

A. INTRODUCTION

The Airport Layout Plan (ALP) is a graphic representation of the existing and future development at the Chesterfield County Airport (FCI). As a ‘federally obligated’ airport that accepts federal funding for development and, in exchange, commits to a series of grant assurances related to the operation of the airport, the airport owner (i.e., Chesterfield County) must maintain a current and approved ALP. All proposed development, regardless of funding source, must be identified on an approved ALP prior to implementation.

In order to attain a complete understanding of the Chesterfield County Airport Layout Plan, it is useful to reflect on the alternative concepts and solutions considered in Chapter Six. Based on the recommendations from the consultant and concurrence from the Federal Aviation Administration (FAA), the Virginia Department of Aviation (DOAV), Chesterfield County, and the Master Plan Steering Committee, Runway Development Alternative 3, Landside and Airside Development Alternative 3, and the relocation of Taxiway A, serve as the cornerstones for the adopted plan.

The Airport Layout Plan Update must achieve several specific goals as detailed below:

- Achieve FAA design standards,
- Depict a reasonable development program for new facilities to satisfy current and future demand; and
- Provide Chesterfield County with useful, understandable information and guidance to develop and maintain a safe and efficient airport.

These items are necessary for the airport’s long-term development and operation, as a safe, dependable facility for Chesterfield County and surrounding areas.



The following gives a brief description of the individual Airport Layout Plan sheets included as part of the study. A reduced size copy of each of the drawings addressed is included at the end of this chapter.

The **Cover Sheet** (sheet 1 of 13) is an index of each drawing in the Airport Layout Plan set. A location and vicinity map are shown to aid in identifying the location of the airport. Additionally, All Weather and Instrument Flight Rule (IFR) windroses are shown to illustrate the percentage of time winds of different velocities occur from various compass directions.

The **Existing Airport Layout Drawing (ALD)** (sheet 2 of 13) is a graphic representation of the airfield and associated infrastructure.

The **Proposed Airport Layout Plan (ALP)** (sheet 3 of 13) is a graphic representation of proposed improvements during the planning period. The ALP indicates all pertinent clearance and dimensional information required to develop the facility to FAA design standards. The ALP depicts the recommended location and configuration of facilities required to meet the needs of the airport during the 20-year planning period (2008-2027) as well as desired ultimate development. It is important to note that the ALP serves as a guide for proposed development and is a key document that should be kept current. When formally approved by the FAA, the ALP serves as a public document that is a record of aeronautical requirements, both present and future. An approved ALP is also required for any funding consideration by the FAA and the DOAV.

The **Terminal Area Plan (TAP)** (sheet 4 of 13) sheet depicts an enlarged view of the existing and proposed layout of terminal facilities such as aprons, buildings, and hangars shown on the ALP.

The **Airport Airspace Drawing – Part 77** (sheets 5 and 6 of 13) is the plan view of the 14 CFR Part 77 surfaces based on the ultimate runway length and configuration. Current USGS 7.5 minute Quad sheets are used for the base map.



The **Inner Portion of the Approach Surface Drawing and Tables** (sheets 7, 8, and 9 of 13) for Runways 15 and 33 are projected as plan and profile views for each runway (sheets 7 and 8). Tables associated with the drawings detail existing and proposed obstructions in the inner portion of the approach area for each runway end (sheet 9).

The **Existing Land Use Map** (sheet 10 of 13) presents existing off-airport land uses surrounding FCI. The noise exposure contour for DNL 65 is also shown for the base year (2007) conditions.

The **Future Land Use Map** (sheet 11 of 13) presents future planned off-airport land uses surrounding FCI as identified by the Chesterfield County Planning Department. The noise exposure contour for DNL 65 is also shown for the future (2027) conditions.

The **Airport Property Map** (sheets 12 and 13 of 13, formerly Exhibit “A”) details property and easements owned by the County for airport use. Sheet 12 depicts the boundaries of the existing airport property, identifies owners of adjacent properties, and properties proposed for fee simple and avigation easement acquisition. Sheet 13 contains tables providing historical transaction data and preliminary data for proposed land acquisitions.

B. AIRPORT LAYOUT DRAWING AND TERMINAL AREA PLAN

This section presents details concerning the development of the proposed ALP (sheet 3 of 13) and the TAP (sheet 4 of 13). The ALP and TAP are discussed interchangeably, since both represent existing and future development for FCI on different scales of view. The following narrative briefly describes future development for the 20-year planning period.

1. Runway

As recommended in Chapter Four, Facility Requirements, Runway 15-33 should remain an Airport Reference Code (ARC) category C-II. The facility requirements chapter evaluated Runway 15-33 with respect to length, width, strength, safety area, and object free area for existing and future aircraft. This section discusses the runway geometrics



and respective runway safety and object free areas.

a. Runway 15-33

The existing Runway 15-33 is 5,500 feet long and 100 feet wide. As discussed in Chapter Four, Facility Requirements, the existing useable primary runway length of 5,500 feet was found to be inadequate to accommodate the critical design aircraft operating at FCI (both current and future) as the useful load approaches 90 percent. Based on this analysis and data from operators, it was recommended that a runway length of 6,300 feet be considered as the minimum length requirement and be used as the basis for primary runway planning at FCI. In Chapter Six, Alternatives, Runway Development Alternative 3 depicted an 800 foot extension on the Runway 15 end and was selected as the preferred alternative. This alternative, as illustrated on Exhibit 6-4, has been carried forward to the ALP and is proposed for development during Phase II of the planning period. Additionally, it was recommended that an extension to 7,000 feet of runway length be considered for ultimate development as depicted on Exhibit 6-9. Runway 15-33 blast pads have also been added to the drawing as depicted on the previous ALP for development in Phase II.

b. Runway Safety Area (RSA)

The existing RSA meets FAA standards; however, to remain in compliance, it is required that the RSA be extended to 1,000 feet beyond the end of the runway in conjunction with the recommended extension project.

c. Runway Object Free Area (ROFA)

The existing ROFA meets FAA standards as it is 800 feet wide and 1,000 feet beyond the end of each runway. However, should Runway 15-33 be extended as recommended, accommodation must be made for the extended ROFA. It is



recommended that the necessary land be acquired to protect the extended ROFA. Land acquisition necessary for extended ROFA is illustrated on the ALP.

d. Runway Protection Zones (RPZ)

The airport does not currently own all land within the existing RPZs. The majority of the Runway 15 RPZ is within airport property and the remainder is controlled by the airport via aviation easement. The existing Runway 33 RPZ is not entirely controlled by the airport as a portion of this area overlies the intersection of Routes 288 and I0; however, the existing and proposed use of the property as Virginia Department of Transportation (VDOT) right-of-way does not present an incompatible land use. The recommended extension and proposed establishment of an LPV approach for Runway 15, with lowered visibility minimums, will result in non-compatible land uses in the RPZ. It is recommended that the County acquire the appropriate property interest as illustrated on the ALP, either in fee simple or easement, within existing and future RPZs to prevent incompatible land uses.

2. Taxiways

The existing taxiway system at FCI consists of a full parallel taxiway, Taxiway 'A', which provides a dual use entrance/exit taxiway to each end of Runway 15-33. Taxiway 'A' does not currently meet FAA design standards for runway/taxiway separation. Standard separation for an ARC C-II facility with instrument approach procedure visibility minima below ¾ mile is 400 feet, whereas the existing separation between the runway and taxiway at FCI is 375 feet. A Modification of Airport Design Standards (MOS) was approved by the FAA on November 27, 2006 for the non-standard separation between Runway 15-33 and the parallel taxiway. However, that the FAA has requested the taxiway be reconstructed to standard separation and width as illustrated in Exhibit 6-1. This alternative was selected as part of the preferred alternative during the study and has been carried forward to the ALP for development in Phase III.



In addition, each of the existing exit taxiways is 40 feet wide; FAA design standard width is 35 feet. Therefore, a note has been added to the drawing to indicate that the taxiways should be reduced to 35 feet during future rehabilitation projects to meet FAA design standards.

3. Instrument Approach Procedures

There is currently an RNAV (GPS) instrument approach to Runway 15 with established LNAV minima of 680 MSL and one mile visibility. The NAVAID study prepared under direction of the Virginia Department of Aviation (DOAV) includes recommendation of an aeronautical survey to enable development of LPV minima for the existing RNAV (GPS). The DOAV study also recommends installation of a Medium Intensity Approach Lighting System (MALS). The County has requested, and desires to plan for, the inclusion of Runway Alignment Indicator Lights (RAIL) to provide a MALSR installation as was presented in Airside and Landside Development Alternative 3. The MALSR is recommended in Phase II although the County recognizes the addition of the RAIL will require additional justification for the project to move forward. The County also provided feedback to the State on the study requesting restoration of a ground based approach procedure with visibility of less than $\frac{3}{4}$ mile. The extension of Runway 15 or the reduction of LPV visibility minima to lower than $\frac{3}{4}$ miles will require the County to achieve land use control over a greater area as illustrated on the ALP. No additional instrument approach procedures are under consideration for Runway 33.

4. Hangar Facilities

As noted in Chapter Four, Facility Requirements, the planning model used to produce hangar requirements indicates the airport has adequate small T-hangar space to meet the demand until 2027, while additional large T-hangars are needed immediately. It also indicates a deficiency in conventional hangar space. The proposed hangar configuration as depicted on Airside and Landside Development Alternative 3 (Exhibit 6-8) was selected as the preferred layout and was carried forward for inclusion in the ALP. Three



conventional hangars and one T-hangar are proposed for development in Phase I and one additional T-hangar is proposed for construction in Phase III as shown on the ALP.

It is important to note that the timing of hangar development is subject to demand. The construction of suitable conventional hangars will aid the airport in attracting additional aircraft. The proposed dimensions for conventional hangars are approximate and will vary according to the particular needs of each tenant. Hangars should only be constructed as demand for them is realized or anticipated.

5. Airport Access

As noted in Chapter Four, Facility Requirements, the Owner, FBO, and users requested consideration of a second surface access via Cogbil Road be evaluated during this planning study. As both Route 10 and 288 are primary arteries serving the greater Richmond area, there is currently no justification for a second access to the airport. However, as depicted in Airside and Landside Development Alternative 3, crosswind and parallel runways are planned for ultimate development. Consequently, a secondary surface access would be necessary to provide access to the north side of the airfield. As discussed in Chapter Four, the County has also requested the development of a temporary emergency vehicle access road as illustrated on Exhibit 6-10. The emergency access would be planned early in the ultimate phase and would not be constructed so as to interface with the ultimate crosswind or parallel runways, which are both anticipated to be well beyond the 20-year planning period. Both the secondary surface access and temporary emergency vehicle access have been carried forward for inclusion in the ALP.

6. Airfield Maintenance and Equipment Building

As discussed in Chapter Four, Facility Requirements, FAA guidelines recommend an SRE building size of 7,000 square feet for medium size airports to accommodate each support area as well as additional space to store the snow removal equipment and snow and ice control materials. However, at this time the County wishes to pursue an



expansion of the existing airfield maintenance and equipment building in two phases as illustrated on the ALP. Phase II includes a 1,500 square foot expansion to the existing building for airfield maintenance and an additional 2,000 square feet in the ultimate phase to store future snow removal equipment. The SRE building illustrated in the preferred airside and landside development alternative has been eliminated from the ALP drawing.

7. Fuel Farm and Alternative Fueling Site

As noted in Chapter Four, it is the Owner's desire to relocate the fuel farm in order to best meet the environmental requirements and the long term needs of the airport. In addition, an alternative fuel site was recommended within the planning period to allow fuel to be purchased 24 hours a day, 7 days a week directly by aircraft operators. The configuration of both fueling projects, as depicted on Airside and Landside Development Alternative 3 (Exhibit 6-8), was selected as the preferred layout and carried forward for inclusion in the ALP.

8. Air Traffic Control Tower

An Air Traffic Control Tower (ATCT) feasibility analysis was conducted during this study and a proposed site location was identified on Airside and Landside Alternative 3 (Exhibit 6-8). As the ATCT is not justified at this time, the locations being considered are conceptual only. This alternative was selected as the preferred development and carried forward for inclusion on the ALP for ultimate phased development.

C. AIRPORT AIRSPACE DRAWING

Federal Regulation 14 CFR Part 77, "Objects Affecting Navigable Airspace", establishes criteria for evaluation obstructions. This section presents a discussion of 14 CFR Part 77 standards and their relationship to the physical features and terrain on and around the Chesterfield County Airport. A plan sheet has been prepared to depict 14 CFR Part 77 surfaces (sheets 5 and 6 of 13).



The protected imaginary surfaces (14 CFR Part 77) are established relative to runways at the airport. The size of each imaginary surface is based on the runway category and the existing/proposed approaches (visual, non-precision, or precision). The slope and dimensions of the respective approach surfaces are determined by the most precise existing or future approaches for the runway end. The following is a definition of the individual surfaces:

- **Primary Surface** – A rectangular area symmetrically located about the runway centerline and extending a distance of 200 feet beyond each runway threshold. Its elevation is the same as that at a given point along the runway. The total width of the primary surface for Runway 15-33 is 1,000 feet.
- **Transition Surface** – There are three different transition surfaces. One is off the sides of the primary surface, the second is off the sides of the approach surface, and the last is outside the conical surface and pertains to precision instrument runways only. All transition surface slopes are seven foot horizontally for every one foot vertically measured perpendicular to the runway centerline.
- **Approach Surface** – These surfaces begin at the ends of the primary surface (200 feet beyond the runway threshold) and slope upward vertically. The width and elevation of the inner ends conform to that of the primary surface, while the slope, length, and width of the outer end are governed by the runway service category and existing or proposed instrument approaches. The slope for the existing approach surfaces at FCI is 34:1 for Runway 15 and 50:1 for Runway 33.
- **Horizontal Surface** – An oval shaped, level area situated 150 feet above the established airport elevation. Its dimensions are governed by the runway service category. The horizontal surface elevation for FCI is 387 feet above mean sea level.
- **Conical Surface** – A sloping area whose inner perimeter conforms to the shape of the horizontal surface. It extends outward for a distance of 4,000 feet measured horizontally, and slopes upward at 20 feet horizontally for every one foot vertically.

The 14 CFR Part 77 Imaginary Surfaces for FCI are overlayed on a United States Geologic Survey (USGS) 7.5 minute quadrangle (1"=2,000') composite for the area around the airport. These surfaces include the approaches to Runways 15 and 33. The airport and localities should



also be aware of FAA Form 7460-1¹ which notifies the FAA of any proposed development which could potentially become an obstruction to airspace around the airport.

D. INNER PORTION OF THE APPROACH SURFACE DRAWING

Runway 15 and 33 Inner Portion of the Approach Surface Drawings (sheets 7, 8, and 9 of 13) were used to evaluate each runway end for potential obstructions. Roadways were also evaluated according to criteria outlined in 14 CFR Part 77. 14 CFR Part 77 requires a minimum clearance of 10 feet for private roadways, 15 feet for public roadways, and 17 feet for interstates from the approach surface.

The approach slope for each runway end varies with the type of navigational aid available. As a general rule, the more precise the approach, the less the slope of the approach surface. Existing obstructions are noted and tabulated on the sheets.

E. EXISTING AND PROPOSED LAND USE DRAWINGS

The land use drawings (sheets 10 and 11 of 13) depict existing and proposed land uses surrounding the airport. As previously discussed in Chapter Two, the airport is currently zoned light industrial and surrounding land uses include neighborhood and regional mixed uses to the east and residential land to the north of airport property. Guidelines for land use compatibility around airports with respect to noise guidelines are presented in Table 5-2. As shown, no incompatible land use exists within the existing and future noise contours.

The Code of Chesterfield County, VA, Section 19-507 lists height exemptions and limitations established as overlay zones as they apply to FCI. The purpose of the Code is to prevent the creation or establishment of structures which would constitute hazards or obstructions to aircraft operating to, from or in the vicinity of FCI. As stated in the Code, the height restrictions or floors for the individual zones shall be those planes delineated as surfaces in Part 77.25, Subchapter E (Airspace), of Title 14 of the Code of Federal Regulations. The zones listed in the

¹ FAA Form 7460-1, Notice of Proposed Construction or Alteration.



Code include the airport, approach, transitional, conical, and primary zones. The County has obtained several avigation easements to protect these 14 CFR Part 77 surfaces.

F. AIRPORT PROPERTY MAP

The Airport Property Map (sheets 12 and 13 of 13) depicts the existing boundaries of the airport property. As FCI does not currently own all land within the designated RPZ, this area has been depicted on the APM for fee simple and easement acquisition in Phase I. In addition, areas of avigation easement are depicted on the property map for the removal of tree obstructions, which are hazardous to air navigation.



