



RUNWAY DATA TABLE		
DESCRIPTION	RUNWAY 04/22	
	EXISTING	PROPOSED
RUNWAY END COORDINATES (NAD 83)		
LATITUDE	(4) 38° 39' 47.45" N (22) 38° 40' 12.87" N (4) 78° 30' 14.20" W (22) 78° 29' 51.83" W	(4) 38° 39' 45.62" N (22) 38° 40' 23.26" N (4) 78° 30' 15.80" W (22) 78° 29' 42.71" W
APPROACH MINIMUMS	(4) VISUAL (22) 1 1/4 MILE	(4) > 1 MILE (22) SAME
PART 77 CATEGORY	NPI	SAME
APPROACH SURFACE SLOPE	(4) 20:1 (22) 20:1	(4) SAME (22) SAME
RUNWAY WIDTH	75'	SAME
RUNWAY LENGTH	3,125'	4,627'
DISPLACED THRESHOLD	NONE	SAME
SURFACE TYPE	ASPHALT	SAME
PAVEMENT STRENGTH (LBS)		
SINGLE WHEEL	12,000	12,500
DUAL WHEEL	N/A	SAME
DUAL TANDUM	N/A	SAME
RUNWAY LIGHTING	MIRL	SAME
RUNWAY MARKING	(4) VISUAL (22) VISUAL	(4) NPI (22) NPI
EFFECTIVE GRADIENT (%)	0.01%	< 0.01%
MAXIMUM GRADE	0.71%	SAME
LINE OF SIGHT VIOLATIONS	NONE	SAME
WIND COVERAGE (%)	(4) 97.07% AW (22) 97.50% AW	(4) SAME (22) SAME
VISUAL APPROACH AIDS	(4) PNIL/APAPs (22) PNIL/APAPs	(4) PAPI, REILS (22) PAPI, REILS
INSTRUMENT APPROACH AIDS	(4) N/A (22) VORTAC, NDB, GPS	(4) SAME (22) VORTAC, GPS
AIRPORT REFERENCE CODE (ARC)	B-I	B-II (SMALL)
CRITICAL AIRCRAFT	BEECH BARON	KINGAIR C-90
RUNWAY SAFETY AREA (RSA) DIM.	3,605' X 120'	5,000' X 150'
RUNWAY OBJECT FREE AREA (ROFA) DIM.	3,605' X 400'	5,000' X 500'
OBSTACLE FREE ZONE (OFZ) DIM.	3,525' X 250'	4,800' X 250'
RUNWAY END ELEVATIONS (MSL)	(4) 900.5' (22) 900.3'	(4) 903' (22) 900'
MAX. ELEVATION (MSL)	902.8'	SAME
DISPLACED THRESHOLD ELEVATION (MSL)	NONE	NONE
TDZ ELEVATION (MSL)	(4) 900.5' (22) 900.3'	(4) 903' (22) 900'
EFFECTIVE RUNWAY LENGTH	3,125'	4,627'

FACILITIES TABLE							
EXISTING				PROPOSED			
#	FACILITY NAME	TOP ELEV.		#	FACILITY NAME	TOP ELEV. ±	PHASE
1	TERMINAL	912.27'		12	T-HANGAR (15 UNITS)	918.0'	[I]
2	TEMPORARY CONVENTIONAL HANGAR	918.41'		15	RELOCATION AND EXPANSION OF FUEL FARM (2 TANKS)	910.0'	[I]
3	FUELING AREA	907.0'		16	TERMINAL BUILDING	930.0'	[I]
4	GRASS TIE DOWNS	911.0'		17	CONVENTIONAL HANGAR	930.0'	[III]
5	AUTO PARKING	906.0'		18	CONVENTIONAL HANGAR	930.0'	[III]
6	SOUTH APRON	898.0'		19	MAINTENANCE HANGAR	930.0'	[III]
7	NORTH APRON	898.0'		20	CONVENTIONAL HANGAR	930.0'	[III]
8	SEGMENTED CIRCLE	905.0'		21	AUTO PARKING	930.0'	[I]
9	DEQ AIR MONITORING STATION	909.0'					
10	AUTO PARKING	900.0'					
11	ELECTRICAL VAULT	920.0'					
13	T-HANGAR (13 UNITS)	918.0'					
14	T-HANGAR (12 UNITS)	918.0'					

AIRPORT DATA TABLE		
AIRPORT DATA	EXISTING	PROPOSED
AIRPORT ELEVATION (MSL)	896'	900'
AIRPORT REFERENCE POINT (NAD 83)		
LATITUDE	38° 40' 00.17" N	38° 40' 05.34" N
LONGITUDE	78° 30' 03.00" W	78° 29' 58.45" W
MEAN MAX. TEMPERATURE HOTTEST MONTH	86.8°	SAME
AIRPORT TERMINAL AREA NAVAIDS	NONE	SAME
MAGNETIC VARIATION	9° 38' W	SAME
DATE OF MAGNETIC VARIATION	2006	---
NPIAS SERVICE LEVEL	GA	GA
STATE SERVICE LEVEL	GA - COMMUNITY	GA - REGIONAL
WIND COVERAGE CROSSWIND COMPONENT		
VFR	97.39%	SAME
IFR	99.90%	SAME
ALL WEATHER	97.64%	SAME
AIRPORT REFERENCE CODE (ARC)	B-I	B-II (SMALL)
CRITICAL AIRCRAFT	BEECH BARON	KINGAIR C-90
TAXIWAY LIGHTING	NONE	MTL
TAXIWAY MARKING	BASIC	SAME

