

AIRPORT LAYOUT DRAWING

NOTES

- NO OBSTACLE FREE ZONE (OFZ) OBJECT PENETRATIONS BASED ON EXISTING CONDITIONS OR COMPLETION OF THE PROPOSED ULTIMATE AIRPORT DEVELOPMENT.
- NO THRESHOLD SITING SURFACE (TSS) OBJECT PENETRATIONS BASED ON EXISTING CONDITIONS OR COMPLETION OF THE PROPOSED ULTIMATE AIRPORT DEVELOPMENT.
- TREE(S)/SHURB(S) WITHIN ULTIMATE INNER APPROACH OBSTACLE FREE ZONE TO BE CLEARED, AS APPROPRIATE, AS PART OF APPROACH LIGHTING SYSTEM INSTALLATION.
- SEE INNER APPROACH DRAWINGS FOR CLOSE-IN OBSTRUCTION AND CLEARANCE INFORMATION.
- SEE TERMINAL AREA DRAWING FOR BUILDING IDENTIFICATION AND TERMINAL AREA DETAILS.

MODIFICATIONS TO STANDARDS

- THERE ARE NO MODIFICATIONS TO AIRPORT DESIGN STANDARDS.

RUNWAY END COORDINATES

RUNWAY END	LAT/LONG	EXISTING	ULTIMATE
RUNWAY 18	NORTH LATITUDE	32° 27' 46.63"	32° 28' 01.44"
	WEST LONGITUDE	96° 54' 42.63"	96° 54' 41.40"
RUNWAY 36	NORTH LATITUDE	32° 28' 57.27"	32° 28' 57.27"
	WEST LONGITUDE	96° 54' 46.72"	96° 54' 46.72"

EXISTING RUNWAY END COORDINATES OBTAINED FROM BMR SURVEY CONDUCTED 11/00 IN NORTH AMERICAN DATUM (NAD) 83 AND NORTH AMERICAN VERTICAL DATUM (NAV) 88. ULTIMATE RUNWAY END COORDINATES GENERATED FROM BMR SURVEY INFORMATION USING A GEODETIC CALCULATOR (GE083A) IN NAD 83.

DECLARED DISTANCE TABLE

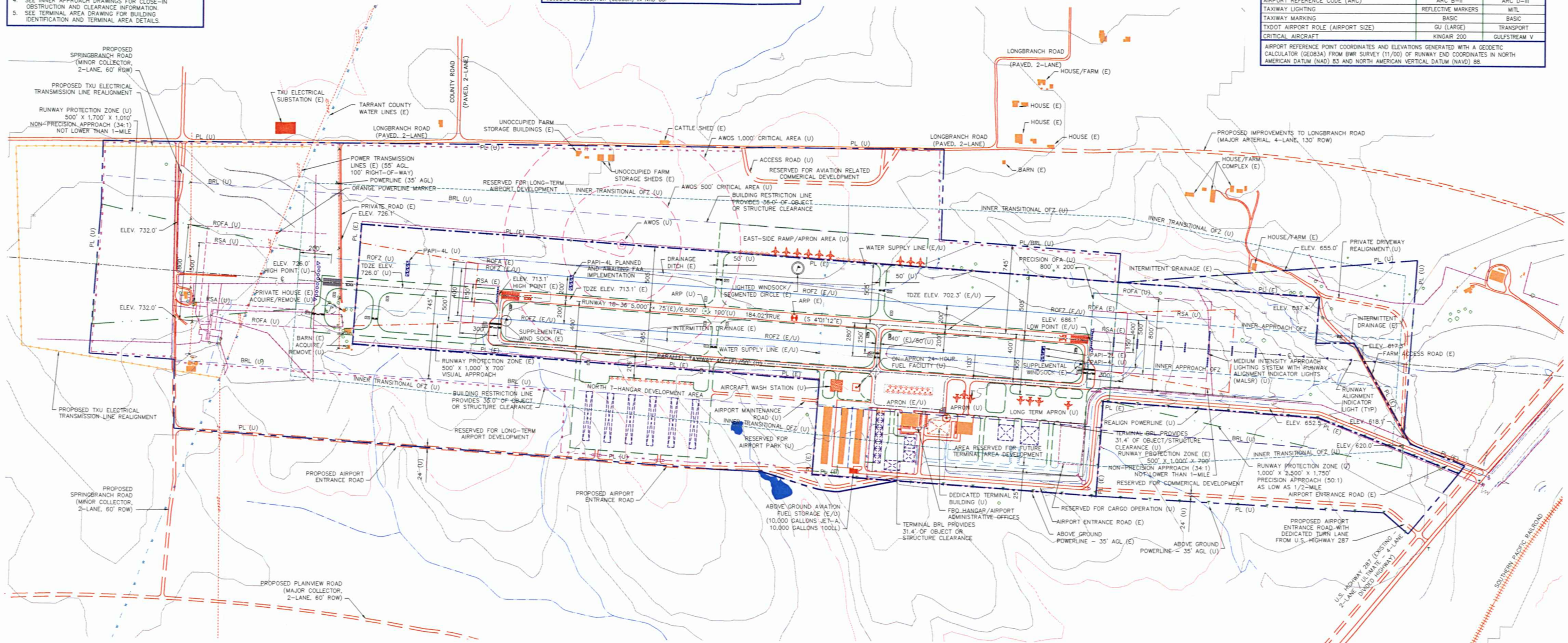
RUNWAY	EXISTING				ULTIMATE			
	TORA	TODA	ASDA	LDA	TORA	TODA	ASDA	LDA
18	5,000'	5,000'	5,000'	5,000'	6,500'	6,500'	6,500'	6,500'
36	5,000'	5,000'	5,000'	5,000'	6,500'	6,500'	6,500'	6,500'