CHESTERFIELD COUNTY AIRPORT

RICHMOND, VIRGINIA

AIRPORT LAYOUT PLAN UPDATE

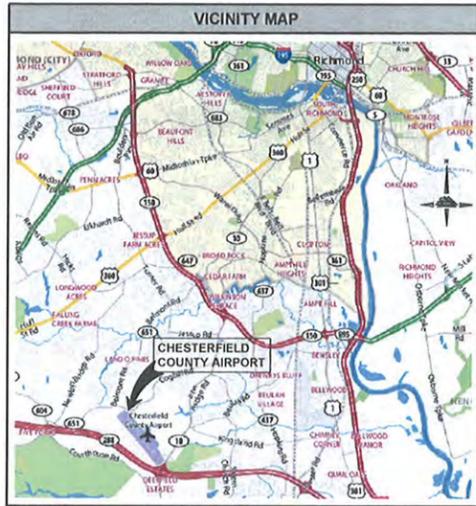
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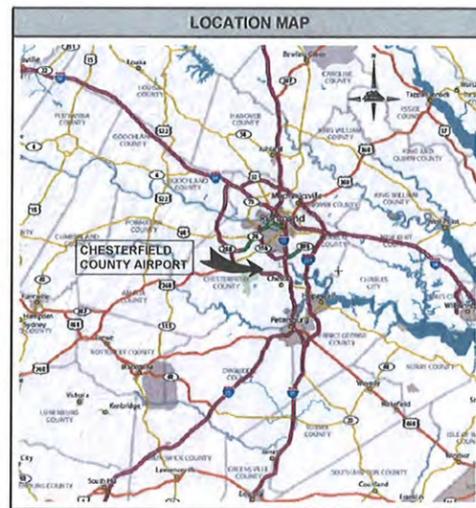
DOAV PROJECT NO. CF-0007-20

DELTA PROJECT NO. VA 06131

NOVEMBER 2011



NOT TO SCALE



NOT TO SCALE

U. S. Department
of Transportation
Federal Aviation
Administration

WASHINGTON AIRPORTS DISTRICT OFFICE
23723 Air Freight Lane, Suite 210
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January 3, 2012

Mr. Thomas Trudeau, Airport Manager
Chesterfield County Airport
7511 Airport Drive
Richmond, Virginia 23237

Re: Airport Layout Plan Approval
Chesterfield County Airport
Master Plan Update
AIP # 3-51-0007-020 & 21-2008

Dear Mr. Trudeau:

The Airport Layout Plan (ALP) consisting of Sheet 3 of 13, for Chesterfield County Airport, dated November 2011, is hereby approved.

The contents of the ALP do not necessarily reflect the official views or policies of the FAA. Approval of the ALP by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein.

The approval indicated by my signature is given subject to the following conditions:

1. FAA's approval of this 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 final locations, heights and exterior finish of structures. FAA's concerns are obstructions, impact on electronic aids or adverse effect on controller view of aircraft approaches and ground movement areas, which could adversely affect the safety, efficiency utility of the airport.
2. All proposed airport development identified on the ALP requires environmental processing and shall not be undertaken with or without Federal funds prior to written environmental approval by the FAA.
3. The proposed parallel Runway 14/32, crosswind Runway 10/28, and extension of Runway 15/33 to 7,000 feet as noted on the ALP as ultimate are for planning purposes only and are to be used to protect the airspace and land use surrounding the Chesterfield County Airport. It is understood that the runways and associated taxiways that are shown as ultimate development will be subject to further justification and environmental study prior to implementation.
4. All developmental shown on the ALP as "ultimate" (See Proposed Facilities Table) are not justified at this time and will require coordination with our office. These items are being shown for land use planning only.
5. Please note the Non-Standard Conditions Table on the ALP. It is understood that Taxiways "A", "B", "C", "D" and "E" currently exceed FAA design standards for taxiway width and will be reduced to meet FAA taxiway width standards at the time of the associated pavement rehabilitation project.
6. Any non-aeronautical development shown on the ALP should be coordinated with our office prior to project implementation.
7. The sponsor agrees to maintain positive control over existing and future runway protection zones.
8. The sponsor is responsible for insuring compatible use of land adjacent to or in the vicinity of the airport.
9. The sponsor has a continuing responsibility to keep the ALP current at all times. All revisions must be submitted to this office for prior approval.

Forwarded under separate cover are two copies of the approved ALP for your files. One copy has been retained by this office and one has been sent to the FAA Eastern Region Airports Division Office for their records. We have also forwarded one copy to the Virginia Department of Aviation and to Delta Airport Consultants.

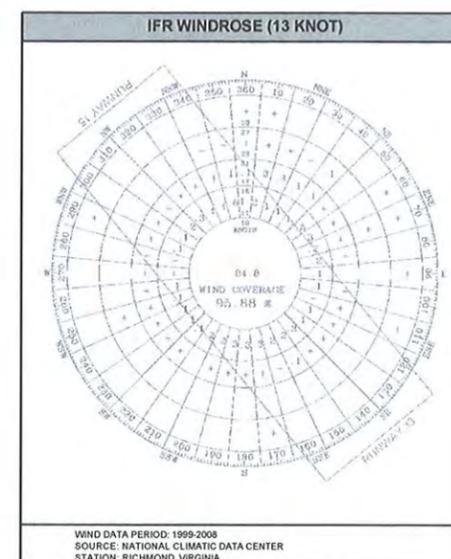
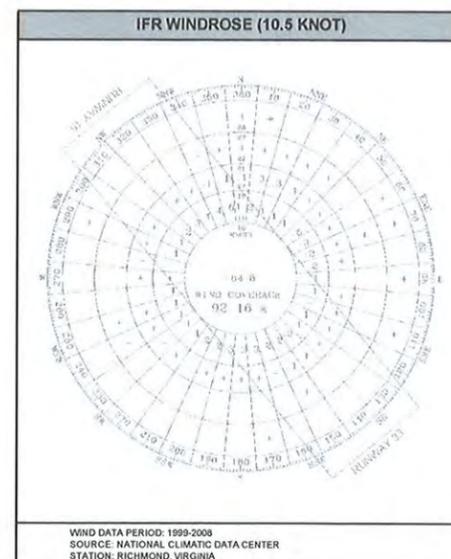
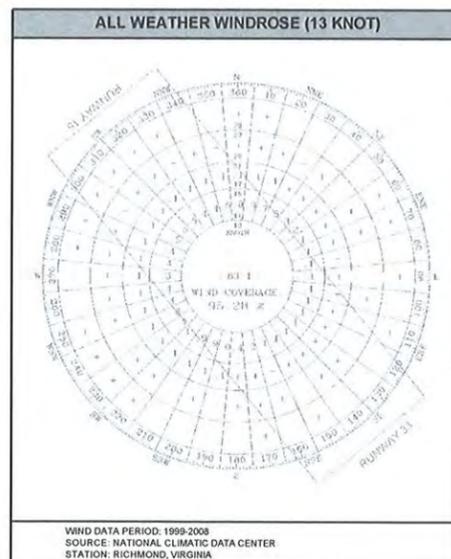
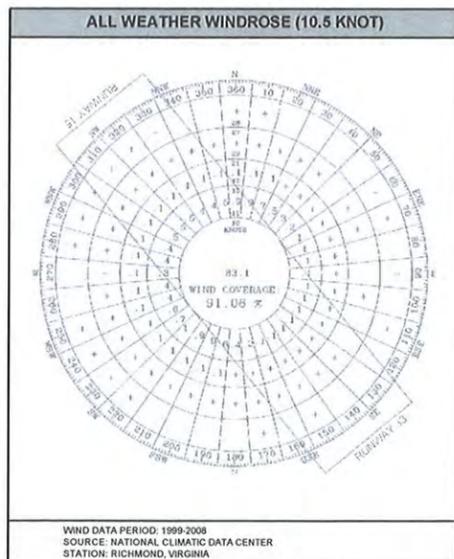
If you have any questions or require additional information, please contact Jeff Brecken of my staff at (703) 661-1363.

Sincerely,

Terry J. Page, Manager
Washington Airports District Office

Enclosure

cc: Susan Simmers, DOAV, W/Encl.
Eleanor Schifflin, AEA-610, W/Encl.
Roy Lewis, Delta Airport Consultants, W/Encl.



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6	AIRPORT AIRSPACE DRAWING
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10	EXISTING LAND USE
11	FUTURE LAND USE
12	AIRPORT PROPERTY MAP
13	AIRPORT PROPERTY MAP TABLES

NO.	REVISIONS	BY	APP.	DATE

COVER SHEET

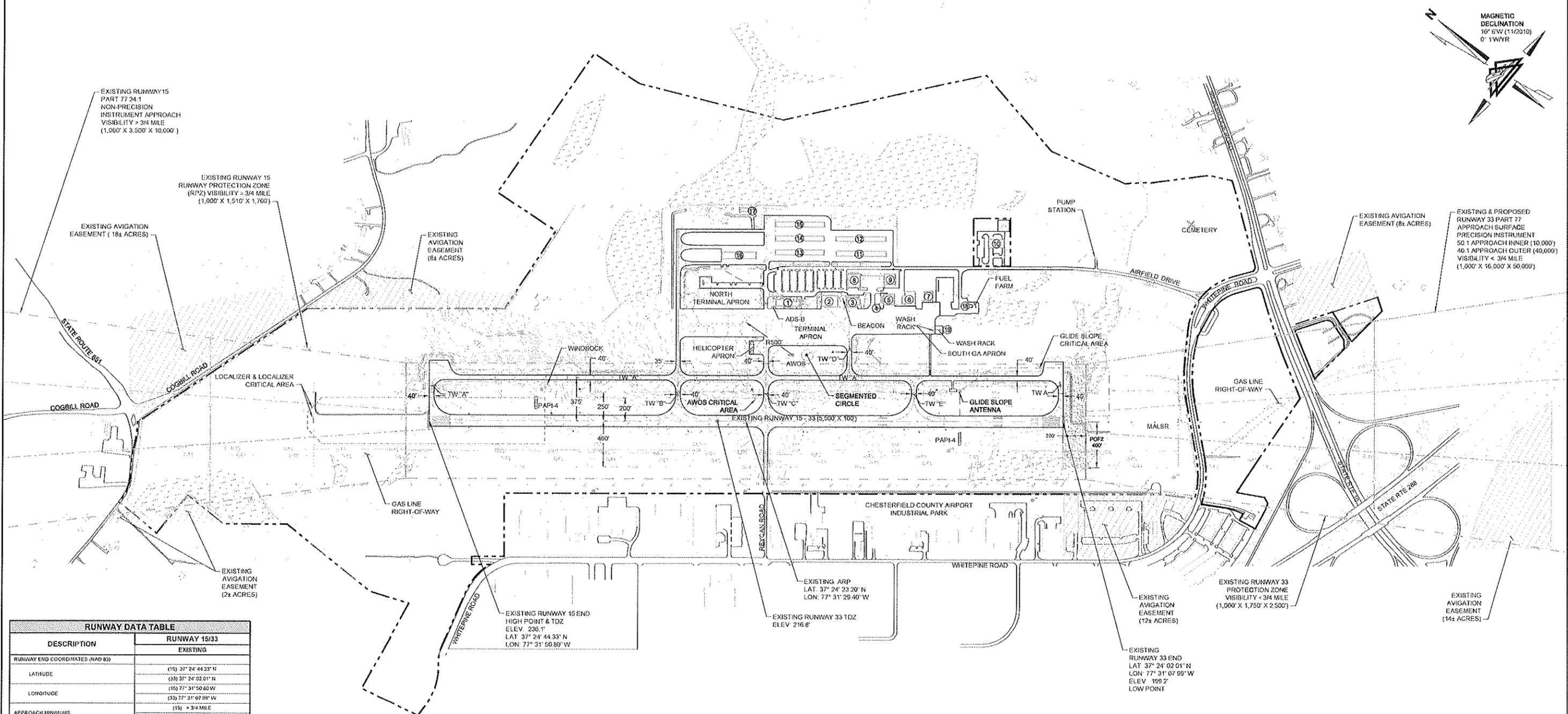
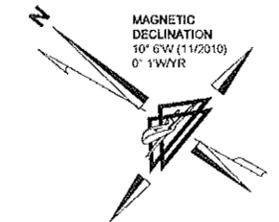
CHESTERFIELD COUNTY AIRPORT
RICHMOND, VIRGINIA

DELTA AIRPORT CONSULTANTS, INC.
www.deltairport.com

SHEET **1**
OF **13**

DRAWN BY:	LKH	SCALE:	NONE
CHECKED BY:	CMC	DATE:	NOVEMBER 2011

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RUNWAY DATA TABLE	
DESCRIPTION	RUNWAY 15/33 EXISTING
RUNWAY END COORDINATES (NAD 83)	
LATITUDE	(15) 37° 24' 44.33" N (33) 37° 24' 02.01" N (15) 77° 31' 50.63" W (33) 77° 31' 07.99" W
LONGITUDE	(15) > 3/4 MILE (33) < 3/4 MILE
APPROACH MINIMUMS	(15) 34-1 (33) 34-1
PART 77 CATEGORY	OTHER THAN UTILITY (15) 34-1 (33) 50.1 / 40.1
APPROACH SURFACE SLOPE	100
RUNWAY WIDTH	5,500
RUNWAY LENGTH	NA
DISPLACED THRESHOLD	ASPHALT-GROOVED
SURFACE TYPE	
PAVEMENT STRENGTH (LBS)	50,000
SINGLE WHEEL	80,000
DUAL WHEEL	NRIL
RUNWAY LIGHTING	(15) NON-PRECISION (33) PRECISION
RUNWAY MARKING	0.55
EFFECTIVE GRADIENT (%)	0.0
MAXIMUM GRADE (%)	NONE
LINE OF SIGHT VIOLATIONS	(10.5 KNOTS) 91.00%
WIND COVERAGE (%) ALL WEATHER	(13 KNOTS) 95.26% (15) REILS, PAPI (33) MALSR, PAPI
VISUAL APPROACH AIDS	(33) IL S / DME
INSTRUMENT APPROACH AIDS	C - II
AIRPORT REFERENCE CODE (ARC)	GULFSTREAM 200
CRITICAL AIRCRAFT	500 X 7,500
RUNWAY SAFETY AREA (RSA) DIM.	800 X 7,500
RUNWAY OBJECT FREE AREA (ROFA) DIMENSION	400 X 5,500
OBSTACLE FREE ZONE (OFZ) DIM.	(15) 236.1' (33) 199.2'
RUNWAY END ELEVATIONS (MSL)	237
MAX ELEVATION (MSL)	216.8'
DISPLACED THRESHOLD ELEVATION (MSL)	NA
TDZ ELEVATION (MSL)	(15) 236.1' (33) 216.8'
EFFECTIVE RUNWAY LENGTH	5,500'

LEGEND	
DESCRIPTION	EXISTING
RUNWAY CENTERLINE	---
AIRPORT PROPERTY LINE	---
PRIMARY SURFACE	---
PAVEMENT	---
RUNWAY SAFETY AREA (RSA)	---
RUNWAY OBJECT FREE AREA (ROFA)	---
RUNWAY PROTECTION ZONE (RPZ)	---
TAXIWAY OBJECT FREE AREA (TOFA)	---
TAXIWAY SAFETY AREA (TSA)	---
UTILITY EASEMENT (GAS)	---
RUNWAY VISIBILITY ZONE	---
FENCE	---
GROUND ELEVATION CONTOURS	---
TREE LINE	---
GLIDESLOPE CRITICAL AREA	---
LOCALIZER CRITICAL AREA	---
AVIGATION EASEMENT	---
WETLANDS	---
AIRPORT BUILDINGS	---
PRECISION OBJECT FREE ZONE (POFZ)	---
ROTATING BEACON	---
WIND CONE / WINDSOCK	---
AIRPORT REFERENCE POINT	---
HOLDLINE	---
REILS	---
AWOS	---
PAPI	---
OBSTRUCTION LIGHTS	---
CEMETERY (SEE NOTE 7)	---

MODIFICATIONS OF DESIGN STANDARDS					
NO.	STANDARD MODIFIED	FAA STANDARDS	EXISTING CONDITION	PROPOSED ACTION	DATE APPROVED
1	PARALLEL TAXIWAY TO RUNWAY SEPARATION	400'	375'	RELOCATE PARALLEL TAXIWAY	NOVEMBER 27, 2006

