

| ITEM  | Runway 13-31                             |               |  |               | Existing Runway 3-21<br>Future Runway 4-22  |               |   |               |
|---|--|---------------|--|---------------|---|---------------|---|---------------|
|   | Existing                                 |               | Future                                   |               | Existing                                    |               | Future                                      |               |
|   | Runway End 13                            | Runway End 31 | Runway End 13                            | Runway End 31 | Runway End 3                                | Runway End 21 | Runway End 4                                | Runway End 22 |
| Runway Identification                                 | Runway 13-31                             |               | Runway 13-31                             |               | Runway 3-21                                 |               | Runway 4-22                                 |               |
| Runway Design Code (RDC)*                             | C-III-5000                               |               | C-III-5000                               |               | B-II-VIS (Small Aircraft)                   |               | B-II-VIS (Small Aircraft)                   |               |
| Approach Reference Code (APRC)                        | C-III-5000                               |               | C-III-5000                               |               | B-II-VIS (Small Aircraft)                   |               | B-II-VIS (Small Aircraft)                   |               |
| Departure Reference Code (DPRC)                       | C-III-5000                               |               | C-III-5000                               |               | B-II-VIS (Small Aircraft)                   |               | B-II-VIS (Small Aircraft)                   |               |
| Pavement Surface Type                                 | Asphalt                                  |               | Asphalt                                  |               | Asphalt                                     |               | Asphalt                                     |               |
| Pavement Strength (lbs)                               | 60,000 (Double Wheel)                    |               | 60,000 (Double Wheel)                    |               | 30,000 (Single Wheel)/52,000 (Double Wheel) |               | 30,000 (Single Wheel)/52,000 (Double Wheel) |               |
| Effective Runway Gradient (%)**                       | 0.1%                                     |               | 0.1%                                     |               | 0.1%  |               | 0.1%  |               |
| Wind Coverage (%)                                     | 99.65%                                   |               | 99.65%                                   |               | 98.41%                                      |               | 98.41%                                      |               |
| Runway Length   | 6,300'                                   |               | 6,300'                                   |               | 4,957'                                      |               | 4,957'                                      |               |
| Runway Width  | 100'                                     |               | 100'                                     |               | 100'  |               | 100'  |               |
| Critical Aircraft                                     | Embraer 170                              |               | Embraer 170                              |               | Beech King Air 200                          |               | Beech King Air 200                          |               |
| Approach Speed  | 124 Knots                                |               | 124 Knots                                |               | 103 Knots                                   |               | 103 Knots                                   |               |
| Wing Span   | 85.3'                                    |               | 85.3'                                    |               | 54.5'                                       |               | 54.5'                                       |               |
| Aircraft Tail Height                                  | 32.3'                                    |               | 32.3'                                    |               | 15.0'                                       |               | 15.0'                                       |               |
| Main Gear Width (Outer)                               | 21'                                      |               | 21'                                      |               | 18.5'                                       |               | 18.5'                                       |               |
| Cockpit to Main Gear***                               | 39'                                      |               | 39'                                      |               | 15'   |               | 15'   |               |
| Maximum Takeoff Weight (lbs.)                         | 79,344                                   |               | 79,344                                   |               | 12,500                                      |               | 12,500                                      |               |
| Runway True Bearing                                   | 129° 48' 00"                             |               | 309° 48' 26"                             |               | 129° 48' 00"                                |               | 309° 48' 26"                                |               |
| Runway End Coordinates (NAD83)                        | 28° 49' 45.6671" N<br>81° 49' 00.5237" W |               | 28° 49' 05.7433" N<br>81° 48' 06.1178" W |               | 28° 49' 45.6671" N<br>81° 49' 00.5237" W    |               | 28° 49' 05.7433" N<br>81° 48' 06.1178" W    |               |
| Runway End Elevation (MSL)                            | 72.1'                                    |               | 66.0'                                    |               | 66.7'                                       |               | 75.1'                                       |               |
| Displaced Threshold From Runway End                   | 289'                                     |               | 400'                                     |               | None  |               | 310'  |               |
| Displaced Threshold Coordinates (NAD83)               | 28° 49' 43.8326" N<br>81° 48' 58.0231" W |               | 28° 49' 08.2787" N<br>81° 48' 09.5721" W |               | 28° 49' 43.8326" N<br>81° 48' 58.0231" W    |               | 28° 49' 08.2787" N<br>81° 48' 09.5721" W    |               |
