EXISTING AIRPORT LOCATION

AIRPORT REFERENCE POINT (ARP)	LATITUDE 28° 49' 22.4"
	LONGITUDE 81° 48' 30.3"
ESTABLISHED AIRPORT ELEV.	75.9 MSL

1. EXISTING ARP OBTAINED FROM FAA NATIONAL FLIGHT DATA CENTER (NFDC).

EXISTING RUNWAY END COORDINATES

RUNWAY END	LATITUDE	LONGITUDE	ELEVATION	TRUE BEARING
13	28° 49' 45.6671"	81° 49' 00.5237"	72.1	129° 47' 59"
31	28° 49' 05.7433"	81° 48' 06.1178"	66.0	309° 48' 26"
3	28° 48' 58.1675"	81° 48' 42.4445"	66.7	34° 59' 20"
21	28° 49' 38.3723"	81° 48' 10.4884"	75.1	214° 59' 35"

1. EXISTING RUNWAY END DATA OBTAINED FROM FAA NATIONAL FLIGHT DATA CENTER (NFDC).
2. RUNWAY BEARINGS CALCULATED USING NGS INVERSE COMPUTATION TOOL.

EXISTING RUNWAY DATA

RUNWAY	LENGTH	WIDTH	HIGH POINT	LOW POINT	EFFECTIVE GRADIENT	SURFACE MATERIAL	PAVEMENT STRENGTH
13/31	6,300'	100'	75.9'	66.0'	0.1%	ASPHALT	60,000 lbs.
3/21	4,957'	100'	75.1'	66.7'	0.1%	ASPHALT	60,000 lbs.

EXISTING NAVIGATIONAL AIDS

RUNWAY END	MARKING	LIGHTING	NAVAIDS
13	NON-PRECISION	HIRL	4-LIGHT PAPI, REIL
31	NON-PRECISION	HIRL	4-LIGHT PAPI, REIL
3	NON-PRECISION	HIRL	4-LIGHT PAPI
21	VISUAL	HIRL	2-LIGHT PAPI

EXISTING DESIGN AIRCRAFT

RUNWAY	RDC*	DESIGN AIRCRAFT	APRCH SPEED	WING SPAN	MAIN GEAR WIDTH	TAIL HEIGHT	MAXIMUM T/O WEIGHT	COCKPIT TO MAIN GEAR
13/31	C-III-VIS	EMBRAER 170	124 KNOTS	85.3'	21'	32.3'	79,344#	34.8'
3/21	B-II-VIS	BEECH KING AIR 100	111 KNOTS	45.9'	14'	15.4'	11,795#	8.6'

*RDC-RUNWAY DESIGN CODE. DESIGN AIRCRAFT BASED UPON AC 150/5300-13A TABLES 1-1, 1-2 AND 1-3, PAGE 13:

AIRCRAFT APPROACH CATEGORY B: SPEED OF 91 KNOTS OR MORE, BUT LESS THAN 121 KNOTS.
AIRCRAFT APPROACH CATEGORY C: SPEED OF 121 KNOTS OR MORE, BUT LESS THAN 141 KNOTS.
AIRPLANE DESIGN GROUP II: TAIL HEIGHT- AT LEAST 20' BUT LESS THAN 30'. WINGSPAN-AT LEAST 49' BUT LESS THAN 79'.
AIRPLANE DESIGN GROUP III: TAIL HEIGHT- AT LEAST 30' BUT LESS THAN 45'. WINGSPAN-AT LEAST 79' BUT LESS THAN 118'.
VISIBILITY MINIMUMS: VIS-RUNWAYS DESIGNATED WITH VISUAL APPROACH USE ONLY.