AIRPORT DATA TABLE	
DESCRIPTION	EXISTING
AIRPORT ELEVATION (MSL)	237'
AIRPORT REFERENCE POINT (NAD 83)	
LATITUDE	37° 24' 33.20" N
LONGITUDE	77° 31' 29.40" W
MEAN MAX TEMPERATURE HOTTEST MONTH	88.8° F
AIRPORT TERMINAL AREA NAVAIDS	AWOS, BEACON, SEGMENTED CIRCLE, & WINDSOCK (LIGHTED)
MAGNETIC VARIATION (WWW.HGDC.NOAA.GOV)	10° 6' W (0° 1' W / YEAR)
DATE OF MAGNETIC VARIATION	NOV 2010
NPAS SERVICE LEVEL	RELIEVER
STATE SERVICE LEVEL	RELIEVER
WIND COVERAGE CROSSWIND COMPONENT	
ALL WEATHER (10.5 KNOTS)	91.66%
ALL WEATHER (13 KNOTS)	95.26%
AIRPORT REFERENCE CODE	C-II
DESIGN AIRCRAFT	GULFSTREAM 200
TAXIWAY LIGHTING	MILS
TAXIWAY MARKING	BASIC

FACILITIES TABLE		
#	FACILITY NAME	TOP ELEV
1	TERMINAL BUILDING	227'
2	FBO / MAINTENANCE HANGAR	242'
3	CONVENTIONAL HANGAR PRIVATE	231'
4	ELECTRICAL VAULT	216'
5	FBO HANGAR - COMMUNITY	229'
6	STATE POLICE AVIATION	232'
7	CIVIL AIR PATROL	229'
8	CONVENTIONAL HANGAR	235'
9	CONVENTIONAL HANGAR	230'
10	DISTRICT 35 FIRE STATION	249'
11	Y-HANGAR (20-UNIT SMALL)	223'
12	Y-HANGAR (20-UNIT SMALL)	224'
13	Y-HANGAR (20-UNIT SMALL)	223'
14	Y-HANGAR (20-UNIT SMALL)	223'
15	Y-HANGAR (20-UNIT SMALL)	223'
16	Y-HANGAR (10-UNIT LARGE)	225'
17	WARRANTS / EQUIP STORAGE	229'
18	FUEL FARM	202'
19	WASH RACK	210'

NON-STANDARD CONDITIONS			
NO.	NON-STANDARD CONDITION	EXISTING CONDITION	FAA STANDARD (C-II)
1	EXISTING TAXIWAYS A, B, C, D, E WIDTH	40'	35'

NOTES				
1. ALL ELEVATIONS ARE IN FEET ABOVE MEAN SEA LEVEL.				
2. ALL ELEVATIONS ARE IN ACCORDANCE WITH NATIONAL MAP ACCURACY STANDARDS. SPOT ELEVATIONS AND GROUND CONTOURS ARE DERIVED FROM AERIAL PHOTOGRAMMETRY AND ARE APPROXIMATE. GROUND SURVEYS ARE RECOMMENDED TO VERIFY ACCURACY.				
3. ALL LATITUDE AND LONGITUDE COORDINATES ARE NAD 83.				
4. THERE ARE NO KNOWN OBJECTS THAT PENETRATE THE THRESHOLD AREAS.				
5. TOPO AND MOST PLAINMETRICS FROM AERIAL SURVEYS OBTAINED FROM POTOMAC AERIAL SURVEYS. SOME PLAINMETRICS RETAINED FROM PREVIOUS AIP.				
6. WETLAND AREAS AND STREAM LENGTH CALCULATIONS WERE DETERMINED BY A SURVEY AND DELINEATION PROVIDED BY MILL CREEK ENVIRONMENTAL CONSULTANTS, LTD. (SEPTEMBER 2009).				
7. THE LOCATION OF THE FARMER FAMILY CEMETERY IS APPROXIMATE.				
8. LEGEND ELEMENTS REPRESENT DEPICTIONS ON DRAWING BUT MAY VARY IN SIZE DUE TO SCALING ON DRAWING.				

CHESTERFIELD COUNTY AIRPORT	
APPROVED	DATE
VIRGINIA DEPARTMENT OF AVIATION	
APPROVED	DATE
FEDERAL AVIATION ADMINISTRATION	
APPROVED	DATE



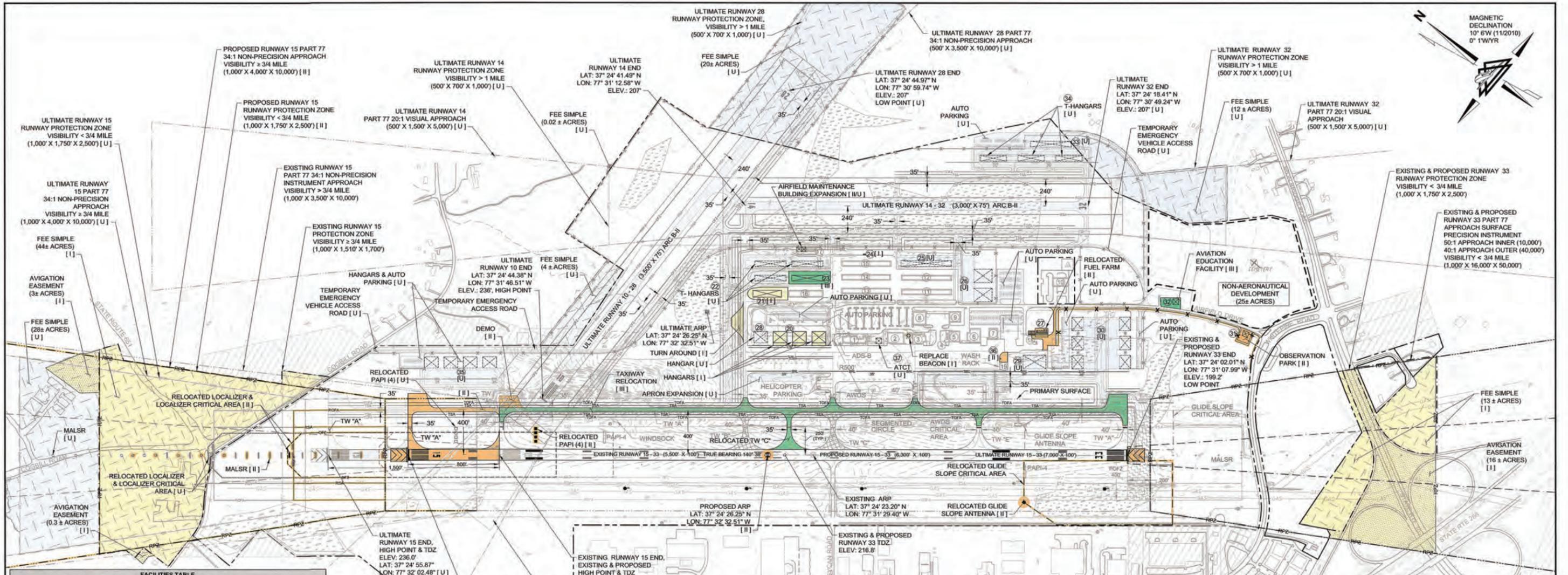
FACILITIES LAYOUT PLAN

CHESTERFIELD COUNTY AIRPORT
RICHMOND, VIRGINIA

SHEET **2** OF **13**

DRAWN BY: LKH SCALE: 1" = 400'
CHECKED BY: CMC DATE: NOVEMBER 2011

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 DRAWING 06131-1p-ex.dwg LAYOUT L1
 XREFS 06131-1p-ex.dwg 2012-10-08 09:00:00



EXISTING				PROPOSED				
#	FACILITY NAME	TOP ELEV.	#	FACILITY NAME	TOP ELEV. (BST)	#	FACILITY NAME	TOP ELEV. (BST)
1	TERMINAL BUILDING	227	20	CONVENTIONAL HANGAR [I]	220 ±			
2	FBO / MAINTENANCE HANGAR	242	21	T-HANGAR (10-UNIT-LARGE) [I]	225 ±			
3	CONVENTIONAL HANGAR-PRIVATE	231	22	T-HANGAR (10-UNIT) [U]	225 ±			
4	ELECTRICAL VAULT	218	23	T-HANGAR (10-UNIT) [II]	225 ±			
5	FBO HANGAR - COMMUNITY	229	24	PILOT ACTIVITY AREA [I]	220 ±			
6	STATE POLICE AVIATION	232	25	T-HANGAR (20-UNIT SMALL) [U]	225 ±			
7	CIVIL AIR PATROL	229	26	CONVENTIONAL HANGAR [U]	225 ±			
8	CONVENTIONAL HANGAR	225	27	FUEL FARM (RELOCATED) [II]	205 ±			
9	CONVENTIONAL HANGAR	230	28	CONVENTIONAL HANGAR [U]	225 ±			
10	DISTRICT 15 FIRE STATION	249	29	CONVENTIONAL HANGAR [U]	220 ±			
11	T-HANGAR (20-UNIT SMALL)	223	30	CONVENTIONAL HANGAR [U]	220 ±			
12	T-HANGAR (20-UNIT SMALL)	224	31	PUBLIC OBSERVATION PARK [II]	215 ±			
13	T-HANGAR (20-UNIT SMALL)	223	32	AVIATION EDUCATION FACILITY [II]	200 ±			
14	T-HANGAR (20-UNIT SMALL)	224	33	T-HANGAR (10-UNIT) [U]	225 ±			
15	T-HANGAR (20-UNIT SMALL)	223	34	T-HANGAR (8-UNIT) [U]	225 ±			
16	T-HANGAR (10-UNIT LARGE)	225	35	CONVENTIONAL HANGAR [U]	270 ±			
17	AIRFIELD MAINTENANCE BUILDING	220	36	ALTERNATIVE FUEL SITE [II]	215 ±			
18	FUEL FARM	202	37	AIR TRAFFIC CONTROL TOWER [U]	271 ±			
19	WASH RACK	210						

- NOTES**
- 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, PAVES 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.
 - ALL ELEVATIONS ARE IN FEET ABOVE MEAN SEA LEVEL.
 - ALL ELEVATIONS ARE IN ACCORDANCE WITH NATIONAL MAP ACQUISITION STANDARDS. SPOT ELEVATIONS AND GROUND CONTOURS ARE DERIVED FROM AERIAL PHOTOGRAMMETRY AND ARE APPROXIMATE. GROUND SURVEYS ARE RECOMMENDED TO VERIFY ACCURACY.
 - ALL LATITUDE AND LONGITUDE COORDINATES ARE IN NAD 83.
 - THERE ARE NO KNOWN OBJECTS THAT PENETRATE THE THRESHOLD SITING SURFACE.
 - TOPO AND MOST PLANIMETRICS FROM AERIAL SURVEYS OBTAINED FROM POTOMAC AERIAL SURVEYS (AUNE 2008) IN ADDITION TO SOME PLANIMETRICS RETAINED FROM THE PREVIOUS ALP (JANUARY 2008).
 - ALL FUTURE DEVELOPMENT MUST MEET THE FULL DESIGN STANDARDS LISTED IN FAA AC 150/500-13.
 - THE BUILDING RESTRICTION LINE (BRL) SHOULD BE LOCATED ON AN AIRPORT LAYOUT PLAN TO IDENTIFY SUITABLE LOCATIONS FOR BUILDING AREAS ON AIRPORT PROPERTY. THE BRL IS DEPICTED BASED ON FAR PART 77 SURFACE FOR A GIVEN DISTANCE FROM THE RUNWAY CENTERLINE. SPECIFIC SITE DEVELOPMENT MUST BE FURTHER EVALUATED BASED ON TOP ELEVATION OF PROPOSED STRUCTURE. IT IS RECOMMENDED THAT THE BRL ENCOMPASS THE RUNWAY PROTECTION ZONES, THE RUNWAY VISIBILITY ZONE, AND AREAS REQUIRED FOR AIRPORT TRAFFIC CONTROL TOWER CLEARANCES OF SIGHT.
 - WETLAND AREA AND STREAM LENGTH CALCULATIONS WERE DETERMINED BY A SURVEY AND DELINEATION PROVIDED BY MILL CREEK ENVIRONMENTAL CONSULTANTS, LTD. (SEPTEMBER 2009).
 - THE TOP ELEVATIONS FOR PROPOSED FACILITIES ARE APPROXIMATE.
 - THERE ARE NO KNOWN OFZ PENETRATIONS OTHER THAN FRANGIBLE NAVAIDS. (SEE INNER APPROACH SHEETS 7 & 8).
 - THE LOCATION OF FARMER FAMILY CEMETERY IS APPROXIMATE.
 - ULTIMATE FACILITY DEVELOPMENT CONCEPTS ARE DEPICTED FOR PLANNING ONLY. IT SHOULD BE NOTED THAT TERRAIN CONDITIONS (ELEVATION OR DENSITY) MAY IMPACT FINANCIAL FEASIBILITY OF FACILITIES AS DEPICTED.
 - DUE TO THE COMPLEXITY OF RUNWAY PROTECTION ZONES AND PHASED RUNWAY 15 EXTENSIONS, ROADWAY ELEVATIONS ARE DEPICTED ON INNER APPROACH SHEETS. (SEE SHEETS 7 & 8).
 - DURING PHASE III DEVELOPMENT, IN ADDITION TO THE RELOCATION OF TAXIWAY "A" TO MEET FAA DESIGN STANDARDS, EXISTING #0 TAXIWAYS ARE TO BE REDUCED TO 35'.
 - LEGEND ELEMENTS REPRESENT DEPICTIONS ON DRAWING BUT MAY VARY IN SIZE DUE TO SCALING ON DRAWING.

LEGEND			
DESCRIPTION	EXISTING	PROPOSED	ULTIMATE
AIRPORT PROPERTY LINE	---	---	---
PRIMARY SURFACE	---	---	---
PAVEMENT	---	---	---
RUNWAY SAFETY AREA (RSA)	---	---	---
RUNWAY OBJECT FREE AREA (ROFA)	---	---	---
RUNWAY PROTECTION ZONE (RPZ)	---	---	---
OBSTACLE FREE ZONE (OFZ)	---	---	---
TAXIWAY OBJECT FREE AREA (TOFA)	---	---	---
TAXIWAY SAFETY AREA (TSA)	---	---	---
TAXILANE OBJECT FREE AREA (TLOFA)	---	---	---
TAXILANE SAFETY AREA (TLSA)	---	---	---
UTILITY EASEMENT (GAS)	---	---	---
FENCE	---	---	---
GROUND ELEVATION CONTOURS	---	---	---
TREE LINE	---	---	---
PRIMARY / SECONDARY AIRPORT CONTROL STATIONS	---	---	---
NON-AERONAUTICAL DEVELOPMENT	---	---	---
GLIDESLOPE CRITICAL AREA	---	---	---
LOCALIZER CRITICAL AREA	---	---	---
HOLDLINES	---	---	---
DEMOLITION	---	---	---
AVIGATION EASEMENT	---	---	---
LAND ACQUISITION	---	---	---
AIRPORT BUILDINGS	---	---	---
WETLANDS	---	---	---
PRECISION OBJECT FREE ZONE (POFZ)	---	---	---
ROTATING BEACON	---	---	---
WIND CONE / WINDSOCK	---	---	---
AIRPORT REFERENCE POINT	---	---	---
RELS	---	---	---
AWOS	---	---	---
PAPI	---	---	---
OBSTRUCTION LIGHTS	---	---	---
CEMETERY (SEE NOTE 12)	---	---	---

DESCRIPTION	RUNWAY DATA TABLE		
	EXISTING	PROPOSED	ULTIMATE
RUNWAY END COORDINATES (NAD 83)			
LATITUDE	(15) 37° 24' 44.33" N	(15) 37° 24' 50.48" N	(15) 37° 24' 55.87" N
LONGITUDE	(33) 37° 24' 02.01" W	(33) 37° 24' 02.01" W	(33) 37° 24' 02.01" W
LONGITUDE	(15) 77° 31' 57.02" W	(15) 77° 31' 57.02" W	(15) 77° 31' 57.02" W
LONGITUDE	(33) 77° 31' 07.99" W	(33) 77° 31' 07.99" W	(33) 77° 31' 07.99" W
APPROACH MINIMUMS	(15) > 3/4 MILE	(15) > 3/4 MILE (SEE NOTE 13)	(15) SAME
PART 77 CATEGORY	(33) < 3/4 MILE	(33) SAME	(33) SAME
APPROACH SURFACE SLOPE	(15) 1.34%	(15) SAME	(15) SAME
RUNWAY WIDTH	(33) 50'-140'-1	(33) SAME	(33) SAME
RUNWAY LENGTH	5,500'	6,300'	7,000'
DISPLACED THRESHOLD	NA	NA	NA
SURFACE TYPE	ASPHALT-GROOVED	SAME	SAME
PAVEMENT STRENGTH (LBS)			
SINGLE WHEEL	60,000	SAME	SAME
DUAL WHEEL	80,000	SAME	SAME
RUNWAY LIGHTING	HRLL	SAME	SAME
RUNWAY MARKING	(15) NON-PRECISION (33) PRECISION	SAME	SAME
EFFECTIVE GRADIENT (%)	0.65	SAME	SAME
MAXIMUM GRADE (%)	0.0	SAME	SAME
LINE OF SIGHT VIOLATIONS	NONE	SAME	SAME
WIND COVERAGE (%) ALL WEATHER	(10.5 KNOTS) 91.0%	SAME	SAME
	(13 KNOTS) 95.2%	SAME	SAME
VISUAL APPROACH AIDS	(15) RELS, PAPI	(15) MALS, PAPI	(15) SAME
INSTRUMENT APPROACH AIDS	(33) MALS, PAPI	SAME	SAME
AIRPORT REFERENCE CODE (ARC)	C-II	SAME	SAME
CRITICAL AIRCRAFT	HAWKER 800, CHALLENGER 604 & GULFSTREAM 200	SAME	SAME
RUNWAY SAFETY AREA (RSA) DIM.	500' X 7,500'	500' X 8,300'	500' X 9,000'
RUNWAY OBJECT FREE AREA (ROFA) DIMENSION	800' X 7,500'	800' X 8,300'	800' X 9,000'
OBSTACLE FREE ZONE (OFZ) DIM.	400' X 5,900'	400' X 6,700'	400' X 7,400'
RUNWAY END ELEVATIONS (MSL)	(15) 236.1'	(15) 236.0'	(15) 236.0'
MAX. ELEVATION (MSL)	(33) 199.2'	(33) SAME	(33) SAME
DISPLACED THRESHOLD ELEVATION (MSL)	NA	NA	NA
TDZ ELEVATION (MSL)	(15) 236.1'	(15) SAME	(15) SAME
EFFECTIVE RUNWAY LENGTH	5,500'	6,300'	7,000'

