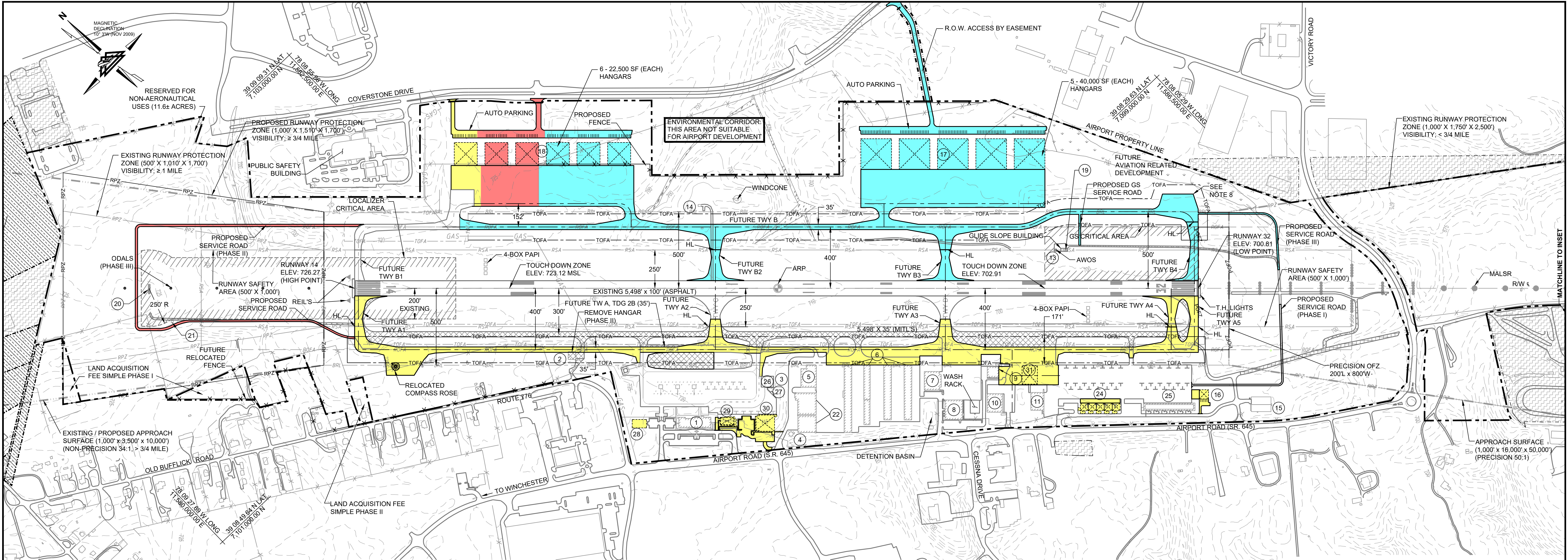




- NOTES:
1. FAA'S APPROVAL OF THIS AIRPORT LAYOUT PLAN (ALP) REPRESENTS ACCEPTANCE OF THE GENERAL LOCATION OF FUTURE FACILITIES DEPICTED. DURING THE PRELIMINARY DESIGN PHASE, THE AIRPORT OWNER IS REQUIRED TO RESUBMIT FOR APPROVAL THE FINAL LOCATIONS, HEIGHTS AND EXTERIOR FINISH OF STRUCTURES. FAA'S CONCERN IS OBSTRUCTIONS, IMPACT ON ELECTRONIC AIDS OR ADVERSE EFFECTS ON CONTROLLER VIEW OF AIRCRAFT APPROACH AND GROUND MOVEMENT AREAS WHICH COULD ADVERSELY AFFECT THE SAFETY, EFFICIENCY OR UTILITY OF THE AIRPORT.
  2. CONTOURS ARE SHOWN IN 5' INTERVALS.
  3. ALL COORDINATES ARE BASED IN NAD 83.
  4. ALL ELEVATIONS ARE IN FEET MEAN ABOVE SEA LEVEL. (NAVD 88)
  5. THERE ARE NO KNOWN EXISTING OFZ PENETRATIONS.
  6. NOT USED.
  7. NOT USED.
  8. RUNWAY 14 HOLD APRONS ARE GENERALLY SIZED TO ACCOMMODATE 2 G-V AIRCRAFT. HOWEVER, ACTUAL NEED FOR AND SIZE OF HOLD APRONS SHALL BE EVALUATED ONCE NORTHEAST SIDE DEVELOPMENT HAS OCCURRED AND ACTUAL AIRCRAFT OPERATIONAL LEVELS AND FLEET MIX ARE BETTER DEFINED.
  9. AT THE TIME OF COMPLETION OF THE ALP, DATA SUPPORTED BUT DID NOT FULLY JUSTIFY CHANGING THE ARC FROM C-II TO D-III. HOWEVER, TO ENSURE THAT FUTURE DEVELOPMENT DOES NOT PRECLUDE THE CHANGE, THE ALP REFLECTS DESIGN CHARACTERISTICS FOR AN ARC OF D-III. EACH PROJECT SHOULD BE EVALUATED AT THE BEGINNING OF DESIGN TO DETERMINE WHAT DESIGN ARC SHOULD BE INCORPORATED.