EXISTING FAR PART 77 APPROACH DATA

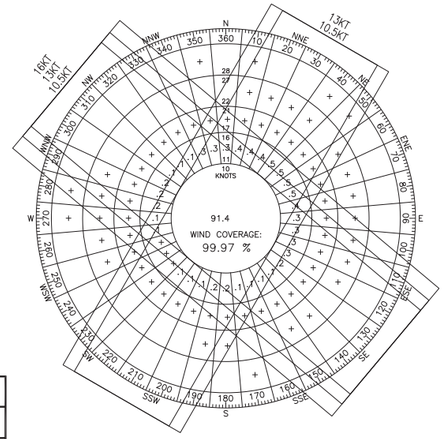
RUNWAY END	INSTRUMENTATION	APPROACH SURFACE (IW x OW x L)	SLOPE	CONTROLLING OBJECT
13	NON-PRECISION >3/4 MILE	500'x3,500'x10,000'	<34:1	A
31	NON-PRECISION >3/4 MILE	500'x3,500'x10,000'	34:1	NONE
3	VISUAL > 1 MILE	500'x1,500'x5,000'	20:1	NONE
21	VISUAL > 1 MILE	500'x1,500'x5,000'	<20:1	T4

EXISTING APPROACH RUNWAY PROTECTION ZONES

RUNWAY END	LENGTH (L)	INNER WIDTH (U)	OUTER WIDTH (V)	ACRES
13	1,700'	500'	1,010'	29.465
31	1,700'	500'	1,010'	29.465
3	1,000'	500'	700'	13.770
31	1,000'	500'	700'	13.770

EXISTING DEPARTURE RUNWAY PROTECTION ZONES

RUNWAY END	LENGTH (L)	INNER WIDTH (U)	OUTER WIDTH (V)	ACRES
13	1,700'	500'	1,010'	29.465
31	1,700'	500'	1,010'	29.465
3	1,000'	500'	700'	13.770
31	1000'	500'	700'	13.770



WIND ROSE
COMBINED RUNWAYS
ALL WEATHER CONDITIONS

EXISTING THRESHOLD SITING SURFACES

RUNWAY END	THRESHOLD SITING SURFACE CATEGORY	THRESHOLD SITING SURFACE DIMENSIONS	SLOPE DESIGN	SLOPE CLEAR	CONTROLLING OBJECT
13	5	200'x800'x3,800'x10,000'	20:1	20:1	A
31				20:1	NONE
3	4	200'x400'x3,800'x10,000'	20:1	20:1	NONE
21	3	0'x400'x1,000'x1,500'x8,500'	20:1	20:1	T4

1. AC 150/5300-13A, TABLE 3-2.

EXISTING RUNWAY DESIGN STANDARDS

RUNWAY END	RUNWAY SAFETY AREA LENGTH*	RUNWAY SAFETY AREA WIDTH	OBJECT FREE AREA LENGTH*	OBJECT FREE AREA WIDTH
13	1,000'	500'	1,000'	800'
31	1,000'	500'	1,000'	800'
3	300'	150'	300'	500'
21	300'	150'	300'	500'

* LENGTH BEYOND RUNWAY END.

EXISTING INSTRUMENT APPROACH PROCEDURES

RUNWAY END	APPROACH	VISIBILITY MINIMUMS	INSTRUMENTATION	TOUCHDOWN ZONE ELEVATION
13	VISUAL-CIRCLING	1 MILE	RNAV (GPS) NDB	75.9'
31	VISUAL-CIRCLING	1 MILE	RNAV (GPS) NDB	73.4'
3	VISUAL-CIRCLING	1 MILE	RNAV (GPS) NDB	70.7'
21	VISUAL-CIRCLING	1 MILE	NONE	75.9'

AIRPORT DATA

AIRPORT IDENTIFIER CODE	LEE
AVERAGE DAILY HIGHEST TEMP.	91 °F
MAGNETIC DECLINATION	5° 41' W CHANGING BY 5.6'W PER YEAR
AIRFIELD NAVAIDS	SEGMENTED CIRCLE, WIND CONE ROTATING BEACON, NDB
FUEL	100 LL AND JET A