NON-STANDARD CONDITIONS				
NO.	NON-STANDARD CONDITION	EXISTING CONDITION	FAA STANDARD (C-II)	PROPOSED ACTION
1	EXISTING TAXIWAYS A, B, C, D, E WIDTH	40'	35'	REDUCE WIDTH TO STANDARDS

MODIFICATIONS OF DESIGN STANDARDS					
NO.	STANDARD MODIFIED	FAA STANDARDS	EXISTING CONDITION	PROPOSED ACTION	DATE APPROVED
1	PARALLEL TAXIWAY TO RUNWAY SEPARATION	400'	375'	RELOCATE PARALLEL TAXIWAY	NOVEMBER 27, 2008

AIRPORT DATA TABLE		
AIRPORT DATA	EXISTING	PROPOSED
AIRPORT ELEVATION (MSL)	227'	SAME
AIRPORT REFERENCE POINT (NAD 83)		
LATITUDE	37° 24' 23.20" N	37° 24' 26.25" N
LONGITUDE	77° 31' 29.40" W	77° 31' 32.51" W
MEAN MAX. TEMPERATURE HOTTEST MONTH	88.8° F	SAME
AIRPORT TERMINAL AREA NAVAIDS	AWOS, BEACON, SEGMENTED CIRCLE & WINDSOCK (LIGHTED)	SAME
MAGNETIC VARIATION (SOURCE: WWW.MDCG.NOAA.GOV)	10° 6' W (1° YEAR)	SAME
NPAS SERVICE LEVEL	RELIEVER	SAME
STATE SERVICE LEVEL	RELIEVER	SAME
WIND COVERAGE CROSSWIND COMPONENT		
ALL WEATHER (10.5 KNOTS)	91.06 %	SAME
ALL WEATHER (13 KNOTS)	95.28 %	SAME
AIRPORT REFERENCE CODE	C-II	SAME
DESIGN AIRCRAFT	GULFSTREAM 200	SAME
TAXIWAY LIGHTING	MTLS	SAME
TAXIWAY MARKING	BASIC	SAME
DESIGN AIRCRAFT		
WINGSPAN	GULFSTREAM 200	SAME
APPROACH SPEED	GULFSTREAM 200	SAME
WEIGHT	CHALLENGER 604	SAME

DEVELOPMENT PROGRAM

PHASE I DEVELOPMENT (2008 - 2012)	[I]
PHASE II DEVELOPMENT (2013 - 2017)	[II]
PHASE III DEVELOPMENT (2018 - 2027)	[III]
ULTIMATE DEVELOPMENT (BEYOND 2027)	[U]

CHESTERFIELD COUNTY AIRPORT

Thomas Stulman 12/23/12 DATE

VIRGINIA DEPARTMENT OF AVIATION

[Signature] 01/19/12 DATE

FEDERAL AVIATION ADMINISTRATION

[Signature] 1/3/12 DATE

APPROVED FOR AIRPORT DEVELOPMENT AND CONSTRUCTION BY LETTER FROM MANAGER WASHINGTON AIRPORTS DISTRICT OFFICE DATED 1/3/12

SCALE: 1"=400' FEET

AIRPORT LAYOUT PLAN

CHESTERFIELD COUNTY AIRPORT
RICHMOND, VIRGINIA

DELTA AIRPORT CONSULTANTS, INC.
www.deltaairport.com

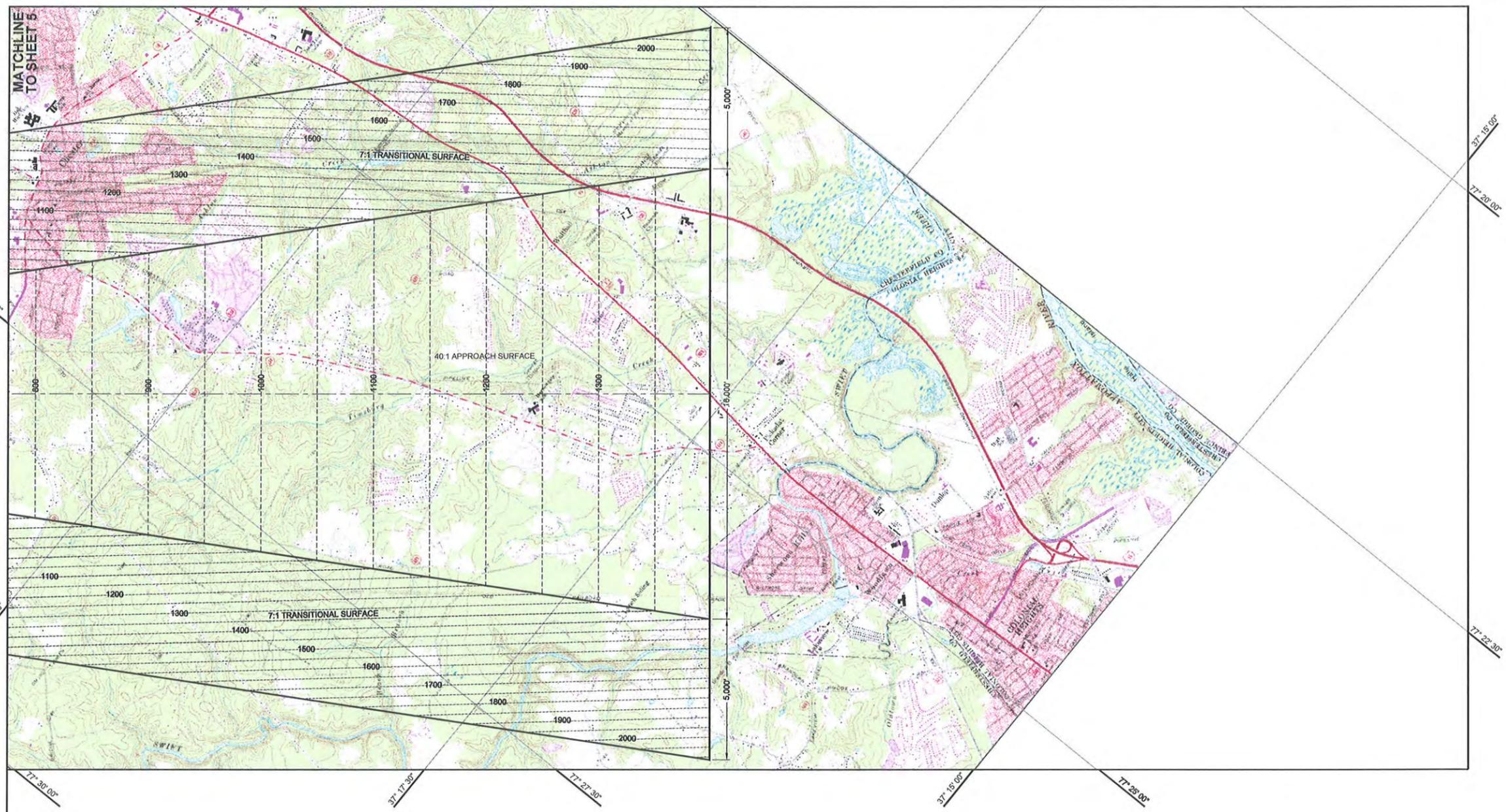
SHEET 3 OF 13

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CHECKED BY: CMC **DATE:** NOVEMBER 2011

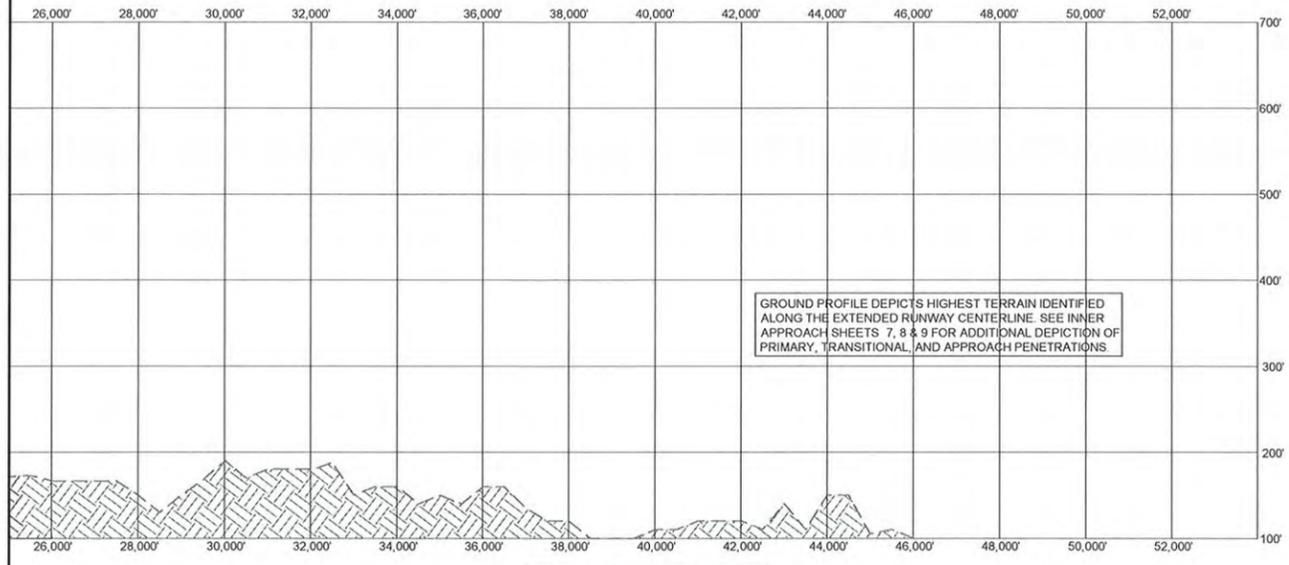
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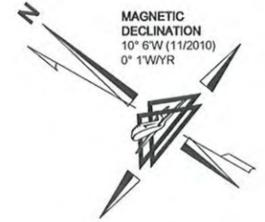


AIRSPACE PLAN VIEW
 SCALE: 1" = 2,000'



AIRSPACE PROFILE VIEW
 1" = 2,000' HORIZONTAL / 1" = 100' VERTICAL

GROUND PROFILE DEPICTS HIGHEST TERRAIN IDENTIFIED ALONG THE EXTENDED RUNWAY CENTERLINE. SEE INNER APPROACH SHEETS 7, 8 & 9 FOR ADDITIONAL DEPICTION OF PRIMARY, TRANSITIONAL AND APPROACH PENETRATIONS.



LEGEND

	APPROXIMATE TOWER
	EXISTING OBSTRUCTION LIGHT
	PROPOSED OBSTRUCTION LIGHT
	EXISTING PROPERTY LINE
	EXTENDED RUNWAY CENTERLINE
	PART 77 SURFACE ELEVATIONS
	MOST DEMANDING PART 77 SURFACE
	EXISTING RUNWAY PROTECTION ZONE
	PROPOSED RUNWAY PROTECTION ZONE
	ULTIMATE RUNWAY PROTECTION ZONE
	EXISTING TERRAIN (PROFILE VIEW)

- NOTES**
- ALL ELEVATIONS ARE IN FEET ABOVE MEAN SEA LEVEL (MSL).
 - THIS EXHIBIT DEPICTS AIRPORT IMAGINARY SURFACES AS DEFINED IN FEDERAL REGULATION 14 CFR PART 77 SECTION 25.
 - PLEASE REFER TO INNER PORTION OF THE APPROACH SURFACE DRAWINGS FOR DETAILS ON ANY CLOSE-IN OBSTRUCTIONS TO THE RUNWAY APPROACH, PRIMARY, AND TRANSITIONAL SURFACES AS WELL AS RUNWAY DATA AND PENETRATIONS TO OTHER CRITICAL SURFACES.
 - ALL OBSTRUCTIONS SHOULD BE EITHER LIGHTED OR REMOVED.
 - CFR TITLE 14, PART 77 REQUIRES THAT A FAA 7460-1 FORM BE SUBMITTED FOR ANY CONSTRUCTION OR ALTERATION WITHIN 20,000 FEET OF THE CLOSEST POINT OF THE RUNWAY WHICH PENETRATES A SLOPE OF 100' (H) 1' (V).
 - BASE MAPS TAKEN FROM USGS 7.5 MINUTE SERIES QUADS:

QUAD	DATE
BEACH, VA	1994
BON AIR, VA	1994
DREWRY'S BLUFF, VA	1994
CHESTER, VA	1996
CHESTERFIELD, VA	1994
HALLSBORO, VA	1994
 - ALL 14 CFR PART 77 SURFACES DEPICTED REPRESENT THE ULTIMATE AIRPORT DEVELOPMENT PLAN.
 - THE CODE OF CHESTERFIELD COUNTY, VA, SECTION 19-507 LISTS HEIGHT LIMITATIONS ESTABLISHED AS OVERLAY ZONES AS THEY APPLY TO FCI.
 - LEGEND ELEMENTS REPRESENT DEPICTIONS ON DRAWING BUT MAY VARY IN SIZE DUE TO SCALING ON DRAWING.