| FACILITIES TABLE |                               |                                               |    |                              |                                               |
|------------------|-------------------------------|-----------------------------------------------|----|------------------------------|-----------------------------------------------|
| #                | FACILITY NAME                 | TOP ELEV.                                     | #  | FACILITY NAME                | TOP ELEV.                                     |
| 1                | TERMINAL BUILDING             | 744' MSL                                      | 17 | CORPORATE HANGARS (PROPOSED) | BELOW PART 77                                 |
| 2                | OPEN SPAN HANGAR              | 748' MSL                                      | 18 | CORPORATE HANGARS (PROPOSED) | BELOW PART 77                                 |
| 3                | FUEL TANKS (ABOVE GROUND)     | 720' MSL                                      | 19 | GLIDE SLOPE ANTENNA          | 39° 08' 25.55" N LAT<br>78° 08' 20.48" W LONG |
| 4                | AIRPORT BEACON                | 742' MSL                                      | 20 | LOCALIZER                    | 39° 08' 04.7" N LAT<br>78° 08' 17.6" W LONG   |
| 5                | OPEN SPAN HANGAR              | 744' MSL                                      | 21 | LOCALIZER SHELTER            |                                               |
| 6                | T-HANGARS (44 UNITS)          | 728' MSL                                      | 22 | CORPORATE HANGARS (2)        | 745' MSL                                      |
| 7                | OPEN SPAN HANGARS             | 725' MSL                                      | 23 | NOT USED                     |                                               |
| 8                | OPEN SPAN HANGARS             | 734' MSL                                      | 24 | CORPORATE HANGARS (PROPOSED) | BELOW PART 77                                 |
| 9                | OPEN SPAN HANGARS             | 730' MSL                                      | 25 | CORPORATE HANGARS            | BELOW PART 77                                 |
| 10               | OPEN SPAN HANGARS             | 737' MSL                                      | 26 | FUEL TRUCK PARKING           | BELOW PART 77                                 |
| 11               | OPEN SPAN HANGARS             | 742' MSL                                      | 27 | SELF-SERVE FUEL              | BELOW PART 77                                 |
| 12               | NOT USED                      | N/A                                           | 28 | PLAYGROUND (PROPOSED)        | BELOW PART 77                                 |
| 13               | AWOS                          | 39° 08' 26.05" N LAT<br>78° 08' 20.66" W LONG | 29 | RESTAURANT (PROPOSED)        | BELOW PART 77                                 |
| 14               | ELECTRICAL VAULT              | 735' MSL                                      | 30 | CORPORATE HANGAR (PROPOSED)  | BELOW PART 77                                 |
| 15               | AIRFIELD MAINTENANCE BUILDING | 723' MSL                                      | 31 | CORPORATE HANGAR (PROPOSED)  | 735± MSL                                      |
| 16               | RELOCATED CAP HANGAR          | BELOW PART 77                                 |    |                              |                                               |

| MODIFICATIONS OF DESIGN STANDARDS |                              |                  |                     |                            |               |
|-----------------------------------|------------------------------|------------------|---------------------|----------------------------|---------------|
| NO.                               | STANDARD MODIFIED            | FAA STANDARDS    | EXISTING CONDITIONS | PROPOSED ACTION            | DATE APPROVED |
| 1                                 | R/W/TW SEPARATION            | 400'             | 300'                | RELOCATE TAXIWAY A TO 400' | 04/02/1991    |
| 2                                 | VICTORY LANE LOCATED IN ROFA | NO ROADS IN ROFA | ROAD IN ROFA        | MODIFICATION OF STANDARD   | 05/23/05      |

