

SECTION SIX AIRPORT LAYOUT PLAN DRAWINGS

This Master Plan Update study for Virginia Tech - Montgomery Executive Airport has performed an evaluation of the major airport facilities that has resulted in a recommended development plan intended to enhance the level of operational safety, accommodate the 20-year forecasted aviation demands, and comply with all of the FAA design and airspace protection standards. The Airport Layout Plan Drawing Set is a graphical representation of the results of this study and is an invaluable tool to the airport sponsor, management, FAA, and the general public for understanding the airport facilities, the standards by which it must adhere, and the future development plans of the airport.

Probably the most important and regularly used drawing is the Airport Layout Plan sheet. The ALP depicts the overall development plan and contains pertinent data regarding the airport and runways. Upon receiving FAA approval of the ALP, projects depicted on the ALP can be eligible for FAA AIP funding provided that it meets other federal requirements and that demand for the facility has materialized. Technically an ALP is “conditionally approved” until the proposed development items have received a favorable environmental finding (i.e. FONSI or Categorical Exclusion) from the FAA. The drawing set, particularly the ALP, also becomes a historical record of the physical changes at the airport and as such, should be updated as developments occur and/or design standards change.

The drawing set for BCB is comprised of nine sheets, each of which is briefly described in the following paragraphs. These drawings were prepared in accordance with the latest version of the FAA's "Airport Layout Plan Checklist". These plans were prepared and printed, to scale, in a 24-inch x 36-inch format. This chapter includes a "half size" version of these plans.

6.1 TITLE SHEET (SHEET 1)

Pertinent information on this sheet includes the FAA identification number for the grant used in the preparation of the MPU Update study, an index of the sheets contained in the drawing set and vicinity/location maps of the airport.

6.2 EXISTING AIRPORT FACILITIES (SHEET 2)

This drawing is prepared to the same scale and extents as the ALP sheet but only presents tabular and graphic information related to the existing airport facilities as of 2007.

6.3 AIRPORT LAYOUT PLAN (SHEET 3)

The Airport Layout Plan (ALP) is a comprehensive presentation of the recommended improvements and conceptual layouts intended to provide the facilities needed to satisfy the forecasted aviation demands at BCB. The facility layout shown on the ALP meets all the requirements documented in **Section Three**, and provides guidance on the potential future development of the entire airport facility. Phasing of the recommended facilities is shown relative to the forecasted demands, but it is understood that development *should occur when demand materializes* and not on a predetermined time-line. This recommended development plan provides flexibility, thus enabling the airport owner/sponsor to evaluate and act upon any interim or nearby development plans that have the potential to impact the long-term operation and safety of the airport.

This drawing identifies the safety and design standards to which the airport must adhere and provides information such as runway elevation, geographic coordinates, and wind coverage. Also included are signature blocks for the Virginia Tech – Montgomery Airport Authority (i.e. sponsor), the Federal Aviation Administration-Washington ADO, and the Virginia Department of Aviation to signify that the ALP has been reviewed and approved by the governing bodies.

6.4 TERMINAL AREA LAYOUT PLAN (SHEET 4)

The Terminal Area Layout Plan (TALP) presents the same information as the ALP, but depicts the primary terminal and apron areas at a larger scale than the ALP sheet. The larger scale enables more detail to be shown such as taxiway centerlines, apron drive lanes, aircraft parking arrangement, and security fencing. The TALP also provides information on the existing and future estimated building heights. Actual top elevations could change depending on specific project design conducted when the demand for the project materializes.



6.5 INNER APPROACH PLANS & PROFILES (SHEETS 5-6)

Separate drawing sheets were created for the runway ends. The inner approach plan and profile drawings focus on the existing and future Runway Protection Zones (RPZs) and Part 77 Approach Surfaces. These drawings attempt to identify known or potential penetrations to the Part 77 surfaces and how these penetrations will be addressed. These plans are useful for determining approximate limits of required obstruction removal, land acquisition, and for evaluating potential aviation easements.

6.6 AIRPORT AIRSPACE DRAWING (SHEET 7)

This drawing is a large scale presentation of the existing and future FAR Part 77 Imaginary Surfaces (ie. Primary, Transitional, Approach, Conical, Horizontal) and their relationship to the surrounding communities, roadways, and town and municipality boundaries. Also identified on this plan is the limit of the FAA Form 7460 "Notification of Proposed Construction or Alteration" notification area. This information is extremely valuable in evaluating off-airport developments for their potential impact to the airport's Part 77 surfaces and general environs.

6.7 PART 150 NOISE EXPOSURE / LAND USE MAP (SHEET 8)

The drawing depicts the 2007 land uses surrounding the airport and the calculated 2025 noise exposure contours (i.e. 60 and 65DNL). These contours were generated based on the approved forecasts presented in Section 2.

6.8 AIRPORT PROPERTY MAP (SHEET 9)

This drawing identifies the specific parcels of land and easements owned by the airport, both in graphic and tabular form. This drawing also identifies the property interests recommended to be acquired in fee or aviation easement in support of the development plan. This drawing should be considered a "living document" and continually updated as parcels are acquired and/or major developments occur. This drawing was prepared from existing records and no field/plat research was performed.

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