BASED ON FAA ADVISORY CIRCULAR 150/5300-13, CHANGE #7, AIRPORT DESIGN.

AIRPORT DATA TABLE

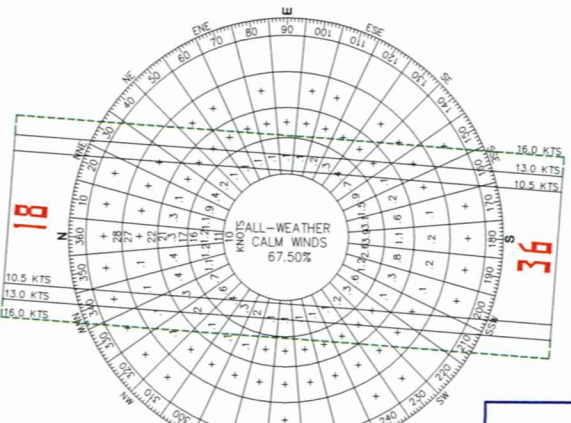
	EXISTING	ULTIMATE
AIRPORT REFERENCE POINT	NORTH LATITUDE 32° 27' 21.96"	32° 27' 29.35"
COORDINATES	WEST LONGITUDE 96° 54' 44.86"	96° 54' 44.06"
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH	97° F (JUL/AUG)	97° F (JUL/AUG)
AIRPORT ELEVATION - MEAN SEA LEVEL (MSL)	713.1'	726.0'
AIRPORT ELECTRONIC NAVIGATIONAL AIDS	GPS	WAAS/LNAV/VNAV
AIRPORT REFERENCE CODE (ARC)	ARC B-II	ARC D-III
TAXIWAY LIGHTING	REFLECTIVE MARKERS	MTL
TAXIWAY MARKING	BASIC	BASIC
TxDOT AIRPORT ROLE (AIRPORT SIZE)	GU (LARGE)	TRANSPORT
CRITICAL AIRCRAFT	KINGAIR 200	GULFSTREAM V

AIRPORT REFERENCE POINT COORDINATES AND ELEVATIONS GENERATED WITH A GEODETIC CALCULATOR (GE083A) FROM BMR SURVEY (11/00) OF RUNWAY END COORDINATES IN NORTH AMERICAN DATUM (NAD) 83 AND NORTH AMERICAN VERTICAL DATUM (NAV) 88.



