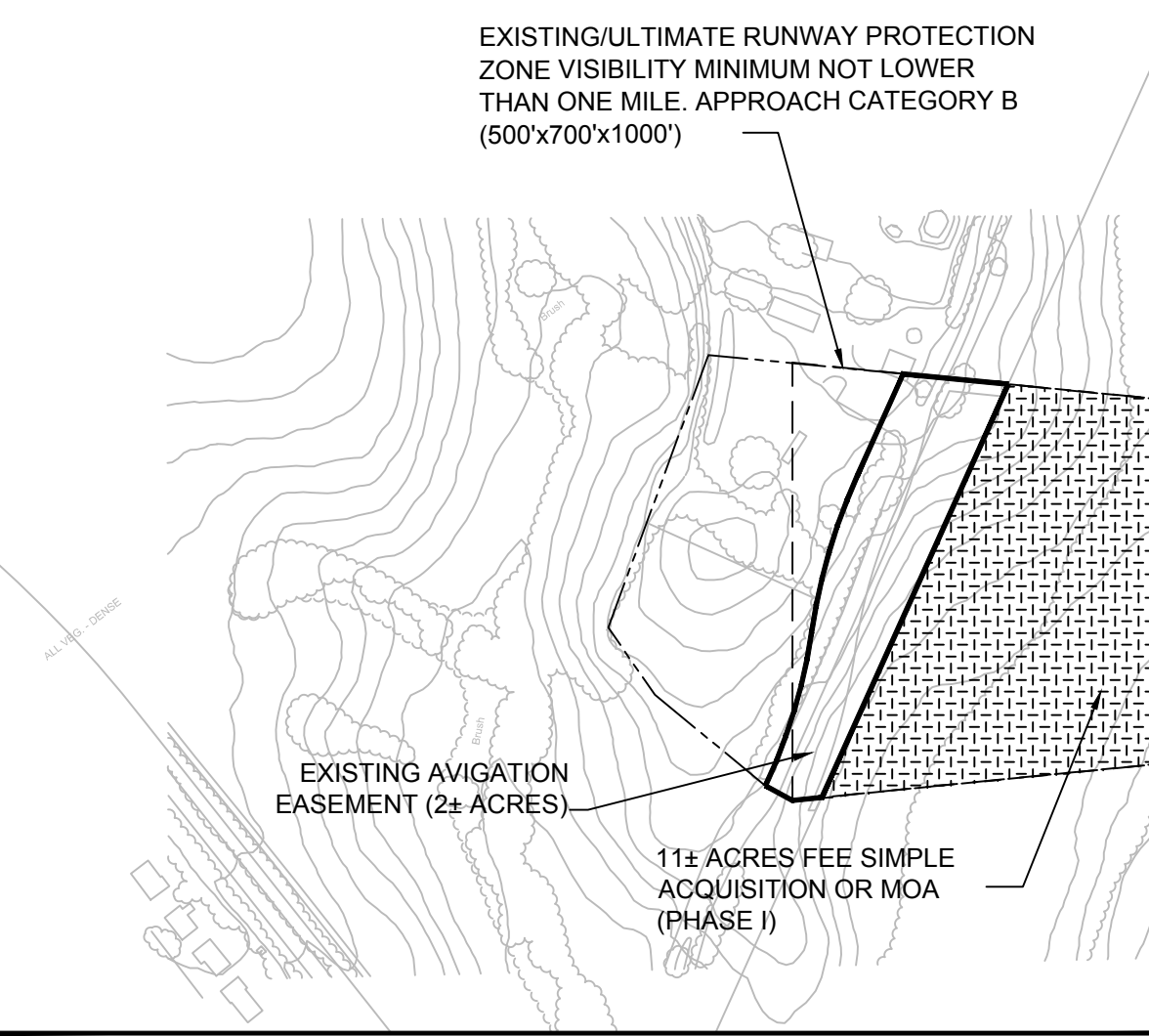


"WEBB TRACT" (MONTGOMERY COUNTY PROPERTY)



- 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 TAXIWAYS 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 IN (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 IN (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 TAXIWAYS 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
20	ELECTRICAL VAULT
21	AWOS