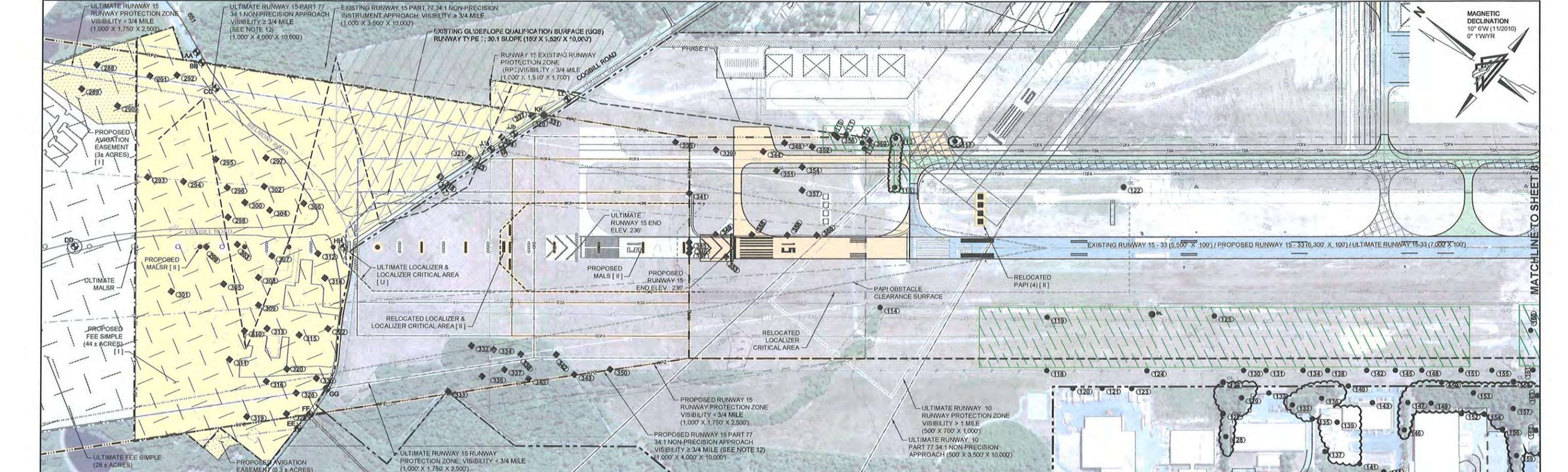
AIRPORT AIRSPACE DRAWING
CHESTERFIELD COUNTY AIRPORT
RICHMOND, VIRGINIA



DRAWN BY: DWS/LKH SCALE: 1" = 2,000'
 CHECKED BY: CMC DATE: NOVEMBER 2011

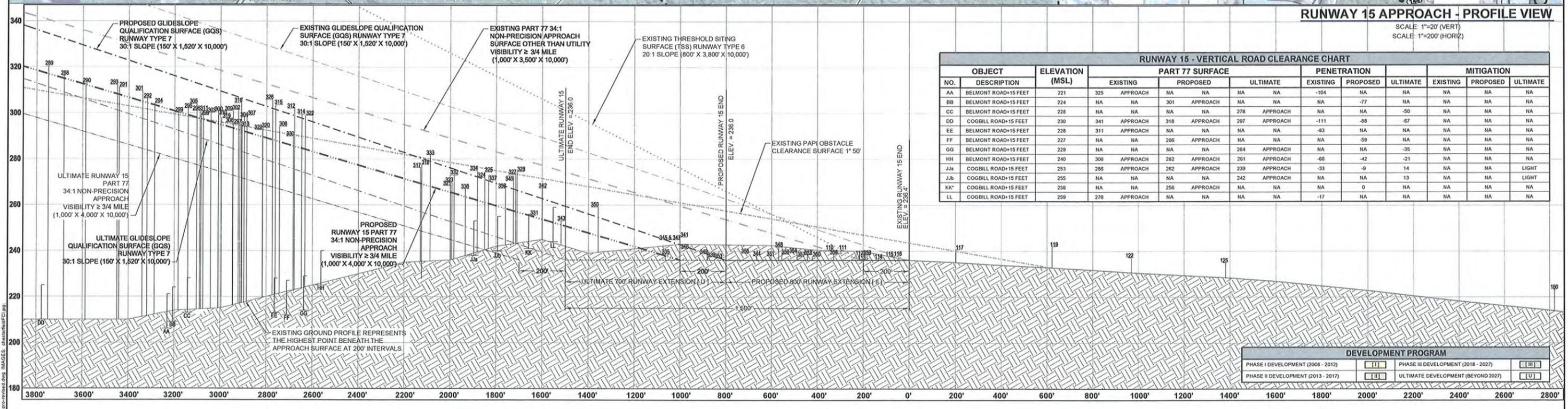
NO.	REVISIONS	BY	APP.	DATE

SHEET **6**
 OF **13**



RUNWAY 15 APPROACH - PROFILE VIEW

SCALE: 1"=20' (VERT)
SCALE: 1"=200' (HORIZ)



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EXISTING	DESCRIPTION	PROPOSED	ULTIMATE
314	OBSTRUCTION	314	NA
NA	OBSTRUCTION GROUP	314	NA
NA	RUNWAY SAFETY AREA	NA	NA
NA	RUNWAY OBJECT FREE AREA	NA	NA
NA	RUNWAY PROTECTION ZONE	NA	NA
NA	OBJECT FREE ZONE	NA	NA
NA	UTILITY EASEMENT	NA	NA
NA	AIRPORT PROPERTY LINE	NA	NA
NA	14 CFR PART 77 SURFACE	NA	NA
NA	CRITICAL COMPOSITE PROFILE	NA	NA
NA	GLIDESLOPE QUALIFICATION SURFACE	NA	NA
NA	THRESHOLD SITING SURFACE	NA	NA
NA	PAPI CLEARANCE SURFACE	NA	NA

EXISTING	DESCRIPTION	PROPOSED	ULTIMATE
NA	TERRAIN (PROFILE VIEW)	NA	NA
NA	AVIGATION EASEMENT	NA	NA
NA	FEE SIMPLE ACQUISITION	NA	NA
NA	TERRAIN OBSTRUCTION	NA	NA
NA	WETLAND AREAS	NA	NA
NA	VERTICAL ROAD / RAILROAD CLEARANCE	NA	NA
NA	OBSTRUCTION LIGHT	NA	NA

- NOTES**
- IDENTIFIED OBJECT LOCATIONS AND ELEVATIONS ARE BASED ON AERIAL SURVEYS CONDUCTED BY WOOLPERT (2008).
 - ALL ELEVATIONS ARE IN FEET ABOVE MEAN SEA LEVEL.
 - GROUND SURVEYS ARE RECOMMENDED TO VERIFY ACCURACY OF ELEVATION DATA.
 - 14 CFR PART 77 REQUIRES THE FOLLOWING CLEARANCES:
 - +10 FEET ABOVE PRIVATE ROADS
 - +15 FEET ABOVE PUBLIC ROADS
 - +17 FEET ABOVE INTERSTATE HIGHWAYS
 - +23 FEET ABOVE RAILROADS
 - ELEVATION = ACTUAL ROADWAY ELEVATION + PART 77 CLEARANCE.
 - ONLY OBJECTS PENETRATING PART 77 PRIMARY AND APPROACH SURFACES ARE DEPICTED ON THE APPROACH PROFILE VIEW.
 - LARGE AREAS OF TREES THAT PENETRATE PART 77 SURFACES ARE GROUPED TOGETHER WITH A SINGLE REFERENCE POINT IDENTIFIED AS THE HIGHEST ELEVATION OF THE TREE GROUP CANOPY.
 - PROFILE INDICATES TALLEST OBSTRUCTIONS LOCATED FOR EACH SPECIFIED GROUP WITHIN LATERAL LIMITS OF PRIMARY AND APPROACH SURFACES.
 - EXISTING OBSTRUCTION ANALYSIS DATA TABLE WAS COMPILED BY INFORMATION PROVIDED BY WOOLPERT (2008).
 - ACTION ITEMS NOTED AS "REMOVED" ARE BASED ON INFORMATION PROVIDED BY CHESTERFIELD COUNTY.
 - WETLAND AREAS AND STREAM LENGTH CALCULATIONS WERE DETERMINED BY A SURVEY AND DELINEATION PROVIDED BY MILL CREEK ENVIRONMENTAL CONSULTANTS, LTD. (SEPTEMBER 2009).
 - ULTIMATE FACILITY DEVELOPMENT CONCEPTS ARE DEPICTED FOR PLANNING ONLY. IT SHOULD BE NOTED THAT TERRAIN CONDITIONS (ELEVATION OR DENSITY) MAY IMPACT FINANCIAL FEASIBILITY OF FACILITIES AS DEPICTED.
 - OBSTRUCTIONS NOT EVALUATED FOR ULTIMATE DEVELOPMENT BEYOND 20-YEAR PLANNING PERIOD.
 - LEGEND ELEMENTS REPRESENT DEPICTIONS ON DRAWING BUT MAY VARY IN SIZE DUE TO SCALING ON DRAWING.

200 0 200 400
SCALE: 1"=200'
FEET

NO.	REVISIONS	BY	APP.	DATE

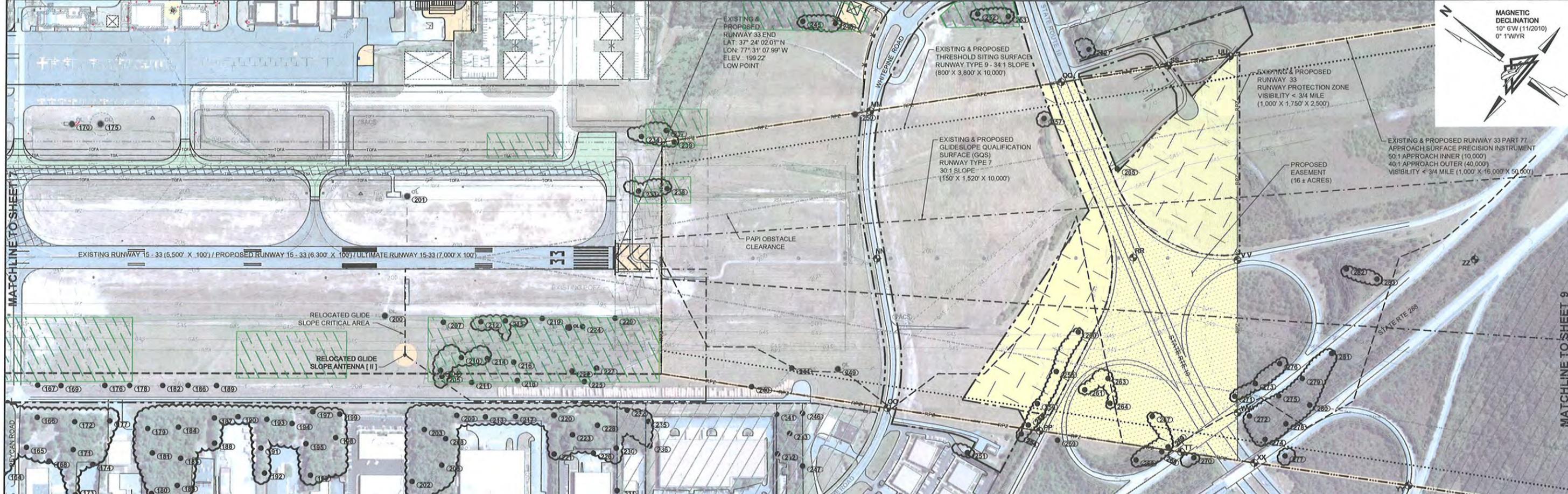
RUNWAY 15 INNER APPROACH

CHESTERFIELD COUNTY AIRPORT
RICHMOND, VIRGINIA

www.deltairport.com

DRAWN BY: DWS/LKH SCALE: AS SHOWN
CHECKED BY: RGL DATE: NOVEMBER 2011

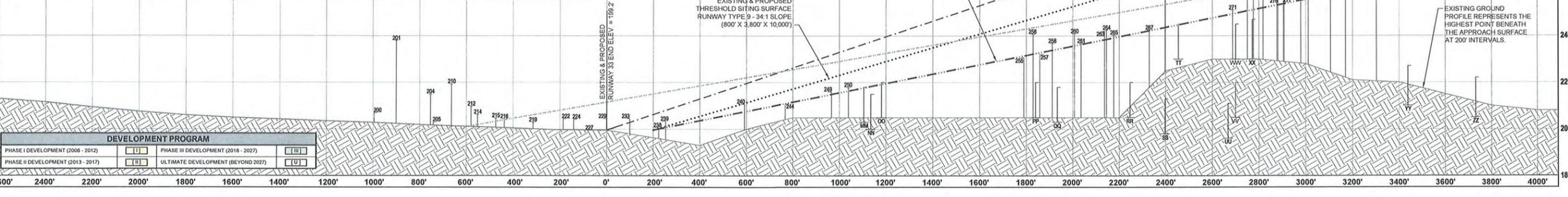
SHEET 7 OF 13



RUNWAY 33 APPROACH - PROFILE VIEW

SCALE: 1"=20' (VERT)
SCALE: 1"=200' (HORIZ)

RUNWAY 33 - VERTICAL ROAD CLEARANCE CHART												
NO.	OBJECT DESCRIPTION	ELEVATION (MSL)	PART 77 SURFACE			PENETRATION			MITIGATION			
			EXISTING	PROPOSED	ULTIMATE	EXISTING	PROPOSED	ULTIMATE	EXISTING	PROPOSED	ULTIMATE	
MM	WHITEPINE ROAD + 15 FEET	218	218	APPROACH	SAME	SAME	0	SAME	SAME	NA	NA	NA
NN	WHITEPINE ROAD + 15 FEET	215	218	APPROACH	SAME	SAME	-3	SAME	SAME	NA	NA	NA
OO	WHITEPINE ROAD + 15 FEET	220	219	APPROACH	SAME	SAME	1	SAME	SAME	LIGHTED	NA	NA
PP	STATE ROUTE 10 + 15 FEET	220	232	APPROACH	SAME	SAME	-12	SAME	SAME	NA	NA	NA
QQ	STATE ROUTE 10 + 15 FEET	218	234	APPROACH	SAME	SAME	-16	SAME	SAME	NA	NA	NA
RR	STATE ROUTE 10 + 15 FEET	220	240	APPROACH	SAME	SAME	-20	SAME	SAME	NA	NA	NA
SS	PUBLIC ROAD + 15 FEET	215	243	APPROACH	SAME	SAME	-28	SAME	SAME	NA	NA	NA
TT	STATE ROUTE 10 + 15 FEET	245	245	APPROACH	SAME	SAME	0	SAME	SAME	NA	NA	NA
UU	PUBLIC ROAD + 15 FEET	211	249	APPROACH	SAME	SAME	-38	SAME	SAME	NA	NA	NA
VV	STATE ROUTE 10 + 15 FEET	220	250	APPROACH	SAME	SAME	-30	SAME	SAME	NA	NA	NA
WW	STATE ROUTE 10 + 15 FEET	245	250	APPROACH	SAME	SAME	-5	SAME	SAME	NA	NA	NA
XX	STATE ROUTE 288 + 17 FEET	247	251	APPROACH	SAME	SAME	-4	SAME	SAME	NA	NA	NA
YY	STATE ROUTE 288 + 17 FEET	227	264	APPROACH	SAME	SAME	-37	SAME	SAME	NA	NA	NA
ZZ	STATE ROUTE 288 + 17 FEET	222	270	APPROACH	SAME	SAME	-48	SAME	SAME	NA	NA	NA



DEVELOPMENT PROGRAM			
PHASE I DEVELOPMENT (2008 - 2012)	[I]	PHASE III DEVELOPMENT (2016 - 2027)	[III]
PHASE II DEVELOPMENT (2013 - 2017)	[II]	ULTIMATE DEVELOPMENT (BEYOND 2027)	[U]

EXISTING	DESCRIPTION	PROPOSED	ULTIMATE
[Symbol]	OBSTRUCTION	[Symbol]	NA
[Symbol]	OBSTRUCTION GROUP	[Symbol]	NA
[Symbol]	RUNWAY SAFETY AREA	[Symbol]	[Symbol]
[Symbol]	RUNWAY OBJECT FREE AREA	[Symbol]	[Symbol]
[Symbol]	RUNWAY PROTECTION ZONE	[Symbol]	[Symbol]
[Symbol]	OBJECT FREE ZONE	[Symbol]	[Symbol]
[Symbol]	UTILITY EASEMENT	[Symbol]	[Symbol]
[Symbol]	AIRPORT PROPERTY LINE	[Symbol]	[Symbol]
[Symbol]	14 CFR PART 77 SURFACE	[Symbol]	[Symbol]
[Symbol]	CRITICAL COMPOSITE PROFILE	[Symbol]	[Symbol]
[Symbol]	GLIDESLOPE QUALIFICATION SURFACE	[Symbol]	[Symbol]
[Symbol]	THRESHOLD SITING SURFACE	[Symbol]	[Symbol]
[Symbol]	PAPI CLEARANCE SURFACE	[Symbol]	[Symbol]

EXISTING	DESCRIPTION	PROPOSED	ULTIMATE
[Symbol]	TERRAIN (PROFILE VIEW)	[Symbol]	[Symbol]
[Symbol]	AVIGATION EASEMENT	[Symbol]	[Symbol]
[Symbol]	FEE SIMPLE ACQUISITION	[Symbol]	[Symbol]
[Symbol]	TERRAIN OBSTRUCTION	[Symbol]	[Symbol]
[Symbol]	WETLAND AREAS	[Symbol]	[Symbol]
[Symbol]	VERTICAL ROAD / RAILROAD CLEARANCE	[Symbol]	[Symbol]
[Symbol]	OBSTRUCTION LIGHT	[Symbol]	[Symbol]

- NOTES**
- IDENTIFIED OBJECT LOCATIONS AND ELEVATIONS ARE BASED ON AERIAL SURVEYS CONDUCTED BY WOOLPERT (2008).
 - ALL ELEVATIONS ARE IN FEET ABOVE MEAN SEA LEVEL.
 - GROUND SURVEYS ARE RECOMMENDED TO VERIFY ACCURACY OF ELEVATION DATA.
 - 14 CFR PART 77 REQUIRES THE FOLLOWING CLEARANCES:
+ 10 FEET ABOVE PRIVATE ROADS
+ 15 FEET ABOVE PUBLIC ROADS
+ 17 FEET ABOVE INTERSTATE HIGHWAYS
+ 23 FEET ABOVE RAILROADS
+ ELEVATION = ACTUAL ROADWAY ELEVATION + PART 77 CLEARANCE.
 - ONLY OBJECTS PENETRATING PART 77 PRIMARY AND APPROACH SURFACES ARE DEPICTED ON THE APPROACH PROFILE VIEW.
 - LARGE AREAS OF TREES THAT PENETRATE PART 77 SURFACES ARE GROUPED TOGETHER WITH A SINGLE REFERENCE POINT IDENTIFIED AS THE HIGHEST ELEVATION OF THE TREE GROUP CANOPY.
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NO.	REVISIONS	BY	APP.	DATE