| Displaced Threshold Elevation (MSL)                   | 73.8'                                    |               | 66.7'                                    |               | N/A   |               | 73.6'                                       |               |
| Runway Safety Area (RSA)                              | 7,500'x500'                              |               | 7,500'x500'                              |               | 5,288'x150'                                 |               | 5,288'x150'                                 |               |
| Actual  | 1,000'                                   |               | 1,000'                                   |               | 300'  |               | 300'  |               |
| Design Standard - Length Beyond Departure End         | 600'                                     |               | 600'                                     |               | 300'  |               | 300'  |               |
| Design Standard - Length Prior to Threshold           | 500'                                     |               | 500'                                     |               | 150'  |               | 150'  |               |
| Design Standard - Width                               | MIRL                                     |               | MIRL                                     |               | MIRL  |               | MIRL  |               |
| Runway Lighting Type                                  | MIRL                                     |               | MIRL                                     |               | MIRL  |               | MIRL  |               |
| Approach Runway Protection Zone (RPZ)                 | 1,700'                                   |               | 1,700'                                   |               | 1,000'                                      |               | 1,000'                                      |               |
| Length  | 500'                                     |               | 500'                                     |               | 250'  |               | 250'  |               |
| Inner Width   | 1,010'                                   |               | 1,010'                                   |               | 450'  |               | 450'  |               |
| Outer Width   | 1,700'                                   |               | 1,700'                                   |               | 1,000'                                      |               | 1,000'                                      |               |
| Inner Width   | 500'                                     |               | 500'                                     |               | 250'  |               | 250'  |               |
| Outer Width   | 1,010'                                   |               | 1,010'                                   |               | 450'  |               | 450'  |               |
| Departure Runway Protection Zone (RPZ)                | 1,700'                                   |               | 1,700'                                   |               | 1,000'                                      |               | 1,000'                                      |               |
| Length  | 500'                                     |               | 500'                                     |               | 250'  |               | 250'  |               |
| Inner Width   | 1,010'                                   |               | 1,010'                                   |               | 450'  |               | 450'  |               |
| Outer Width   | 1,700'                                   |               | 1,700'                                   |               | 1,000'                                      |               | 1,000'                                      |               |
| Inner Width   | 500'                                     |               | 500'                                     |               | 250'  |               | 250'  |               |
| Outer Width   | 1,010'                                   |               | 1,010'                                   |               | 450'  |               | 450'  |               |
| Runway Marking Type                                   | Non-Precision                            |               | Non-Precision                            |               | Non-Precision                               |               | Non-Precision                               |               |
| 14 CFR FAR Part 77 Approach Category                  | 34:1                                     |               | 34:1                                     |               | 20:1  |               | 20:1  |               |
| 14 CFR FAR Part 77 Approach Type                      | Non-Precision                            |               | Non-Precision                            |               | Non-Precision (Utility)                     |               | Non-Precision (Utility)                     |               |
| 14 CFR FAR Part 77 Approach Dimensions (WxOxL)        | 500'x3,500'x10,000'                      |               | 500'x3,500'x10,000'                      |               | 500'x2,000'x5,000'                          |               | 500'x1,250'x5,000'                          |               |
| 14 CFR FAR Part 77 Approach Visibility Minimums       | > 3/4 Mile                               |               | > 3/4 Mile                               |               | > 1 Mile                                    |               | > 1 Mile                                    |               |
| 14 CFR FAR Part 77 Approach Visibility Minimums (RVR) | 1 Mile (5000)                            |               | 1 Mile (5000)                            |               | 1 Mile (5000)                               |               | 1 Mile (5000)                               |               |
| Visibility Minimums (RVR)                             | 1 Mile (5000)                            |               | 1 Mile (5000)                            |               | 1 Mile (5000)                               |               | 1 Mile (5000)                               |               |
| Type of Aeronautical Survey Required for Approach     | Not Vertically Guided                    |               | Not Vertically Guided                    |               | Not Vertically Guided                       |               | Not Vertically Guided                       |               |
| Runway Departure Surface                              | Yes                                      |               | N/A****                                  |               | N/A****                                     |               | N/A   |               |