FACILITIES INDEX		
NO.	PROPOSED	PHASE
22	RELOCATED FUEL FARM	III
23	15 UNIT T-HANGAR (17,000 S.F.)	II
24	16 UNIT T-HANGAR (20,000 S.F.)	II
25	CORPORATE HANGAR (4,500 S.F.)	II
26	10 UNIT T-HANGAR (10,900 S.F.)	II
27	TERMINAL BUILDING (8,000 S.F.)	ULTIMATE
28	CORPORATE HANGAR (9,600 S.F.)	II
29	CORPORATE HANGAR (2,500 S.F.)	II
30	CORPORATE HANGAR (3,600 S.F.)	III
31	CORPORATE HANGAR (3,600 S.F.)	III
32	14 UNIT T-HANGAR (20,000 S.F.)	III
33	15 UNIT T-HANGAR (22,500 S.F.)	III

	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	VORINDB	NONE	VORINDBLOC	SAME
RUNWAY END COORDINATES (NAD 83)	39°10'18.84N 77°10'18.80W	39°09'53.42N 77°09'36.41W	SAME	SAME
RUNWAY THRESHOLD COORDINATES	39°10'18.84N 77°10'18.80W	39°09'53.42N 77°09'36.41W	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	SAME
DIMENSIONS (LENGTH x WIDTH)	4,202' x 75'		SAME	SAME
PAVEMENT TYPE	BITUMINOUS ASPHALT		SAME	SAME
PAVEMENT DESIGN STRENGTH	20,000# - SW		SAME	SAME
LIGHTING / SIGNAGE	MRLs		SAME	SAME
PERCENT GRADE	1.1%		SAME	SAME
MAXIMUM GRADE	1.5%		SAME	SAME
ROFA DIMENSIONS	500W x 4801L		SAME	SAME
OFZ	400W x 4801L		SAME	SAME
RSA DIMENSIONS	150W x 4801L		SAME	SAME
CRITICAL AIRCRAFT	CITATION II		SAME	SAME
WIND COVERAGE (IMC)	94.4		SAME	SAME
WIND COVERAGE (ALL WEATHER)	95.1		SAME	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	APL	SAME
SECURITY FENCE	SF	SAME
BUILDINGS	B	SAME
PAVEMENT EDGES	PE	SAME
DEMOLITION/RELOCATION	NA	RELOCATED
ROTATING BEACON	★	SAME
GLIDESLOPE/LOCALIZER CRITICAL AREA	NA	SAME
RW END IDENTIFIER LIGHTS (REIL)	●	SAME
AIRPORT REFERENCE POINT	●	SAME
WIND CONE & SEGMENTED CIRCLE	○	○
AWOS (LIGHTED)	○	○
AVIGATION EASEMENT	—	—
NON-DIRECTIONAL BEACON (LIGHTED)	⊗	⊗
OBSTRUCTION LIGHT	⊗	⊗
PAPI	■	■
WINDSOCK	■	■

NO.	REVISIONS	BY/DATE	APPROVALS		
			FAA/DATE	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			
6	TAXIWAY REVISIONS, SELF-FUEL	10/21/2008			
7	T-HANGARS & MIDFIELD TW	03/15/2010			
8	RW 14 RPZ (WEBB) PARCELS, ADD RW 32 OBST REMOVAL PARCELS	01/14/2011			

<b>MONTGOMERY COUNTY REVENUE AUTHORITY</b>		<b>FEDERAL AVIATION ADMINISTRATION</b>	
APPROVED	DATE	APPROVED	DATE
<b>MARYLAND AVIATION ADMINISTRATION</b>		<b>APPROVED</b>	
APPROVED	DATE	DATE	

AIRPORT DATA		
	EXISTING	ULTIMATE
AIRPORT ELEVATION	539.1'	SAME
APP LAT/LONG (NAD 83)	LAT 39°10'06"N LONG 77°10'09"W	SAME
MEAN DAILY MAX TEMPERATURE	89.2° F	SAME
NPIAS SERVICE LEVEL	RELIEVER AIRPORT	SAME
MAA SERVICE ROLE	RELIEVER AIRPORT	SAME
TAXIWAY LIGHTING	MTL	SAME
TAXIWAY MARKING	CENTERLINE, HOLD LINES	SAME
AIRPORT NAVAIDS	NDB WINDSOCK, SEG. CIRCLE, AWOS III, ROTATING BEACON	SAME
TERMINAL NAVAIDS	NONE	NONE
AIRPORT REFERENCE CODE (ARC)	B-II	SAME

<b>AIRPORT LAYOUT PLAN</b>	
<b>MONTGOMERY COUNTY AIRPARK GAITHERSBURG, MARYLAND</b>	