RUNWAY 33 INNER APPROACH

CHESTERFIELD COUNTY AIRPORT
RICHMOND, VIRGINIA

DELTA AIRPORT CONSULTANTS, INC.
www.deltairport.com

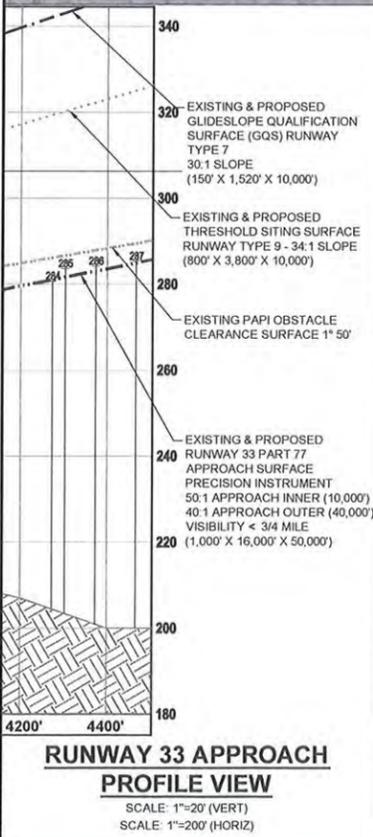
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CHECKED BY: RGL DATE: NOVEMBER 2011

SHEET **8** OF **13**

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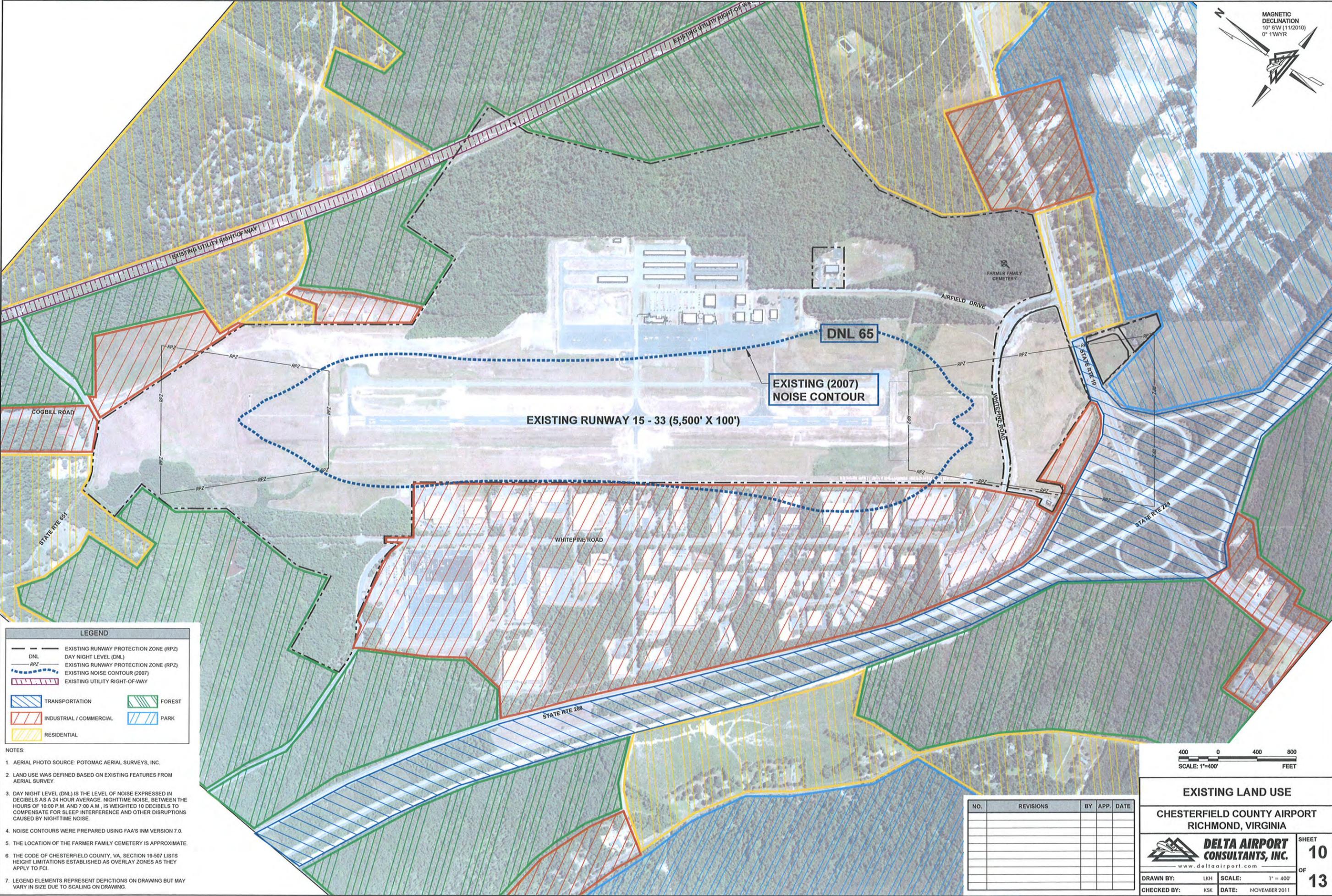
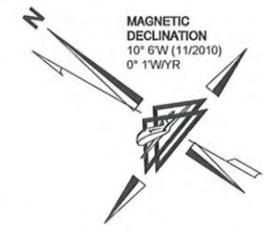
MATCHLINE TO SHEET 8



RUNWAY 33 APPROACH PROFILE VIEW
 SCALE: 1"=20' (VERT)
 SCALE: 1"=200' (HORIZ)

OBSTRUCTION CHART									
NO.	OBJECT DESCRIPTION	TOP ELEV	PART 77 SURFACE		PENETRATION		MITIGATION		
			EXISTING	PROPOSED	EXISTING	PROPOSED	EXISTING	PROPOSED	PROPOSED
110	TERRAIN	241	240	APPROACH	NA	1	NA	GRADE AS REQ.	NA
111	TERRAIN	240	238	APPROACH	NA	2	NA	GRADE AS REQ.	NA
112	TERRAIN	238	236	APPROACH	NA	2	NA	GRADE AS REQ.	NA
113	TERRAIN	236	235	APPROACH	NA	1	NA	GRADE AS REQ.	NA
114	TREE	237	236	PRIMARY	NA	1	NA	REMOVED	NA
115	TREE	238	236	PRIMARY	NA	2	NA	REMOVED	NA
116	TREE	238	236	PRIMARY	NA	2	NA	REMOVED	NA
117	TREE	241	235	PRIMARY	NA	6	NA	REMOVED	NA
118	FENCE	242	241	TRANSITIONAL	NA	1	NA	LIGHTED	NA
119	VALVE	242	233	PRIMARY	NA	9	NA	LIGHT	NA
120	POLE	260	256	TRANSITIONAL	NA	4	NA	LIGHTED	NA
121	POLE	261	252	TRANSITIONAL	NA	9	NA	LIGHTED	NA
122	OBST. LIGHT	237	231	PRIMARY	NA	6	NA	NA	NA
123	POLE	263	253	TRANSITIONAL	NA	10	NA	LIGHTED	NA
124	FENCE	243	238	TRANSITIONAL	NA	5	NA	LIGHTED	NA
125	POST	235	228	PRIMARY	NA	7	NA	LIGHT	NA
126	OBST. LIGHT	290	239	TRANSITIONAL	NA	51	NA	NA	NA
127	TREE	264	263	TRANSITIONAL	NA	1	NA	LIGHTED	NA
128	TREE	301	293	TRANSITIONAL	NA	8	NA	LIGHTED	NA
129	TREE	266	260	TRANSITIONAL	NA	26	NA	LIGHTED	NA
130	FENCE	238	237	TRANSITIONAL	NA	1	NA	LIGHTED	NA
131	FENCE	240	236	TRANSITIONAL	NA	4	NA	LIGHTED	NA
132	POLE	260	247	TRANSITIONAL	NA	13	NA	LIGHTED	NA
133	TREE	276	259	TRANSITIONAL	NA	19	NA	LIGHTED	NA
134	FENCE	238	233	TRANSITIONAL	NA	5	NA	LIGHTED	NA
135	TREE	264	263	TRANSITIONAL	NA	1	NA	LIGHTED	NA
136	TREE	290	253	TRANSITIONAL	NA	37	NA	LIGHTED	NA
137	TREE	290	270	TRANSITIONAL	NA	20	NA	LIGHTED	NA
138	FENCE	238	233	TRANSITIONAL	NA	5	NA	LIGHTED	NA
139	CRANE	356	354	TRANSITIONAL	NA	2	NA	TEMPORARY	NA
140	TREE	243	241	TRANSITIONAL	NA	2	NA	LIGHTED	NA
141	TREE	295	289	TRANSITIONAL	NA	6	NA	LIGHTED	NA
142	FENCE	235	230	TRANSITIONAL	NA	5	NA	LIGHTED	NA
143	POLE	253	251	TRANSITIONAL	NA	2	NA	LIGHTED	NA
144	TREE	298	294	TRANSITIONAL	NA	4	NA	LIGHTED	NA
145	FENCE	232	228	TRANSITIONAL	NA	4	NA	LIGHTED	NA
146	TREE	267	269	TRANSITIONAL	NA	18	NA	LIGHTED	NA
147	TREE	278	241	TRANSITIONAL	NA	37	NA	LIGHTED	NA
148	FENCE	232	228	TRANSITIONAL	NA	4	NA	LIGHTED	NA
149	TREE	290	248	TRANSITIONAL	NA	42	NA	LIGHTED	NA
150	TREE	235	234	TRANSITIONAL	NA	1	NA	LIGHTED	NA
151	FENCE	230	229	TRANSITIONAL	NA	1	NA	LIGHTED	NA
152	TANK	271	236	TRANSITIONAL	NA	35	NA	LIGHTED	NA
153	TREE	281	240	TRANSITIONAL	NA	41	NA	LIGHTED	NA
154	TREE	253	252	TRANSITIONAL	NA	1	NA	LIGHTED	NA
155	FENCE	225	223	TRANSITIONAL	NA	2	NA	LIGHTED	NA
156	TREE	262	261	TRANSITIONAL	NA	1	NA	LIGHTED	NA
157	TREE	292	260	TRANSITIONAL	NA	32	NA	LIGHTED	NA
158	OBST. LIGHT	281	190	TRANSITIONAL	NA	91	NA	LIGHTED	NA
159	TREE	288	287	TRANSITIONAL	NA	1	NA	NA	NA
160	BLOCK_PIE	223	214	PRIMARY	NA	9	NA	REMOVED	NA
161	GATE	226	220	TRANSITIONAL	NA	6	NA	LIGHTED	NA
162	TREE	289	280	TRANSITIONAL	NA	9	NA	LIGHTED	NA
163	TREE	278	252	TRANSITIONAL	NA	26	NA	LIGHTED	NA
164	TREE	277	276	TRANSITIONAL	NA	1	NA	LIGHTED	NA
165	TREE	282	266	TRANSITIONAL	NA	16	NA	LIGHTED	NA
166	TREE	281	244	TRANSITIONAL	NA	37	NA	LIGHTED	NA
167	GATE	225	116	TRANSITIONAL	NA	109	NA	LIGHTED	NA
168	TREE	267	266	TRANSITIONAL	NA	1	NA	LIGHTED	NA
169	FENCE	223	218	TRANSITIONAL	NA	5	NA	NA	NA
170	OBST. LIGHT	238	233	TRANSITIONAL	NA	5	NA	NONE	NA
171	TREE	295	251	TRANSITIONAL	NA	44	NA	LIGHTED	NA
172	TREE	287	246	TRANSITIONAL	NA	41	NA	LIGHTED	NA
173	TREE	298	261	TRANSITIONAL	NA	37	NA	LIGHTED	NA
174	TREE	267	266	TRANSITIONAL	NA	1	NA	NONE	NA
175	OBST. LIGHT	225	222	TRANSITIONAL	NA	3	NA	NA	NA
176	FENCE	222	219	TRANSITIONAL	NA	3	NA	LIGHTED	NA
177	TREE	284	247	TRANSITIONAL	NA	37	NA	LIGHTED	NA
178	FENCE	219	216	TRANSITIONAL	NA	3	NA	LIGHTED	NA
179	TREE	282	249	TRANSITIONAL	NA	33	NA	LIGHTED	NA
180	TREE	288	271	TRANSITIONAL	NA	17	NA	LIGHTED	NA
181	TREE	281	264	TRANSITIONAL	NA	17	NA	LIGHTED	NA
182	FENCE	218	215	TRANSITIONAL	NA	3	NA	LIGHTED	NA
183	TREE	278	260	TRANSITIONAL	NA	18	NA	LIGHTED	NA
184	TREE	283	248	TRANSITIONAL	NA	35	NA	LIGHTED	NA
185	TREE	284	259	TRANSITIONAL	NA	25	NA	LIGHTED	NA
186	FENCE	216	215	TRANSITIONAL	NA	1	NA	LIGHTED	NA
187	TREE	262	235	TRANSITIONAL	NA	27	NA	LIGHTED	NA
188	TREE	264	242	TRANSITIONAL	NA	22	NA	LIGHTED	NA
189	FENCE	214	213	TRANSITIONAL	NA	1	NA	LIGHTED	NA
190	TREE	240	231	TRANSITIONAL	NA	9	NA	LIGHTED	NA
191	TREE	273	262	TRANSITIONAL	NA	11	NA	LIGHTED	NA
192	TREE	276	239	TRANSITIONAL	NA	37	NA	LIGHTED	NA
193	TREE	273	233	TRANSITIONAL	NA	40	NA	LIGHTED	NA
194	TREE	271	263	TRANSITIONAL	NA	8	NA	LIGHTED	NA
195	TREE	281	259	TRANSITIONAL	NA	22	NA	LIGHTED	NA
196	TREE	288	270	TRANSITIONAL	NA	18	NA	LIGHTED	NA
197	TREE	231	220	TRANSITIONAL	NA	11	NA	LIGHTED	NA
198	TREE	277	245	TRANSITIONAL	NA	32	NA	LIGHTED	NA