| Runway Object Free Area (ROFA)                        | 1,000'                                   |               | 1,000'                                   |               | 300'  |               | 300'  |               |
| Design Standard - Length Beyond Runway                | 600'                                     |               | 600'                                     |               | 300'  |               | 300'  |               |
| Design Standard - Length Prior to Threshold           | 800'                                     |               | 800'                                     |               | 500'  |               | 500'  |               |
| Design Standard - Width                               | 200'                                     |               | 200'                                     |               | 200'  |               | 200'  |               |
| Runway Obstacle Free Zone (ROFZ)                      | 400'                                     |               | 400'                                     |               | 250'  |               | 250'  |               |
| Length  | 200'                                     |               | 200'                                     |               | 200'  |               | 200'  |               |
| Width   | 400'                                     |               | 400'                                     |               | 250'  |               | 250'  |               |
| Precision Obstacle Free Zone (POFZ)                   | N/A                                      |               | N/A                                      |               | N/A   |               | N/A   |               |
| Length  | N/A                                      |               | N/A                                      |               | N/A   |               | N/A   |               |
| Width   | N/A                                      |               | N/A                                      |               | N/A   |               | N/A   |               |
| Threshold Siting                                      | 5  |               | 5  |               | 4   |               | 2   |               |
| Approach Surface Type                                 | 20:1                                     |               | 20:1                                     |               | 20:1  |               | 20:1  |               |
| Approach Surface Slope                                | 200'x800'x3,800'x10,000'                 |               | 200'x800'x3,800'x10,000'                 |               | 200'x400'x3,800'x10,000'                    |               | 200'x400'x3,800'x10,000'                    |               |
| Approach Surface Dimensions                           | 40:1                                     |               | N/A                                      |               | N/A   |               | N/A   |               |
| Departure Surface Slope                               | 0'x1000'x6,466'x10,000'                  |               | N/A                                      |               | N/A   |               | N/A   |               |
| Departure Surface Dimensions                          | PAPI(4), REIL                            |               | PAPI(4), REIL                            |               | PAPI(4), REIL                               |               | PAPI(4), REIL                               |               |
| Visual NAVAIDS  | None                                     |               | None                                     |               | None  |               | None  |               |
| Instrument NAVAIDS                                    | Non-Precision RNAV(GPS)                  |               | Non-Precision RNAV(GPS), NDB             |               | Non-Precision RNAV(GPS)                     |               | Non-Precision RNAV(GPS)                     |               |
| Instrument Approach Procedures                        | Non-Precision RNAV(GPS)                  |               | Non-Precision RNAV(GPS), NDB             |               | Non-Precision RNAV(GPS)                     |               | Non-Precision RNAV(GPS)                     |               |
| Type  | Non-Precision RNAV(GPS)                  |               | Non-Precision RNAV(GPS), NDB             |               | Non-Precision RNAV(GPS)                     |               | Non-Precision RNAV(GPS)                     |               |
| Approach Instrumentation                              | 75.9'                                    |               | 73.4'                                    |               | 75.9'                                       |               | 75.9'                                       |               |
| Touchdown Zone Elevation                              | 3  |               | 3  |               | 2   |               | 2   |               |
| Taxiway Design Group                                  | 50'                                      |               | 50'                                      |               | 35'   |               | 35'   |               |
| Taxiway/Taxilane Width                                | 118'                                     |               | 118'                                     |               | 79'   |               | 79'   |               |
| Taxiway Safety Area (TSA) Width                       | 186'                                     |               | 186'                                     |               | 131'  |               | 131'  |               |
| Taxiway Object Free Area (TOFA) Width                 | 162'                                     |               | 162'                                     |               | 115'  |               | 115'  |               |
| Taxilane Object Free Area Width                       | 93'                                      |               | 93'                                      |               | 65.5'                                       |               | 65.5'                                       |               |
| Taxiway/Taxilane Separation                           | 81'                                      |               | 81'                                      |               | 57.5'                                       |               | 57.5'                                       |               |
| Taxiway Centerline to Fixed or Movable Object         | MITL                                     |               | MITL                                     |               | MITL  |               | MITL  |               |
| Taxilane Centerline to Fixed or Movable Object        | MITL                                     |               | MITL                                     |               | MITL  |               | MITL  |               |