1. MAGNETIC DECLINATION OBTAINED FROM NOAA NATIONAL GEOPHYSICAL DATA CENTER, MAY 2013.

WIND COVERAGE

RUNWAY	ALL WEATHER 10.5KT	ALL WEATHER 13KT	ALL WEATHER 16KT	IFR 10.5KT	IFR 13KT	IFR 16KT
13/31	95.73%	97.87%	99.65%	93.80%	96.52%	98.88%
3/21	96.77%	98.41%	N/A	96.65%	98.04%	N/A
COMBINED	99.59%	99.94%	99.97%	99.15%	99.55%	99.70%

1. SOURCE: NOAA DATA FROM LEESBURG, FL, PERIOD OF RECORD 2000-2009, 24 OBSERVATIONS/DAY.
2. IFR CONDITIONS: CEILING <1000' AND/OR VISIBILITY <3 MILE, BUT CEILING >=200' AND VISIBILITY >=0.5 MILE.
3. CROSSWIND COMPONENTS PER AC 150/5300-13.

EXISTING DECLARED DISTANCES

DECLARED DISTANCE	RUNWAY 13	RUNWAY 31	RUNWAY 3	RUNWAY 21
TAKEOFF RUN AVAILABLE (TORA)	6,300'	6,025'	4,957'	4,957'
TAKEOFF DISTANCE AVAILABLE (TODA)	6,300'	6,300'	4,957'	4,957'
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	5,900'	6,300'	4,752'	4,957'
LANDING DISTANCE AVAILABLE (LDA)	5,611'	5,900'	4,752'	4,647

GENERAL NOTES

1. ALP PREPARED USING DESIGN CRITERIA FROM FAA ADVISORY CIRCULAR 150/5300-13A "AIRPORT DESIGN" AND FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE".
2. ALL ELEVATIONS AND DISTANCES IN FEET, APPROXIMATE.
3. EXISTING INFORMATION FROM MAPPING AND RECORD DRAWINGS, ROUNDED.
4. EXISTING INFORMATION COMPARED WITH FAA TERMINAL PROCEDURES PUBLICATION, DATED 02 MAY 2013 - 30 MAY 2013.

OBSTRUCTION NOTES

1. PER FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE", PUBLIC ROADS AS 15' OBSTRUCTIONS, PRIVATE ROADS AS 10', OR HIGHEST OBJECT USING ROAD.
2. CLEAR APPROACH SURFACE DEFINED BY THE SLOPE OF THE PLANE EXTENDING FROM THE END OF THE APPROACH SURFACE TO THE TOP OF THE CONTROLLING OBJECT.
3. OBSTRUCTIONS TO BE REMOVED OR RELOCATED, AS PART OF FUTURE PROJECTS.
4. NO OBSTACLE FREE ZONE PENETRATIONS.
5. OBJECTS TO BE REMOVED AS NECESSARY TO ACCOMMODATE AIRFIELD DEVELOPMENT AND OPERATION.
6. FUTURE OBJECTS TO BE SITED AND MITIGATED UNDER FUTURE PROJECTS.
7. THERE MAY EXIST OBSTRUCTIONS NOT REPRESENTED.
8. NO TREES OR TERRAIN PENETRATIONS.
9. OBSTACLES ELEVATIONS SHOWN IN MSL FEET.
10. OBSTACLE INFO OBTAINED FROM FAA OBSTACLE REPOSITORY SERVICE DIGITAL OBSTACLE FILE, CURRENT THROUGH 3-2013.

EXISTING AND FUTURE TAXIWAY DESIGN GROUP

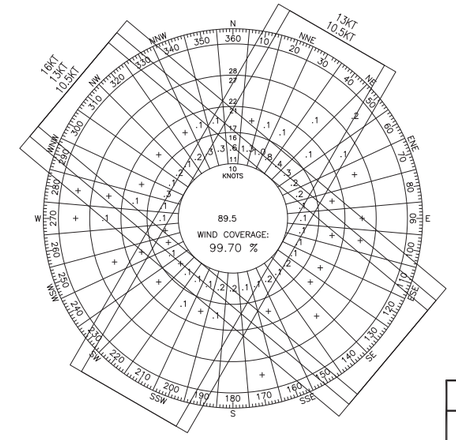
RUNWAY GROUP*	TAXIWAY DESIGN GROUP*	WIDTH MAIN GEAR	WIDTH COCKPIT TO MAIN GEAR	TAXIWAY LIGHTING
13/31	3	25'	34.9'	MITL
3/21	2	14'	8.6'	MITL

* PER AC 150/5300-13A, FIGURE 4-1, PAGE 115 AND/OR APPENDIX 1.