OBSTRUCTION CHART									
NO.	OBJECT DESCRIPTION	TOP ELEV	PART 77 SURFACE		PENETRATION		MITIGATION		
			EXISTING	PROPOSED	EXISTING	PROPOSED	EXISTING	PROPOSED	PROPOSED
199	TREE	256	228	TRANSITIONAL	NA	28	NA	LIGHTED	NA
200	OBST. LIGHT	207	203	PRIMARY	NA	4	NA	NONE	NA
201	OBST. LIGHT	238	202	PRIMARY	NA	36	NA	NONE	NA
202	TREE	272	261	TRANSITIONAL	NA	11	NA	LIGHTED	NA
203	TREE	268	240	TRANSITIONAL	NA	28	NA	LIGHTED	NA
204	TREE	215	202	PRIMARY	NA	13	NA	REMOVED	NA
205	TREE	217	205	TRANSITIONAL	NA	12	NA	REMOVED	NA
206	TREE	283	269	TRANSITIONAL	NA	14	NA	LIGHTED	NA
207	TREE	203	202	PRIMARY	NA	1	NA	REMOVED	NA
208	TREE	276	259	TRANSITIONAL	NA	17	NA	LIGHTED	NA
209	TREE	287	231	TRANSITIONAL	NA	36	NA	LIGHTED	NA
210	TREE	219	201	PRIMARY	NA	18	NA	REMOVED	NA
211	TREE	213	210	TRANSITIONAL	NA	3	NA	REMOVED	NA
212	TREE	210	201	PRIMARY	NA	9	NA	REMOVED	NA
213	TREE	244	225	TRANSITIONAL	NA	19	NA	LIGHTED	NA
214	TREE	208	201	PRIMARY	NA	5	NA	REMOVED	NA
215	TREE	205	201	PRIMARY	NA	4	NA	REMOVED	NA
216	TREE	204	200	PRIMARY	NA	4	NA	REMOVED	NA
217	TREE	258	222	TRANSITIONAL	NA	36	NA	LIGHTED	NA
218	TREE	207	204	TRANSITIONAL	NA	3	NA	REMOVED	NA
219	TREE	203	200	PRIMARY	NA	3	NA	REMOVED	NA
220	OBST. LIGHT	276	265	TRANSITIONAL	NA	11	NA	NA	NA
221	TREE	254	249	TRANSITIONAL	NA	5	NA	LIGHTED	NA
222	TREE	204	199	PRIMARY	NA	5	NA	REMOVED	NA
223	TREE	271	237	TRANSITIONAL	NA	34	NA	LIGHTED	NA
224	TREE	204	199	PRIMARY	NA	5	NA	REMOVED	NA
225	TREE	207	188	TRANSITIONAL	NA	9	NA	REMOVED	NA
226	TREE	248	247	TRANSITIONAL	NA	1	NA	LIGHTED	NA
227	TREE	199	196	PRIMARY	NA	1	NA	REMOVED	NA
228	TREE	270	232	TRANSITIONAL	NA	38	NA	LIGHTED	NA
229	TREE	205	199	PRIMARY	NA	6	NA	REMOVED	NA
230	TREE	273	245	TRANSITIONAL	NA	28	NA	LIGHTED	NA
231	TREE	290	278	TRANSITIONAL	NA	2	NA	LIGHTED	NA
232	TREE	221	220	TRANSITIONAL	NA	1	NA	LIGHTED	NA
233	TREE	205	199	PRIMARY	NA	6	NA	REMOVED	NA
234	TREE	203	202	TRANSITIONAL	NA	1	NA	REMOVED	NA
235	TREE	235	229	TRANSITIONAL	NA	6	NA	LIGHTED	NA
236	TREE	243	242	TRANSITIONAL	NA	1	NA	LIGHTED	NA
237	TREE	211	196	TRANSITIONAL	NA	15	NA	REMOVED	NA
238	TREE	201	200	APPROACH	NA	1	NA	REMOVED	NA
239	TREE	203	200	APPROACH	NA	3	NA	REMOVED	NA
240	FENCE	211	207	APPROACH	NA	4	NA	LIGHTED	NA
241	TREE	248	225	TRANSITIONAL	NA	21	NA	LIGHTED	NA
242	TREE	252	243	TRANSITIONAL	NA	9	NA	LIGHTED	NA
243	TREE	252	239	TRANSITIONAL	NA	13	NA	LIGHTED	NA
244	FENCE	211	210	APPROACH	NA	1	NA	LIGHTED	NA
245	TREE	273	272	TRANSITIONAL	NA	1	NA	REMOVED	NA
246	TREE	237	224	TRANSITIONAL	NA	13	NA	LIGHTED	NA
247	TREE	261	248	TRANSITIONAL	NA	13	NA	LIGHTED	NA
248	TREE	274	273	TRANSITIONAL	NA	1	NA	REMOVED	NA
249	OBST. LIGHT	216	214	APPROACH	NA	2	NA	NA	NA
250	OBST. LIGHT	218	216	APPROACH	NA	2	NA	NA	NA
251	TREE	249	248	TRANSITIONAL	NA	1	NA	REMOVED	NA
252	TREE	279	276	TRANSITIONAL	NA	3	NA	REMOVED	NA
253	TREE	277	276	TRANSITIONAL	NA	1	NA	REMOVED	NA
254	TREE	234	221	TRANSITIONAL	NA	13	NA	REMOVED	NA
255	TREE	231	230	APPROACH	NA	1	NA	REMOVED	NA
256	TREE	241	232	APPROACH	NA	9	NA	REMOVED	NA
257	TREE	232	231	APPROACH	NA	1	NA	REMOVED	NA
258	TREE	237	233	APPROACH	NA	4	NA	REMOVED	NA
259	TREE	243	242	TRANSITIONAL	NA	1	NA	REMOVED	NA
260	TREE	241	235	APPROACH	NA	6	NA	REMOVED	NA
261	TREE	237	236	APPROACH	NA	1	NA	REMOVED	NA
262	TREE	257	256	TRANSITIONAL	NA	1	NA	REMOVED	NA
263	TREE	242	238	APPROACH	NA	4	NA	REMOVED	NA
264	TREE	242	237	APPROACH	NA	5	NA	REMOVED	NA
265	POLE	240	238	APPROACH	NA	2	NA	LOWER/LIGHT	NA
266	TREE	256	253	TRANSITIONAL	NA	3	NA	REMOVED	NA
267	TREE	242	241						



LEGEND

- EXISTING RUNWAY PROTECTION ZONE (RPZ)
- DNL DAY NIGHT LEVEL (DNL)
- EXISTING RUNWAY PROTECTION ZONE (RPZ)
- EXISTING NOISE CONTOUR (2007)
- EXISTING UTILITY RIGHT-OF-WAY
- TRANSPORTATION
- FOREST
- INDUSTRIAL / COMMERCIAL
- PARK
- RESIDENTIAL

- NOTES:**
1. AERIAL PHOTO SOURCE: POTOMAC AERIAL SURVEYS, INC.
 2. LAND USE WAS DEFINED BASED ON EXISTING FEATURES FROM AERIAL SURVEY.
 3. DAY NIGHT LEVEL (DNL) IS THE LEVEL OF NOISE EXPRESSED IN DECIBELS AS A 24 HOUR AVERAGE. NIGHTTIME NOISE, BETWEEN THE HOURS OF 10:00 P.M. AND 7:00 A.M., IS WEIGHTED 10 DECIBELS TO COMPENSATE FOR SLEEP INTERFERENCE AND OTHER DISRUPTIONS CAUSED BY NIGHTTIME NOISE.
 4. NOISE CONTOURS WERE PREPARED USING FAA'S INM VERSION 7.0.
 5. THE LOCATION OF THE FARMER FAMILY CEMETERY IS APPROXIMATE.
 6. THE CODE OF CHESTERFIELD COUNTY, VA, SECTION 19-507 LISTS HEIGHT LIMITATIONS ESTABLISHED AS OVERLAY ZONES AS THEY APPLY TO FCI.
 7. LEGEND ELEMENTS REPRESENT DEPICTIONS ON DRAWING BUT MAY VARY IN SIZE DUE TO SCALING ON DRAWING.



EXISTING LAND USE
CHESTERFIELD COUNTY AIRPORT
RICHMOND, VIRGINIA



DRAWN BY: LKH **SCALE:** 1" = 400'
CHECKED BY: KSK **DATE:** NOVEMBER 2011

NO.	REVISIONS	BY	APP.	DATE

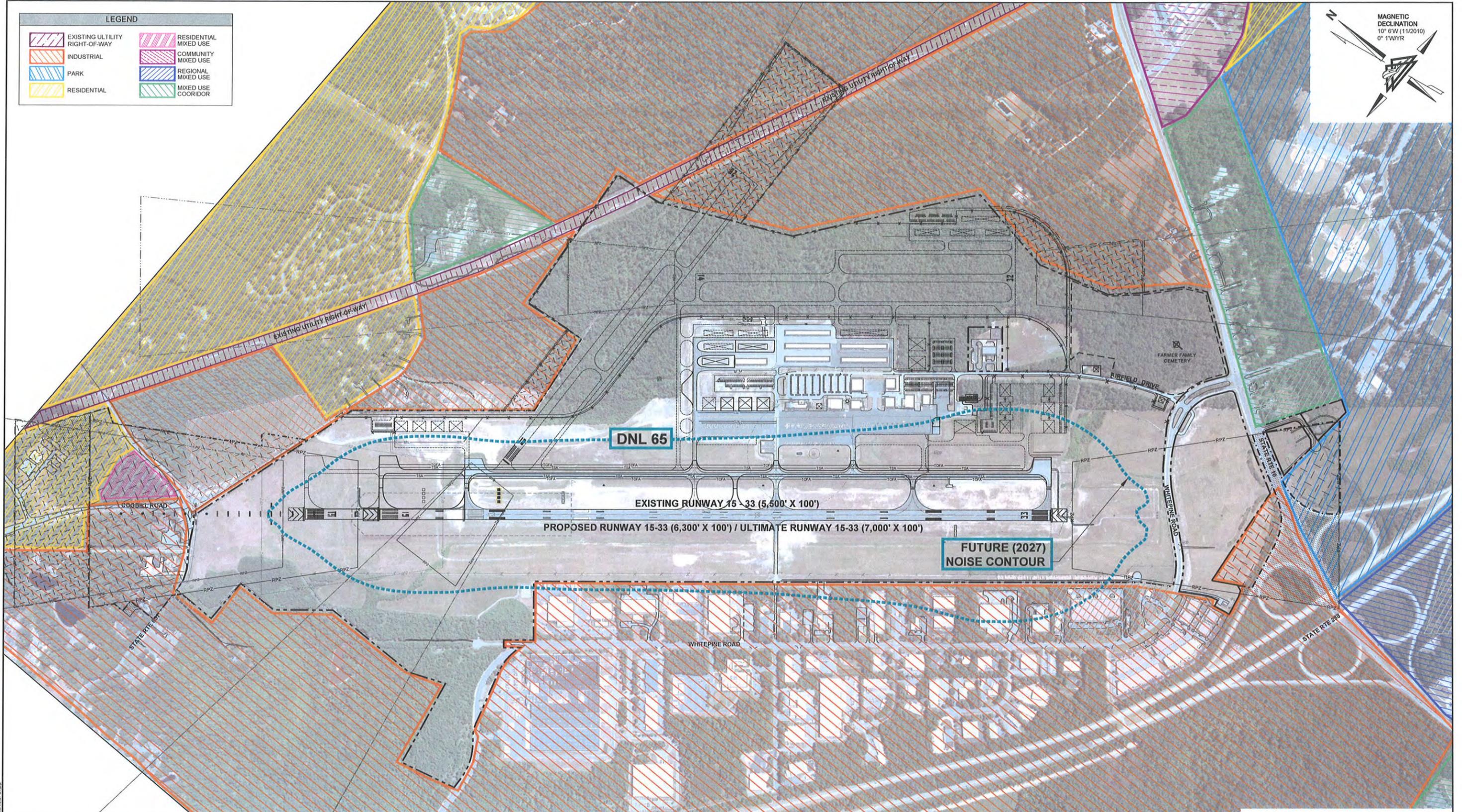
SHEET **10**
 OF **13**

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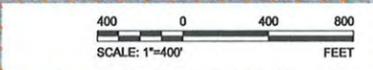
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 REFS: 06131-plan-ar.dwg, 06131-gisplan-revised.dwg, IMAGES: chesterfieldPC.jpg

LEGEND	
	EXISTING UTILITY RIGHT-OF-WAY
	INDUSTRIAL
	PARK
	RESIDENTIAL
	RESIDENTIAL MIXED USE
	COMMUNITY MIXED USE
	REGIONAL MIXED USE
	MIXED USE CORRIDOR



DESCRIPTION	LEGEND		
	EXISTING	PROPOSED	ULTIMATE
AIRPORT PROPERTY LINE	---	---	---
PAVEMENT	---	---	---
RUNWAY PROTECTION ZONE (RPZ)	---RPZ---	---RPZ---	---RPZ---
FENCE	X	X X	X
DAY NIGHT LEVEL (DNL) NOISE CONTOURS (SEE NOTE 3)	NA		NA
DEMOLITION	NA		NA
AVIGATION EASEMENT	---		NA
LAND ACQUISITION	NA		
AIRPORT BUILDINGS			
CEMETERY (SEE NOTE 12)	X	NA	NA

- NOTES:
1. AERIAL PHOTO SOURCE: POTOMAC AERIAL SURVEYS, INC.
 2. FUTURE LAND USE WAS BASED ON INFORMATION REFERENCED ON THE ARC GIS MAP TITLED "CHESTERFIELD COUNTY, VIRGINIA LAND USE PLAN MAP 17", DATED AUGUST 2006 AND PREPARED BY CHESTERFIELD COUNTY PLANNING DEPARTMENT.
 3. DAY NIGHT LEVEL (DNL) IS THE LEVEL OF NOISE EXPRESSED IN DECIBELS AS A 24 HOUR AVERAGE NIGHTTIME NOISE BETWEEN THE HOURS OF 10:00 P.M. AND 7:00 A.M., IS WEIGHTED 10 DECIBELS TO COMPENSATE FOR SLEEP INTERFERENCE AND OTHER DISRUPTIONS CAUSED BY NIGHTTIME NOISE.
 4. NOISE CONTOURS WERE PREPARED USING FAA'S INM VERSION 7.0.
 5. LOCATION OF THE FARMER FAMILY CEMETERY IS APPROXIMATE.
 6. THE CODE OF CHESTERFIELD COUNTY, VA, SECTION 19-507 LISTS HEIGHT LIMITATIONS ESTABLISHED AS OVERLAY ZONES AS THEY APPLY TO FCI.
 7. LEGEND ELEMENTS REPRESENT DEPICTIONS ON DRAWING BUT MAY VARY IN SIZE DUE TO SCALING ON DRAWING.



NO.	REVISIONS	BY	APP.	DATE

FUTURE LAND USE

CHESTERFIELD COUNTY AIRPORT
 RICHMOND, VIRGINIA

DELTA AIRPORT CONSULTANTS, INC.
 www.deltaairport.com

DRAWN BY: LKH SCALE: 1" = 400'
 CHECKED BY: KSK DATE: NOVEMBER 2011

SHEET **11** OF **13**

N:\0613104 CAD\06131-01-apr.dwg, tables, 3/9/2012 2:09:49 PM, dws

EXISTING PROPERTY TABLE								
REF. #	PREVIOUS APM REF. #	DEED BOOK / PAGE	PREVIOUS OWNER(S) / GRANTOR(S)	ACREAGE	DATE OF PURCHASE	GRANT	PURPOSE	NOISE LAND YES / NO
A1	48	1667/92	ALVA E. TATE, JR AND INEZ T. TATE	2.43	7/27/1984	AIP 3-51-0007-01	RPZ CONTROL	NO
A2	47	1662/202	BETTY W. HIGGINS AND JAMES F. HIGGINS, JR.	4.66	6/22/1984	AIP 3-51-0007-01	RPZ CONTROL	NO
A3	54	1713/1948	CRIDLER JAMES BARDEN AND MAE F. BARDEN	5.42	7/1/1985	AIP 3-51-0007-01	RPZ CONTROL	NO
A4	51	1679/1565	KENNETH E. LANKEY SR. AND MARGARET P. LANKEY	8.72	10/18/1984	AIP 3-51-0007-01	RPZ CONTROL	NO
A5	56	1778/852	JOEL T. BURLEIGH AND HAZEL S. BURLEIGH	10.06	6/30/1986	AIP 3-51-0007-03	PART 77 PROTECTION	NO
A6	27	981/12	JOEL T. BURLEIGH AND HAZEL S. BURLEIGH	171.18	2/20/1970	ADAP 3-51-0007-01	INITIAL AIRFIELD CONSTRUCTION	NO
A7	32	952/54	THOMAS M. ARMENTROUT AND CLARICE W. ARMENTROUT	62.65	7/31/1970	ADAP 3-51-0007-01	INITIAL AIRFIELD CONSTRUCTION	NO
A8	26	981/4	FRED A. MUSE AND LILLIAN R. MUSE	11.42	2/4/1970	ADAP 3-51-0007-01	INITIAL AIRFIELD CONSTRUCTION	NO
A9	33	959/418	SYBIL VALENTINE, ET AL		9/29/1970	ADAP 3-51-0007-01	INITIAL AIRFIELD CONSTRUCTION	NO
A10	35	1004/312	CHARLOTTE O. & WILLIAM L. WINGFIELD	203.24	1/27/1971	AIP 3-51-0007-09	INITIAL AIRFIELD CONSTRUCTION	NO
A11	34	1000/374	FRANK W. QUAFF AND DOROTHY C. QUAFF, ET AL	55.61	12/1/1970	ADAP 3-51-0007-01	INITIAL AIRFIELD CONSTRUCTION	NO
A12	28	983/443	DIANA W. BURLEIGH	6.69	3/20/1970	ADAP 3-51-0007-01	INITIAL AIRFIELD CONSTRUCTION	NO
A13	30	955/577	CURTIS L. RUDOLPH AND ALICE M. RUDOLPH	84.40	4/24/1970	ADAP 3-51-0007-01	INITIAL AIRFIELD CONSTRUCTION	NO
A14	29	984/622	RACHEL P. BELCHER AND VIVIAN H. BELCHER, SR., ET AL	8.81	4/10/1970	ADAP 3-51-0007-01	INITIAL AIRFIELD CONSTRUCTION	NO
A15	25	2347/1356	RUTH O. KERSEY	5.54	6/28/1993	AIP 3-51-0007-09	RPZ CONTROL	NO
				TOTAL:	635.73			