\* 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.

\*\* RUNWAY MEETS LINE OF SIGHT REQUIREMENTS  
 \*\*\* COCKPIT TO MAIN GEAR (CMG) USED FOR AIRCRAFT WITH THE COCKPIT IS LOCATED FORWARD OF THE NOSE GEAR. WHERE THE COCKPIT IS LOCATED AFT OF THE NOSE GEAR, THE WHEELBASE IS USED IN LIEU OF CMG TO DETERMINE THE TAXIWAY DESIGN GROUP (TDG)  
 \*\*\*\* IFR DEPARTURE SURFACES NOT DEPICTED DUE TO PENETRATIONS. EVALUATION OF OBSTRUCTIONS NOT PERFORMED AS PART OF THIS PROJECT.

| MODIFICATION OF DESIGN STANDARDS |             |               |                    |                 |               |
|----------------------------------|-------------|---------------|--------------------|-----------------|---------------|
| NO.                              | DESCRIPTION | FAA STANDARDS | EXISTING CONDITION | PROPOSED ACTION | DATE APPROVED |
| 1                                |             |               |                    |                 |               |
| 2                                |             |               |                    |                 |               |

NO MODIFICATIONS OF DESIGN STANDARDS ARE CURRENTLY AVAILABLE ON FILE.

| AIRPORT DATA TABLE                    |  |
|---------------------------------------|--|
| Airport Identifier                    | LEE  |
| Airport Reference Code                | C-III  |
| Mean Max Temperature of Hottest Month | 91.5°F (August)  |
| Airport Elevation (MSL)               | 75.9'  |
| Airport Navigational Aids             | NDB, Rotating Beacon   |
| Airport Reference Point (NAD 83)      |  |
| Latitude                              | 28° 49' 22.4" N  |
| Longitude                             | 81° 48' 30.3" W  |
| Miscellaneous Facilities              | MIRL, MITL, ASOS, Lighted Wind Indicator, Segmented Circle, Wind Tee |
| Critical Design Aircraft              |  |
| Existing                              | Embraer 170  |
| Future                                | Embraer 170  |
| Magnetic Variation                    | 5° 41' W changing by 0° 5.6' W per year                              |
| NPIAS Service Level                   | General Aviation   |
| State Service Level                   | General Aviation   |

| DECLARED DISTANCES                          |           |           |          |           |
|---|-----------|-----------|----------|-----------|
| Declared Distance                           | Runway 13 | Runway 31 | Runway 3 | Runway 21 |
| Takeoff Run Available (TORA)                | 6,300'    | 6,300'    | 4,957'   | 4,957'    |
| Takeoff Distance Available (TODA)           | 6,300'    | 6,300'    | 4,957'   | 4,957'    |
| Accelerate - Stop Distance Available (ASDA) | 5,500'    | 6,300'    | 4,688'   | 4,957'    |
| Landing Distance Available (LDA)            | 5,211'    | 5,900'    | 4,688'   | 4,647'    |

| EXISTING RSA/OFA VIOLATIONS |           |                       |      |
|-----------------------------|-----------|-----------------------|------|
| Runway                      | Objects   | Amount of Penetration |      |
|                             |           | RSA                   | ROFA |
| 13-31                       | Trees     | None                  | 150' |
| 13-31                       | Wind Cone | 42'                   | 192' |
| 3-21                        | None      | —                     | —    |