EXISTING AND FUTURE TAXIWAY/TAXILANE DESIGN STANDARDS

AIRPLANE DESIGN GROUP*	TAXIWAY SAFETY AREA	TAXIWAY OBJECT FREE AREA	TAXIWAY WIDTH**	TAXILANE OFA
II	79'	131'	35'	115'
III	118'	186'	50'	162'

*AIRPLANE DESIGN GROUP II: TAIL HEIGHT- AT LEAST 20' BUT LESS THAN 30'. WINGSPAN-AT LEAST 49' BUT LESS THAN 79'.
AIRPLANE DESIGN GROUP III: TAIL HEIGHT- AT LEAST 30' BUT LESS THAN 45'. WINGSPAN-AT LEAST 79' BUT LESS THAN 118'.
**BASED ON TAXIWAY DESIGN GROUP, AC 150/5300-13A, TABLE 4-2.



WIND ROSE
COMBINED RUNWAYS
IFR WEATHER CONDITIONS

FUTURE THRESHOLD SITING SURFACES

RUNWAY END	THRESHOLD SITING SURFACE CATEGORY	THRESHOLD SITING SURFACE DIMENSIONS	SLOPE DESIGN	SLOPE CLEAR	CONTROLLING OBJECT
13	5	200'x800'x3,800'x10,000'	20:1	20:1	A
31				20:1	NONE
3	4	200'x400'x3,800'x10,000'	20:1	20:1	NONE
21	3	0'x400'x1,000'x1,500'x8,500'	20:1	20:1	T4

1. AC 150/5300-13A, TABLE 3-2.

FUTURE RUNWAY DESIGN STANDARDS

RUNWAY END	RUNWAY SAFETY AREA LENGTH*	RUNWAY SAFETY AREA WIDTH	OBJECT FREE AREA LENGTH*	OBJECT FREE AREA WIDTH
13	1,000'	500'	1,000'	800'
31	1,000'	500'	1,000'	800'
3	300'	150'	300'	500'
21	300'	150'	300'	500'

* LENGTH BEYOND RUNWAY END.

FUTURE INSTRUMENT APPROACH PROCEDURES

RUNWAY END	APPROACH	VISIBILITY MINIMUMS	INSTRUMENTATION	TOUCHDOWN ZONE ELEVATION
13	VISUAL-CIRCLING	1 MILE	RNAV (GPS) NDB	75.9'
31	VISUAL-CIRCLING	1 MILE	RNAV (GPS) NDB	73.4'
3	VISUAL-CIRCLING	1 MILE	RNAV (GPS) NDB	70.7'
21	VISUAL-CIRCLING	1 MILE	NONE	75.9'

FUTURE AIRPORT LOCATION

AIRPORT REFERENCE POINT (ARP)	LATITUDE 28° 49' 22.4"
	LONGITUDE 81° 48' 30.3"
ESTABLISHED AIRPORT ELEV.	75.9 MSL

1. ARP DETERMINED USING NGS ARP COMPUTATION TOOL.

EXISTING RUNWAY END COORDINATES

RUNWAY END	LATITUDE	LONGITUDE	ELEVATION	TRUE BEARING
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21	28° 49' 38.3723"	81° 48' 10.4884"	75.1	214° 59' 35"

FUTURE RUNWAY DATA

RUNWAY	LENGTH	WIDTH	HIGH POINT	LOW POINT	EFFECTIVE GRADIENT	SURFACE MATERIAL	PAVEMENT STRENGTH
13/31	6,300'	100'	75.9'	66.0'	0.1%	ASPHALT	60,000 lbs.
3/21	4,957'	100'	75.1'	66.7'	0.1%	ASPHALT	60,000 lbs.