FEDERAL AVIATION ADMINISTRATION  
SIGNED: CHAD CARPER 03/08/2021  
APPROVED DATE

VIRGINIA DEPARTMENT OF AVIATION  
SIGNED: S. SCOTT DENNY 03/08/2021  
APPROVED DATE

WINCHESTER REGIONAL AIRPORT AUTHORITY  
SIGNED: NICK SABO 03/08/2021  
APPROVED DATE

### AIRPORT LAYOUT PLAN

#### WINCHESTER REGIONAL AIRPORT

#### WINCHESTER, VIRGINIA

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

**SHEET 1**  
OF 1

**DRAWN BY:** MJH **SCALE:** 1"=300'  
**CHECKED BY:** JCL **DATE:** JULY 2005

| DEVELOPMENT PROGRAM                 |  |
|-------------------------------------|--|
| PHASE I DEVELOPMENT (0-5 YEARS)     |  |
| PHASE II DEVELOPMENT (6-10 YEARS)   |  |
| PHASE III DEVELOPMENT (11-20 YEARS) |  |

| RUNWAY DATA TABLE               |                  |                        |                             |                        |
|---------------------------------|------------------|------------------------|-----------------------------|------------------------|
| DESCRIPTION                     | RUNWAY 14        |                        | RUNWAY 32                   |                        |
|                                 | EXISTING         | PROPOSED               | EXISTING                    | PROPOSED               |
| RUNWAY END COORDINATES (NAD 83) |                  |                        |                             |                        |
| LATITUDE                        | 39° 08' 55.49" N | SAME                   | 39° 08' 17.90" N            | SAME                   |
| LONGITUDE                       | 78° 09' 05.20" W | SAME                   | 78° 08' 14.80" W            | SAME                   |
| RUNWAY BEARING (TRUE)           | N46° 27' 03.3" W | SAME                   | S46° 27' 03.3" E            | SAME                   |
| APPROACH MINIMUMS               | 3/4 MILE         | SAME                   | 1/2 MILE                    | SAME                   |
| FAR PART 77 CATEGORY            | NON-PRECISION    | NON-PRECISION          | PRECISION                   | PRECISION              |
| APPROACH SURFACE SLOPE          | 34:1             | SAME                   | 50:1                        | SAME                   |
| RUNWAY LENGTH                   | 5,498'           | 5,500'                 | 5,498'                      | 5,500'                 |
| RUNWAY WIDTH                    | 100'             | SAME                   | 100'                        | SAME                   |
| USABLE RUNWAY LENGTH            | 5,498'           | 5,500'                 | 5,498'                      | 5,500'                 |
| SURFACE TYPE                    | ASPHALT          | SAME                   | ASPHALT                     | SAME                   |
| PAVEMENT STRENGTH               |                  |                        |                             |                        |
| SINGLE WHEEL                    | 75,000 LBS       | SAME                   | 75,000 LBS                  | SAME                   |
| DUAL WHEEL                      | 150,000 LBS      | SAME                   | 150,000 LBS                 | SAME                   |
| RUNWAY LIGHTING                 | HIRL             | SAME                   | HIRL                        | SAME                   |
| RUNWAY MARKING                  | NON-PRECISION    | SAME                   | PRECISION                   | SAME                   |
| EFFECTIVE GRADIENT (%)          | 0.46             | SAME                   | 0.46                        | SAME                   |
| MAX. GRADE WITHIN RWY LENGTH    | 0.71             | SAME                   | 0.71                        | SAME                   |
| LINE OF SIGHT VIOLATIONS        | NONE             | NONE                   | NONE                        | NONE                   |
| WIND COVERAGE (%)               |                  |                        |                             |                        |
|                                 | 86.06            | SAME                   | 95.13                       | SAME                   |
| VISUAL APPROACH AIDS            | REIL, 4B PAPI    | ODALS                  | MALSR, 4B PAPI, T.H. LIGHTS | SAME                   |
| INSTRUMENT APPROACH AIDS        | GPS, DME         | SAME                   | ILS, GPS, DME               | SAME                   |
| AIRPORT REFERENCE CODE (ARC)    | C-II             | D-III<br>≤ 150,000 LBS | C-II                        | D-III<br>≤ 150,000 LBS |
| CRITICAL AIRCRAFT (SEE NOTE 9)  |                  |                        |                             |                        |
|                                 | HAWKER 800       | GULFSTREAM 500/550     | HAWKER 800                  | GULFSTREAM 500/550     |
| RUNWAY SAFETY AREA (RSA)        |                  |                        |                             |                        |
| LENGTH BEYOND RUNWAY            | 1,000'           | SAME                   | 1,000'                      | SAME                   |
| WIDTH                           | 400'             | 500'                   | 400'                        | 500'                   |
| RUNWAY OBJECT FREE AREA (ROFA)  |                  |                        |                             |                        |
| LENGTH BEYOND RUNWAY            | 1,000'           | SAME                   | 900' TO 1,000' (MOD)        | SAME                   |
| WIDTH                           | 800'             | SAME                   | 880' TO 800' (MOD)          | SAME                   |
| OBSTACLE FREE ZONE (OFZ)        |                  |                        |                             |                        |
|                                 | 400' X 5,898'    | 400' X 5,900'          | 400' X 5,898'               | 400' X 5,900'          |
| RUNWAY END ELEVATIONS (MSL)     |                  |                        |                             |                        |
|                                 | 726.27'          | SAME                   | 700.81'                     | SAME                   |

