



FACILITIES TABLE			
EXISTING		PROPOSED	
#	FACILITY NAME	TOP ELEV.	TOP ELEV. (EST.)
1	TERMINAL BUILDING	227	230 ±
2	FBO / MAINTENANCE HANGAR	242	225 ±
3	CONVENTIONAL HANGAR-PRIVATE	231	225 ±
4	ELECTRICAL VAULT	218	225 ±
5	FBO HANGAR - COMMUNITY	229	225 ±
6	STATE POLICE AVIATION	232	225 ±
7	CIVIL AIR PATROL	229	225 ±
8	CONVENTIONAL HANGAR	225	205 ±
9	CONVENTIONAL HANGAR	230	225 ±
10	DISTRICT 15 FIRE STATION	249	225 ±
11	T-HANGAR (20-UNIT SMALL)	223	230 ±
12	T-HANGAR (20-UNIT SMALL)	224	31
13	T-HANGAR (20-UNIT SMALL)	223	32
14	T-HANGAR (20-UNIT SMALL)	224	33
15	T-HANGAR (20-UNIT SMALL)	223	34
16	T-HANGAR (10-UNIT LARGE)	225	35
17	AIRFIELD MAINTENANCE BUILDING	220	36
18	FUEL FARM	202	37
19	WASH RACK	210	38
20	CONVENTIONAL HANGAR	260	

- 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, FENCES, CONCRETE 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 ACCURACY 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 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 (JUNE 2008) IN ADDITION TO SOME PLANIMETRICS RETAINED FROM THE PREVIOUS ALP (JANUARY 2006).
  - ALL FUTURE DEVELOPMENT MUST MEET THE FULL DESIGN STANDARDS LISTED IN FAA AC 150/5300-13.
  - 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 CLEAR LINES 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 PHASES AS DEPICTED.
  - DUE TO THE COMPLEXITY OF RUNWAY PROTECTION ZONES AND PROPOSED 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 40' TAXIWAYS ARE TO BE REDUCED TO 35'.
  - LEGEND ELEMENTS REPRESENT DEPICTIONS ON DRAWING BUT MAY VARY IN SIZE DUE TO SCALING ON DRAWINGS.

ULTIMATE RUNWAY 15 PART 77 34:1 APPROACH SURFACE NON-PRECISION INSTRUMENT, TYPE C VISIBILITY: MINIMUMS GREATER THAN 3/4 MILE (1,000' x 3,500' x 10,000') [I]

EXISTING RUNWAY 15 END, EXISTING & PROPOSED HIGH POINT & TDZ ELEV.: 236.1' LAT.: 37° 24' 44.33" N LONG.: 77° 31' 57.02" W (500' x 700' x 1,000')

EXISTING RUNWAY 10 END, EXISTING & PROPOSED HIGH POINT & TDZ ELEV.: 236.1' LAT.: 37° 24' 44.33" N LONG.: 77° 31' 57.02" W (500' x 700' x 1,000')