LEGEND

EXISTING	ULTIMATE	FACILITIES
[Symbol]	[Symbol]	BUILDINGS/STRUCTURES
[Symbol]	[Symbol]	AIRPORT PROPERTY LINE
[Symbol]	[Symbol]	AVIGATION EASEMENTS
[Symbol]	[Symbol]	BUILDING RESTRICTION LINE (BRL)
[Symbol]	[Symbol]	OBSTACLE FREE ZONE (OFZ)
[Symbol]	[Symbol]	RUNWAY SAFETY AREA (RSA)/OBJECT FREE AREA (OFA)
[Symbol]	[Symbol]	RUNWAY PROTECTION ZONE (RPZ)
[Symbol]	[Symbol]	AIRPORT REFERENCE POINT (ARP)
[Symbol]	[Symbol]	WIND CONE & SEGMENTED CIRCLE
[Symbol]	[Symbol]	RUNWAY THRESHOLD LIGHTS
[Symbol]	[Symbol]	RUNWAY END IDENTIFIER LIGHTS (REIL)
[Symbol]	[Symbol]	PRECISION APPROACH PATH INDICATORS (PAPI)
[Symbol]	[Symbol]	ROTATING BEACON
[Symbol]	[Symbol]	AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS)
[Symbol]	[Symbol]	GUIDANCE/DIRECTIONAL/HOLD POSITION SIGN
[Symbol]	[Symbol]	HOLD POSITION MARKING
[Symbol]	[Symbol]	FENCING
[Symbol]	[Symbol]	GROUND CONTOUR (USGS MAP)
[Symbol]	[Symbol]	CREEK/INTERMITTENT DRAINAGE
[Symbol]	[Symbol]	ROADWAY
[Symbol]	[Symbol]	BODY OF WATER
[Symbol]	[Symbol]	TREES/WOODED AREA
[Symbol]	[Symbol]	POWERLINES/POLES
[Symbol]	[Symbol]	WATERLINE



WIND ROSE ANALYSIS

RUNWAY	WIND VELOCITY	WIND COVERAGE
18-36	10.5 KNOTS (ARC A-I AND B-II)	95.71%
18-36	13.0 KNOTS (ARC A-II AND B-II)	97.98%
18-36	16.0 KNOTS (ARC A-III, B-II, AND C-I TO D-II)	99.43%

CALM WINDS: 0-3.0 KNOTS = 9.64%
4-10.5 KNOTS = 57.86%
0-10.5 KNOTS = 67.50%

WIND DATA SOURCE: DALLAS, TEXAS-1988-1997
85,043 ALL-WEATHER OBSERVATIONS

RUNWAY DATA TABLE

	RUNWAY 18-36	
	EXISTING	ULTIMATE
APPROACH CATEGORY/DESIGN GROUP	B-II	D-III
RUNWAY LENGTH/WIDTH	5,000' x 75'	6,500' x 100'
RUNWAY LIGHTING	MRL	HRL
RUNWAY TYPE/MARKINGS	NON-PRECISION	PRECISION
EFFECTIVE RUNWAY GRADIENT (%)	0.57%	0.36%
PAVEMENT MATERIAL	ASPHALT	ASPHALT
PAVEMENT STRENGTH (LBS)	30,000 (S)	60,000 (D)
RUNWAY SAFETY AREA (RSA) WIDTH	150'	500'
RSA LENGTH BEYOND RUNWAY END	300'	1,000'
OBJECT FREE AREA (OFA) WIDTH	500'	800'
OFA LENGTH BEYOND RUNWAY END	300'	1,000'
OBSTACLE FREE ZONE (OFZ) WIDTH	400'	400'
OFZ LENGTH BEYOND RUNWAY END	200'	200'
TAXIWAY WIDTH	40'	50'
TAXIWAY LIGHTING/MARKING	RETROREFLECTIVE MARKERS/BASIC	MTL/BASIC
HOLDING POSITION	250'	280'
ELECTRONIC NAVIGATIONAL AIDS	18: NONE 36: GPS	18: LNAV/VNAV 36: WAAS/LNAV/VNAV
VISUAL APPROACH AIDS	NONE	PAPI-2L REL/PAPI-4L
APPROACH VISIBILITY MINIMUMS	VISUAL	1-MILE 1/2-MILE
APPROACH SURFACE SLOPE	20:1	34:1
TOUCHDOWN ZONE ELEVATION (TDZE)	713.1'	702.3'

(S) = SINGLE WHEEL GEAR (D) = DUAL WHEEL GEAR

NO.	REVISIONS	BY	CHK'D	DATE

TEXAS DEPARTMENT OF TRANSPORTATION
AVIATION DIVISION

APPROVED BY: *[Signature]* 3/16/04
DATE: 3/16/04

PREPARED BY: *[Signature]* 3/16/04
DATE: 3/16/04

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MID-LOTHIAN AND WAXAHACHIE, TEXAS

PLH: 04/20/02
MFL: 11/19/03
MAW: 11/19/03

AIRPORT LAYOUT DRAWING
MID-LOTHIAN REGIONAL AIRPORT
MID-LOTHIAN AND WAXAHACHIE, TEXAS

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