FUTURE NAVIGATIONAL AIDS

RUNWAY END	MARKING	LIGHTING	NAVAIDS
13	NON-PRECISION	HIRL	4-LIGHT PAPI, REIL
31	NON-PRECISION	HIRL	4-LIGHT PAPI, REIL
3	NON-PRECISION	HIRL	4-LIGHT PAPI
21	VISUAL	HIRL	2-LIGHT PAPI

FUTURE DESIGN AIRCRAFT

RUNWAY	RDC*	DESIGN AIRCRAFT	APRCH SPEED	WING SPAN	MAIN GEAR WIDTH	TAIL HEIGHT	MAXIMUM T/O WEIGHT	COCKPIT TO MAIN GEAR
13/31	C-III-VIS	EMBRAER 170	124 KNOTS	85.3'	21'	32.3'	79,344#	34.8'
3/21	B-II-VIS	BEECH KING AIR 100	111 KNOTS	45.9'	14'	15.4'	11,795#	8.6'

*RDC-RUNWAY DESIGN CODE. DESIGN AIRCRAFT BASED UPON AC 150/5300-13A TABLES 1-1, 1-2 AND 1-3, PAGE 13

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AIRCRAFT APPROACH CATEGORY C: SPEED OF 121 KNOTS OR MORE, BUT LESS THAN 141 KNOTS.
AIRPLANE DESIGN GROUP II: TAIL HEIGHT- AT LEAST 20' BUT LESS THAN 30'. WINGSPAN-AT LEAST 49' BUT LESS THAN 79'.
AIRPLANE DESIGN GROUP III: TAIL HEIGHT- AT LEAST 30' BUT LESS THAN 45'. WINGSPAN-AT LEAST 79' BUT LESS THAN 118'.
VISIBILITY MINIMUMS: VIS-RUNWAYS DESIGNATED WITH VISUAL APPROACH USE ONLY.

FUTURE FAR PART 77 APPROACH DATA

RUNWAY END	INSTRUMENTATION	APPROACH SURFACE (IW x OW x L)	SLOPE	CONTROLLING OBJECT
13	NON-PRECISION >3/4 MILE	500'x3,500'x10,000'	<34:1	A
31	NON-PRECISION >3/4 MILE	500'x3,500'x10,000'	34:1	NONE
3	VISUAL > 1 MILE	500'x1,500'x5,000'	20:1	NONE
21	VISUAL > 1 MILE	500'x1,500'x5,000'	<20:1	T4

FUTURE APPROACH RUNWAY PROTECTION ZONES

RUNWAY END	LENGTH (L)	INNER WIDTH (U)	OUTER WIDTH (V)	ACRES
13	1,700'	500'	1,010'	29.465
31	1,700'	500'	1,010'	29.465
3	1,000'	500'	700'	13.770
31	1,000'	500'	700'	13.770

FUTURE DEPARTURE RUNWAY PROTECTION ZONES

RUNWAY END	LENGTH (L)	INNER WIDTH (U)	OUTER WIDTH (V)	ACRES
13	1,700'	500'	1,010'	29.465
31	1,700'	500'	1,010'	29.465
3	1,000'	500'	700'	13.770
31	1000'	500'	700'	13.770

DATE	REVISION

LEESBURG INTERNATIONAL AIRPORT
LEESBURG, FLORIDA
INTERIM AIRPORT LAYOUT PLAN UPDATE

FDOT FM NO.	414440 2 94 01	
HANSON PROJECT NO.	12A0179	
SCALE	NO SCALE	
DATE	JULY 17, 2013	
LAYOUT	JLB	05/08/13
DRAWN	JLB	05/09/13
REVIEWED	TSH	06/2013

HANSON

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DRAFT
AIRPORT DATA TABLES
DRAFT

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