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

RUNWAY DATA TABLE		
DESCRIPTION	EXISTING	PROPOSED
RUNWAY END COORDINATES (NAD 83)		
LATITUDE	(15) 37° 24' 44.33" N (33) 37° 24' 02.01" N	(15) 37° 24' 50.48" N (33) SAME
LONGITUDE	(15) 77° 31' 50.80" W (33) 77° 31' 07.99" W	(15) 77° 31' 57.02" W (33) SAME
APPROACH MINIMUMS	(15) NOT LOWER THAN 1 MILE (33) LOWER THAN 3/4 MILE	(15) NOT LOWER THAN 3/4 MILE (33) SAME
PART 77 CATEGORY	OTHER THAN UTILITY	SAME
APPROACH SURFACE SLOPE	(15) 1/34:1 (33) 50:1/40:1	(15) 1/34:1 (33) SAME
RUNWAY WIDTH	100'	SAME
RUNWAY LENGTH	5,500'	6,300'
DISPLACED THRESHOLD	NA	NA
SURFACE TYPE	ASPHALT-GROOVED	SAME
PAVEMENT STRENGTH (LBS)		
SINGLE WHEEL	60,000	SAME
DUAL WHEEL	80,000	SAME
RUNWAY LIGHTING	HIRL	SAME
RUNWAY MARKING	(15) NON-PRECISION (33) PRECISION	SAME
EFFECTIVE GRADIENT (%)	0.65	SAME
MAXIMUM GRADE (%)	0.0	SAME
LINE OF SIGHT VIOLATIONS	NONE	SAME
WIND COVERAGE (%) ALL WEATHER	(10.5 KNOTS) 91.06% (13 KNOTS) 95.28%	SAME SAME
VISUAL APPROACH AIDS	(15) REILS, PAPI (33) MALS, PAPI	(15) MALS, PAPI SAME
INSTRUMENT APPROACH AIDS	(33) ILS / DME	SAME
AIRPORT REFERENCE CODE (ARC)	C - II	SAME
CRITICAL AIRCRAFT	HAWKER 800, CHALLENGER 604 & GULFSTREAM 200	SAME
RUNWAY SAFETY AREA (RSA) DIM.	500' X 7,500'	500' X 8,300'
RUNWAY OBJECT FREE AREA (ROFA) DIMENSION	800' X 7,500'	800' X 8,300'
OBSTACLE FREE ZONE (OFZ) DIM.	400' X 5,900'	400' X 6,700'
RUNWAY END ELEVATIONS (MSL)	(15) 236.1' (33) 199.2'	(15) 236.0' (33) SAME
MAX. ELEVATION (MSL)	237	SAME
DISPLACED THRESHOLD ELEVATION (MSL)	NA	NA
TDZ ELEVATION (MSL)	(15) 236.1' (33) 216.8'	(15) SAME (33) SAME
EFFECTIVE RUNWAY LENGTH	5,500'	6,300'

NON-STANDARD CONDITIONS				
NO.	NON-STANDARD CONDITION	EXISTING CONDITION	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, 2006

AIRPORT DATA TABLE		
AIRPORT DATA	EXISTING	PROPOSED
AIRPORT ELEVATION (MSL)	237'	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 HOTTTEST MONTH	88.8° F	SAME
AIRPORT TERMINAL AREA NAVAIDS	AWOS, BEACON, SEGMENTED CIRCLE, & WINDSOCK (LIGHTED)	SAME
MAGNETIC VARIATION (SOURCE: WWW.NGIC.NOAA.GOV)	10° 6' W (0° 1' / YEAR)	SAME
DATE OF MAGNETIC VARIATION	NOV 2010	SAME
NPIAS 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	MITS	SAME
TAXIWAY MARKING	BASIC	SAME
DESIGN AIRCRAFT		
WINGSPAN	GULFSTREAM 200	SAME
APPROACH SPEED	GULFSTREAM 200	SAME
WEIGHT	CHALLENGER 604	SAME

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

FEDERAL AVIATION ADMINISTRATION		
NAME	APPROVED	DATE
JEFFREY W. BREEDEN	[Signature]	9-9-2020
PEN AND INK REVISION 3 APPROVED	[Signature]	

VIRGINIA DEPARTMENT OF AVIATION		
NAME	APPROVED	DATE
STEPHEN SMILEY	[Signature]	9-9-2020
PEN AND INK REVISION 3 APPROVED	[Signature]	

CHESTERFIELD COUNTY AIRPORT		
NAME	APPROVED	DATE
[Signature]	[Signature]	

**AIRPORT LAYOUT PLAN**

**CHESTERFIELD COUNTY AIRPORT**  
RICHMOND, VIRGINIA

**DELTA AIRPORT CONSULTANTS, INC.**  
www.deltairport.com

**SHEET 3 OF 13**

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

DRAWING: DELTA-03.dwg, 24x36, 10/18/2020 2:47:32 PM, rww