| AIRPORT DATA TABLE                     |                             |          |
|----------------------------------------|-----------------------------|----------|
| AIRPORT DATA                           | EXISTING                    | PROPOSED |
| AIRPORT ELEVATION (MSL)                | 726.2'                      | SAME     |
| AIRPORT REFERENCE POINT (NAD 83)       |                             | SAME     |
| LATITUDE                               | 39° 08' 36.68" N            | SAME     |
| LONGITUDE                              | 78° 08' 40.00" W            | SAME     |
| MEAN MAX. TEMPERATURE OF HOTTEST MONTH | 88°                         | SAME     |
| WIND COVERAGE (10.5 KNOTS)             |                             |          |
| VFR                                    | 95.22%                      | SAME     |
| IFR                                    | 98.81%                      | SAME     |
| MAGNETIC VARIATION (NOVEMBER 2009)     | 10° 3' WEST                 | -        |
| AIRPORT REFERENCE CODE (SEE NOTE 9)    | C-II                        | D-III    |
| NPIAS SERVICE LEVEL/STATE ROLE         | GA REGIONAL                 | SAME     |
| TAXIWAY LIGHTING                       | MITL                        | SAME     |
| AIRPORT NAVAIDS                        | BEACON, DME, RW 32 ILS, GPS | SAME     |

| LEGEND   |                                           |          |
|----------|-------------------------------------------|----------|
| EXISTING | DESCRIPTION                               | PROPOSED |
| —RSA—    | RUNWAY SAFETY AREA (RSA)                  | —ROFA—   |
| —RPZ—    | RUNWAY PROTECTION ZONE (RPZ)              | —RPZ—    |
| —TOFA—   | TAXIWAY OBJECT FREE AREA (TOFA)           | —TOFA—   |
| —BRL—    | BUILDING RESTRICTION LINE (BRL)           | —BRL—    |
| NA       | PRECISION OBSTACLE FREE ZONE              | —POFZ—   |
| —        | EDGE OF PAVEMENT                          | —        |
| —        | AIRPORT PROPERTY LINE                     | —        |
| —        | AVIGATION EASEMENT                        | —        |
| —        | R.O.W. ACCESS BY EASEMENT                 | NA       |
| —        | APPROACH SURFACE                          | —        |
| —        | GUIDESLOPE CRITICAL AREA                  | NA       |
| —        | LOCALIZER CRITICAL AREA                   | NA       |
| —        | AIRPORT REFERENCE POINT                   | NA       |
| —        | BUILDINGS                                 | —        |
| —        | FENCE                                     | —        |
| —        | DEMOLITION                                | NA       |
| —        | WIND CONE/SEGMENTED CIRCLE                | —        |
| —        | COMPASS ROSE                              | —        |
| —        | HOLD LINE                                 | —        |
| —        | ROTATING BEACON                           | —        |
| —        | PAVEMENT HATCH                            | —        |
| —        | WETLANDS (APPROX. LOCATION, JD EXPIRED)   | NA       |
| —        | WETLANDS (JD #2008-1979, ISSUED 07-21-08) | NA       |