DEVELOPMENT PROGRAM	
PHASE I DEVELOPMENT (YEARS 1 - 5) (2007 - 2011)	[I]
PHASE II DEVELOPMENT (YEARS 6 - 10) (2012 - 2016)	[II]
PHASE III DEVELOPMENT (YEARS 11 - 20) (2017 - 2026)	[III]
ULTIMATE DEVELOPMENT (BEYOND 20 YEARS)	[U]

LEGEND		
DESCRIPTION	EXISTING	PROPOSED
RUNWAY CENTERLINE	---	---
AIRPORT PROPERTY LINE	---	---
PAVEMENT	---	---
RUNWAY SAFETY AREA (RSA)	---	---
RUNWAY OBJECT FREE AREA (ROFA)	---	---
RUNWAY PROTECTION ZONE (RPZ)	---	---
TAXIWAY OBJECT FREE AREA (OFA)	---	---
TAXIWAY SAFETY AREA (TSA)	---	---
PART 77 APPROACH SURFACE	---	---
FENCE	---	---
GROUND ELEVATION CONTOURS	---	N/A
TREE LINE	---	N/A
AVIGATION EASEMENT	N/A	---
LAND ACQUISITION	N/A	---
AIRPORT BUILDINGS	---	---
ROTATING BEACON	---	---
WIND CONE/SEGMENTED CIRCLE	---	---
AIRPORT REFERENCE POINT	---	---
DEMOLITION	N/A	---
SUPER AWOS	N/A	---
PAPI	N/A	---
RIGHT-OF-WAY (FOR ROAD RELOCATION)	N/A	---
CEMETERY	---	N/A
THRESHOLD LIGHTS	---	---

- NOTES
1. FAA'S APPROVAL OF THIS AIRPORT LAYOUT PLAN (ALP) REPRESENTS ACCEPTANCE OF THE GENERAL LOCATION OF THE FUTURE FACILITIES DEPICTED DURING THE PRELIMINARY DESIGN PHASE. THE AIRPORT OWNER IS REQUIRED TO SUBMIT FOR APPROVAL THE FINAL LOCATIONS, HEIGHTS AND EXTERIOR FINISHES OF STRUCTURES. FAA'S CONCERNS ARE OBSTRUCTIONS, IMPACT ON ELECTRONIC AIDS AND ADVERSE EFFECT ON CONTROLLER VIEW OF AIRCRAFT APPROACHES AND GROUND MOVEMENTS, WHICH COULD ADVERSELY AFFECT THE SAFETY, EFFICIENCY OR UTILITY OF THE AIRPORT.

2. ALL ELEVATIONS ARE IN FEET ABOVE MEAN SEA LEVEL.

3. 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.

4. ALL LATITUDE AND LONGITUDE COORDINATES ARE NAD 83.

5. FIVE FOOT CONTOUR INTERVALS.

6. GRADING CALCULATIONS DEVELOPED USING AERIAL CONTOURS, AS NO GROUND SURVEY WAS CONDUCTED IN THIS STUDY.

7. THERE ARE NO KNOWN EXISTING OFZ OBSTRUCTIONS.

8. THERE ARE PENETRATIONS TO THE EXISTING RUNWAY 4-22 THRESHOLD SITING SURFACES. PENETRATIONS ARE IDENTIFIED ON INNER APPROACH DRAWINGS (SHEETS 3 & 4) AND HAVE BEEN RECOMMENDED FOR REMOVAL.

9. TDZE = TOUCHDOWN ZONE ELEVATION.

10. PROPOSED BUILDING ELEVATIONS WERE ESTIMATED BASED UPON EXISTING GROUND ELEVATION & TYPICAL BUILDING HEIGHTS.

LURAY-PAGE COUNTY AIRPORT COMMISSION	
APPROVED	DATE
VIRGINIA DEPARTMENT OF AVIATION	
APPROVED	DATE
FEDERAL AVIATION ADMINISTRATION	
APPROVED	DATE
PAGE COUNTY	
APPROVED	DATE

NO.	REVISIONS	BY	APP	DATE
5	REVISE ACQ. AREAS, RW 4 THRESHOLD	PJW	EFC	11-06-14
4	ADD TEMPORARY JET FUEL TANK	JRS	BDM	09-14-11
3	REVISE ARP & RUNWAY COORDINATES	DWS	CMA	09-14-11
2	REVISE TERMINAL AREA, PROPERTY LINE	JRS	BDM	12-22-09
1	REVISE AWOS, BEACON, & HANGARS	MRM	TSE	10-27-08

AIRPORT LAYOUT PLAN

LURAY CAVERNS AIRPORT
LURAY, VIRGINIA

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

DRAWN BY: LKH/MJS
CHECKED BY: CMA/MWP

SCALE: 1" = 300'
DATE: MAY 2007

SHEET
2
OF
8

DRAWING: LURAY.ALD 05.dwg LAYOUT: L1
PAGES: 10/10

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