EXISTING EASEMENT TABLE								
REF. #	PREVIOUS APM REF. #	DEED BOOK / PAGE	OWNER(S)	ACREAGE	DATE OF ACQ.	GRANT #	TYPE OF EASEMENT	NOISE LAND YES / NO
1	49	1679/668	ANN S. LANKEY	0.700	10/15/1984	AIP 3-51-0007-01	P77 APPROACH 34.1 & TRANSITIONAL 7.1 SLOPE	NO
2	50	1674/474	ANN S. LANKEY	1.450	10/15/1984	AIP 3-51-0007-01	P77 APPROACH 34.1 & TRANSITIONAL 7.1 SLOPE	NO
3	52	1650/1884	DANIEL MASON WALKER ET AL	2.500	2/19/1985	..	P77 TRANSITIONAL 7.1 SLOPE	NO
4	55	1779/790	NEW JERUSALEM INTERNATIONAL CHRIST MIN	18.450	6/16/1986	AIP 3-51-0007-01	P77 APPROACH 34.1 & TRANSITIONAL 7.1 SLOPE	NO
5	78	2509/717	DANIEL MASON WALKER ET AL	2.500	4/15/1984	AIP 3-51-0007-09	P77 TRANSITIONAL 7.1 SLOPE	NO
6	77	2509/749	DANIEL MASON WALKER ET AL	2.500	4/15/1984	AIP 3-51-0007-01	P77 TRANSITIONAL 7.1 SLOPE	NO
7	78	2628/385	WALTER W. AND CHARLOTTE D. MARSH	18.900	11/30/1984	AIP 3-51-0007-10	P77 TRANSITIONAL 7.1 SLOPE	NO
8	81	2668/900	SPENCER'S EXPRESS INC.	2.400	3/21/1995	AIP 3-51-0007-09	P77 TRANSITIONAL 7.1 SLOPE	NO
9	82	2669/135	JAMES E. LAUCK WALTER W. AND CHARLOTTE D. MARSH JULIA MARSH	3.830	3/22/1995	AIP 3-51-0007-10	P77 TRANSITIONAL 7.1 SLOPE	NO
10	83	2690/853	STILES L. BARTLEY & ASSOC.	1.238	5/15/1995	..	P77 TRANSITIONAL 7.1 SLOPE	NO
11	84	2732/640	INSTRUMENT TECHNICAL REP	2.125	8/5/1995	..	P77 TRANSITIONAL 7.1 SLOPE	NO
12	87	2739/825	WSVA PROPERTIES	11.720	8/25/1995	AIP 5-51-0007-12	P77 APPROACH 50.1 SLOPE	NO
13	85	2782/230	FP PINE GLEN LLC	7.080	11/17/1995	..	P77 TRANSITIONAL 7.1 SLOPE	NO
14	86	2914/009	INSTRUMENT TECHNICAL REP	0.247	8/16/1995	..	P77 TRANSITIONAL 7.1 SLOPE	NO
15	89	3325/975	PAULHE G. PACE	1.560	7/16/1998	NON AIR/TERPS	P77 TRANSITIONAL 7.1 SLOPE	NO
16	88	..	SARAH TURNER SINCLAIR	..	..	AIP 3-51-0007-12	PENDING FINAL COURT DECISION / P77 50.1 SLOPE	NO
				TOTAL:	77.420			

PROPOSED ACQUISITION TABLE						
REF. #	TAX ID	OWNER(S)	ACREAGE		PURPOSE OF ACQUISITION	CURRENT USE
			PROPOSED	ULTIMATE		
1	763-677-7139	NEW JERUSALEM INTERNATIONAL CHRIST MIN	11 ±		PROPOSED RUNWAY 15 RPZ	CHURCH
4	765-675-1390	JULIA MARSH	1 ±	1 ±	ULTIMATE RUNWAY 10-28 PRIMARY SURFACE	RESIDENTIAL
5	765-675-5843	WALTER W. AND CHARLOTTE D. MARSH	1 ±		ULTIMATE RUNWAY 10-28 PRIMARY SURFACE	INDUSTRIAL
6	765-675-6175	SOVRAN BANK NA, TRUSTEE	3 ±		ULTIMATE RUNWAY 10-28 PRIMARY SURFACE	INDUSTRIAL
7	766-676-3721	SOVRAN BANK NA, TRUSTEE	1 ±		ULTIMATE RUNWAY 14 RPZ	INDUSTRIAL
10	769-675-2064	IRON BRIDGE INVESTMENTS, LLC	7 ±		ULTIMATE RUNWAY 28 RPZ	INDUSTRIAL
11	770-676-6502	WATERMARK PARTNERS, LLC	6 ±		ULTIMATE RUNWAY 28 DEVELOPMENT	INDUSTRIAL
12	768-674-7082	WILTON PARCELS COMPANY, LLC	13 ±		ULTIMATE RUNWAY 28 DEVELOPMENT	INDUSTRIAL
13	769-674-7545	ROXBURY CORPORATION	2 ±		ULTIMATE RUNWAY 28 DEVELOPMENT	INDUSTRIAL
14	769-672-8573	RICHARD M. ALLEN LIV TR ET AL	2 ±		ACCESS ROAD CONSTRUCTION & ULTIMATE RUNWAY 32 RPZ	INDUSTRIAL
15	770-672-4828	B & D ENTERPRISES LC ET AL	6 ±		ULTIMATE RUNWAY 32 RPZ	INDUSTRIAL
21	770-669-9700	COUNTY OF CHESTERFIELD	7 ±		EXISTING RUNWAY 33 RPZ	INDUSTRIAL
25	..	VDOT - INTERCHANGE (288 & IRONBRIDGE)	7 ±		EXISTING RUNWAY 33 RPZ	ROADWAY
58	761-676-9176	ANN S. LANKEY	0.4 ±		PROPOSED & RUNWAY 15 RPZ	RESIDENTIAL
61	761-677-5343	EDSEL AND LOUISE CLAYTON	1 ±	1 ±	PROPOSED & ULTIMATE RUNWAY 15 RPZ	RESIDENTIAL
62	760-677-8428	KHOANH VAN MAI		0.4 ±	ULTIMATE RUNWAY 15 RPZ	RESIDENTIAL
63	761-676-9185	ROBERT W. AND BEVERLY F. ALMOND	5 ±	7 ±	PROPOSED & ULTIMATE RUNWAY 15 RPZ	RESIDENTIAL
64	762-677-0200	MICHAEL JEFFERSON, SR	4 ±		PROPOSED RUNWAY 15 RPZ	RESIDENTIAL
65	762-677-4033	FAIR HAVENS CHURCH	6 ±		PROPOSED RUNWAY 15 RPZ	CHURCH
66	762-678-1600	CASCADE CREEK HOMES	3 ±	5 ±	PROPOSED & ULTIMATE RUNWAY 15 RPZ	RESIDENTIAL
67	762-678-4600	CASCADE CREEK HOMES	9 ±	5 ±	PROPOSED & ULTIMATE RUNWAY 15 RPZ	RESIDENTIAL
68	761-678-7169	FIVE FORKS VILLAGE COMMUNITY ASSOCIATION	0.2 ±	0 ±	ULTIMATE RUNWAY 15 RPZ	RESIDENTIAL
69	762-678-2257	FIVE FORKS VILLAGE COMMUNITY ASSOCIATION	6 ±		ULTIMATE RUNWAY 15 RPZ	RESIDENTIAL
70	762-678-1320	FIVE FORKS VILLAGE COMMUNITY ASSOCIATION	0.5 ±		ULTIMATE RUNWAY 15 RPZ	RESIDENTIAL
71	762-678-5588	RICHARD AND EDNA HARRISON	0.1 ±		ULTIMATE RUNWAY 15 RPZ	RESIDENTIAL
72	764-678-0427	RANDY AND SHARON WYOMACK	0.1 ±		PROPOSED RUNWAY 15 RPZ	RESIDENTIAL
73	764-678-2924	WILLIAM AND MARTHA CROSTIC	0.4 ±		PROPOSED RUNWAY 15 RPZ	RESIDENTIAL
			TOTAL:	53.9 ±	67.4 ±	

PROPOSED EASEMENT ACQUISITION TABLE						
REF. #	TAX PARCEL ID	OWNER(S)	ACREAGE		TYPE OF EASEMENT	CURRENT USE
			PROPOSED	ULTIMATE		
22		VDOT - INTERCHANGE (288 & IRONBRIDGE)	16 ±	0 ±	RUNWAY 33 RPZ CONTROL (P77 APPROACH 50.1)	ROADWAYS
59	761-676-7484	LANCE AND SHARON CAMPBELL	0.1 ±	0 ±	P77 TRANSITIONAL 7.1 SLOPE	RESIDENTIAL
60	761-676-7506	LANCE AND SHARON CAMPBELL	0.2 ±	0 ±	P77 TRANSITIONAL 7.1 SLOPE	RESIDENTIAL
69	762-678-2257	FIVE FORKS VILLAGE COMMUNITY ASSOCIATION	3.0 ±	0 ±	P77 APPROACH 34.1 SLOPE	RESIDENTIAL
			TOTAL:	19.3 ±	0 ±	

ADJACENT PROPERTY TABLE				
REF. #	TAX PARCEL ID	DEED BOOK / PAGE	OWNER(S)	ACREAGE
1	763-677-7139	4004/866	NEW JERUSALEM INTERNATIONAL CHRIST MIN	38.7
2	764-676-8725	2518/579	JAMES E. LAUCK	3.6
3	765-675-3076	1974/001	WALTER W. AND CHARLOTTE D. MARSH	3.8
4	765-675-1390	7185/639	JULIA MARSH	1.0
5	765-675-5843	2600/679	WALTER W. AND CHARLOTTE D. MARSH	2.7
6	765-675-6175	6634/25	SOVRAN BANK NA, TRUSTEE	14.7
7	765-676-3721	6634/25	SOVRAN BANK NA, TRUSTEE	14.7
8	767-676-0992	4479/147	AN AND CHANVINA ING	11.0
9	767-676-4781	991/70	JACKIE R. AND MARY E. LOWE	11.7
10	769-675-2054	6807/150	IRON BRIDGE INVESTMENTS, LLC	37.5
11	770-676-9502	6498/871	WATERMARK PARTNERS, LLC	17.0
12	768-674-7082	5501/853	WILTON PARCELS COMPANY, LLC	25.0
13	769-674-7545	1425/592	ROXBURY CORPORATION	38.8
14	769-672-9573	7758/339	RICHARD M. ALLEN LIV TR ET AL	8.0
15	770-672-4828	6636/058	B & D ENTERPRISES LC ET AL	28.8
16	770-671-3839	WB 100/331	FRANCES F. SNELLINGS	2.0
17	770-671-3822	WB 100/331	FRANCES F. SNELLINGS	0.4
18	770-669-4880	6524/837	SPENCER'S EXPRESS INC	2.5
19	770-669-2884	WB 294/532	DANIEL MASON WALKER ET AL	2.5
20	770-669-1675	WB 294/532	DANIEL MASON WALKER ET AL	2.5
21	770-669-9700	1516/34	COUNTY OF CHESTERFIELD	191.8
22	..	..	VDOT - INTERCHANGE (288 & IRONBRIDGE)	..
23	PENDING FINAL COURT DECISION	..	SARAH TURNER SINCLAIR	..
24	769-667-9512	4573/242	WSVA PROPERTIES	65.3
25	..	..	VDOT - INTERCHANGE (288 & IRONBRIDGE)	..
26	768-669-8088	7222/720	FP CHESTERFIELD CDGH LLC	1.5
27	767-669-9931	1824/886	LANDMARK CO. OF VA INC	13.1
28	767-669-8864	1224/783	INSTRUMENT TECHNICAL REP	2.1
29	767-669-7077	1830/1622	STILES L. BARTLEY & ASSOC	1.2
30	767-669-4391	7036/890	FP PINE GLEN LLC	7.1
31	767-670-2825	WB 244/418	PAULHE G. PACE	7.6
32	767-670-1140	5875/972	REAL ESTATE HOLDINGS, LLC	3.5
33	768-670-6074	1821/972	FORTUNE PLASTICS, INC	3.7
34	766-671-5411	7222/668	FP AIRPARK AB, LLC	7.6
35	766-671-4038	1522/062	CCC PROPERTIES	2.2
36	766-671-2839	3097/522	SOUTHERN INVESTMENT PROPERTIES, INC	2.4
37	766-671-2154	3976/885	ROBERT W. AND BETTY S. ADAMS	1.3
38	766-671-1560	3976/885	ROBERT W. AND BETTY S. ADAMS	1.3
39	765-671-9376	3692/081	COUNTY OF CHESTERFIELD	3.7
40	765-671-8090	3563/054	AIRPORT INVESTMENT OF VA, LLC	2.5
41	765-672-7204	4463/229	ROBERT A. HATFIELD	1.3
42	765-672-6215	8234/750	WHITEPINE ROAD PROPERTIES, LLC	3.0
43	765-672-4833	5554/260	NEWELL PROPERTIES, LLC ET AL	2.0
44	765-672-2762	1778/1759	WESTERN RESERVE LEASING III	6.5
45	765-673-1206	5425/690	AFP PROPERTIES, LLC	2.3
46	764-672-9190	5425/690	AFP PROPERTIES, LLC	2.7
47	764-673-7326	3492/247	JASON INCORPORATED	5.0
48	764-673-4558	7112/382	ECONOMIC DEVELOPMENT AUTHORITY, CO OF CHESTERFIELD	4.5
49	764-673-1482	3351/033	DUNMAR PROPERTIES LC	6.5
50	763-673-6643	2029/1918	MARUCHAN VIRGINIA, INC	12.9
51	763-673-5223	4158/143	MARUCHAN VIRGINIA, INC	10.5
52	762-673-0607	4158/143	MARUCHAN VIRGINIA, INC	30.4
53	759-674-3845	2825/842	MID ATLANTIC (RICH) INVESTORS, LP	71.5
54	762-674-7547	7225/514	WA AND WC DANDE	6.0
55	761-675-5440	8311/064	LUTHER L. CAULDE	48.5
56	762-675-7236	1622/1817	KENNETH E. LANKEY, SR. AND MARGARET P. LANKEY	7.2
57	762-675-1850	3079/138	ANN S. LANKEY	30.0
58	761-676-9176	3079/138	ANN S. LANKEY	0.9
59	761-678-7484	6717/202	LANCE AND SHARON CAMPBELL	0.7
60	761-676-7506	6717/202	LANCE AND SHARON CAMPBELL	0.2
61	761-677-5343	7782/061	EDSEL AND LOUISE CLAYTON	13.0
62	760-677-8428	5001/688	KHOANH VAN MAI	5.0
63	761-676-9185	6249/877	ROBERT W. AND BEVERLY F. ALMOND	12.4
64	762-677-0200	7582/427	MICHAEL JEFFERSON, SR	4.3
65	762-677-4033	1577/865	FAIR HAVENS CHURCH	5.0
66	762-678-4900	..	CASCADE CREEK HOMES	20.7
67	762-678-4600	..	CASCADE CREEK HOMES	20.7
68	761-678-7169	7787/114	FIVE FORKS VILLAGE COMMUNITY ASSOCIATION	5.0
69	762-678-2257	7787/114	FIVE FORKS VILLAGE COMMUNITY ASSOCIATION	8.4
70	762-678-1320	7771/439	FIVE FORKS VILLAGE COMMUNITY ASSOCIATION	6.1
71	762-678-5588	8408/319	RICHARD AND EDNA HARRISON	3.7
72	764-678-0427	3668/117	RANDY AND SHARON WYOMACK	5.4
73	764-678-2924	3626/443	WILLIAM AND MARTHA CROSTIC	6.4

NOTES

- AIRPORT PROPERTY LINE AND ADJACENT OWNER INFORMATION IS BASED UPON A BOUNDARY SURVEY PROVIDED BY PRECISION MEASUREMENTS, INC., DATED OCTOBER 2006 AND CHESTERFIELD COUNTY, VA GIS (2010).
- SEE PREVIOUS SHEET 12 OF 13 "AIRPORT PROPERTY MAP" FOR COORDINATING PROPERTY OWNER AND EASEMENT NOTATION LISTED FROM THE ABOVE TABLES.
- (*) DENOTES NON-DESCRIPTIVE EASEMENT DESIGNATED BY THE FOLLOWING:
 * THE CHEESAPEAKE AND POTOMAC TELEPHONE OF VIRGINIA
 * VIRGINIA ELECTRIC AND POWER COMPANY
- PREVIOUS PROPERTY MAP PREPARED BY DELTA AIRPORT CONSULTANTS, INC DATED MAY 1998.

PARCEL / EASEMENT LEGEND

(A) = INTERIOR PARCEL
 (B) = ADJACENT PARCEL
 (C) = EXISTING ENCUMBRANCE
 (D) = EXISTING ENCUMBRANCE

SEE "EXISTING ENCUMBRANCE TABLE"
 E = ELECTRICAL
 G = GAS
 OB = OBSTRUCTION TOWER
 T = TELEPHONE
 W = WATER

NO.	REVISIONS	BY	APP.	DATE

EXISTING ENCUMBRANCE TABLE				
REF. #	OWNER(S)	DATE	DOB/PG	ENCUMBRANCE
ELECTRICAL				
E1	VIRGINIA ELECTRIC AND POWER COMPANY	10/23/1937	241/59	UTILITY ACCESS
E2	VIRGINIA ELECTRIC AND POWER COMPANY	10/23/1937	241/58	UTILITY ACCESS
E3	VIRGINIA ELECTRIC AND POWER COMPANY	7		