### GENERAL NOTES

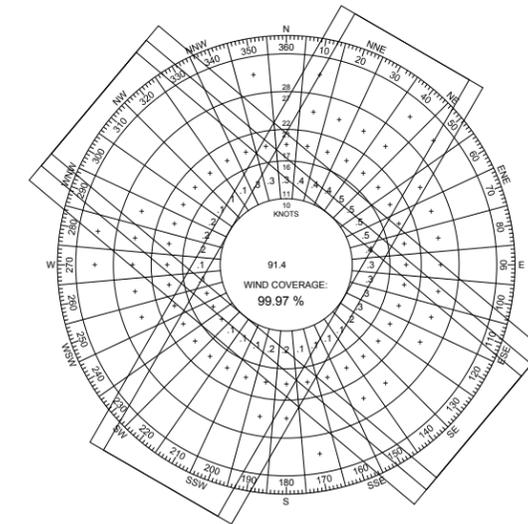
- ALP PREPARED USING DESIGN CRITERIA FROM FAA ADVISORY CIRCULAR 150/5300-13A "AIRPORT DESIGN" AND FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE".
- LATITUDE AND LONGITUDE ARE BASED ON THE NORTH AMERICAN DATUM OF 1983 (NAD83).
- VERTICAL CONTROL IS REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88).
- ELEVATIONS SHOWN ARE IN "MEAN SEA LEVEL" (MSL) UNLESS NOTED OTHERWISE, AND ARE NOT INTENDED FOR DESIGN PURPOSES.
- ALL ELEVATIONS AND DIMENSIONS IN FEET, UNLESS NOTED OTHERWISE.
- EXISTING INFORMATION FROM MAPPING AND RECORD DRAWINGS, ROUNDED.
- EXISTING INFORMATION COMPARED WITH FAA TERMINAL PROCEDURES PUBLICATION, DATED 02 MAY 2013 - 30 MAY 2013.

### OBSTRUCTION NOTES

- PER FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE", PUBLIC ROADS AS 15' OBSTRUCTIONS, PRIVATE ROADS AS 10' OR HIGHEST OBJECT USING ROAD.
- OBSTRUCTIONS TO BE REMOVED OR RELOCATED, AS PART OF FUTURE PROJECTS.
- RUNWAY OBJECT FREE AREA AND RUNWAY SAFETY AREA PENETRATIONS TO BE REMOVED DURING FUTURE PROJECTS.
- NO OBSTACLE FREE ZONE PENETRATIONS.
- OBJECTS TO BE REMOVED AS NECESSARY TO ACCOMMODATE AIRFIELD DEVELOPMENT AND OPERATION.
- FUTURE OBJECTS TO BE SITED AND MITIGATED UNDER FUTURE PROJECTS.
- THERE MAY EXIST OBSTRUCTIONS NOT REPRESENTED. NO TREES OR TERRAIN PENETRATIONS.
- OBSTACLES ELEVATIONS SHOWN IN MSL FEET. OBSTACLE INFO OBTAINED FROM FAA OBSTACLE REPOSITORY SERVICE DIGITAL OBSTACLE FILE, CURRENT THROUGH 3/2013.

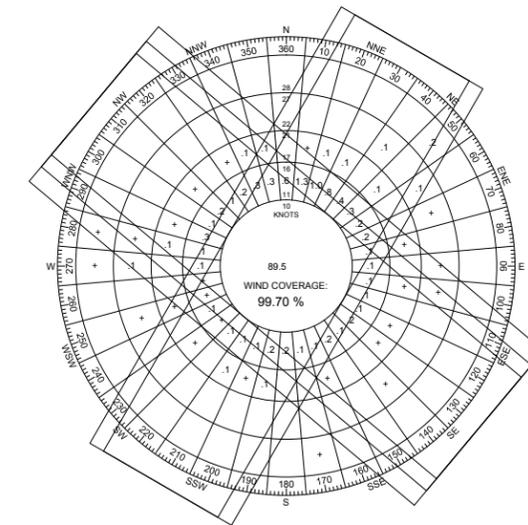
### SOURCES

- MAGNETIC DECLINATION: NOAA NATIONAL GEOPHYSICAL DATA CENTER, MAY 2013.
- WINDS: NOAA DATA FROM LEESBURG, FL, PERIOD OF RECORD 2000-2009, 24 OBSERVATIONS/DAY.
- TEMPERATURE: MONTHLY MEAN OF THE DAILY MAXIMUM TEMPERATURE OF THE HOTTEST MONTH OF THE YEAR, PROCESSED FROM 30 YEARS OF HOURLY OBSERVATIONS COLLECTED BY NOAA BETWEEN THE YEARS 1981 AND 2010 AT LEESBURG INTERNATIONAL AIRPORT AND ARCHIVED BY NOAA.
- BASE MAPPING: LEESBURG INTL AIRPORT - 1999 ALP; RECORD DRAWINGS - HANSON PROFESSIONAL SERVICES INC.; LAKE COUNTY GEOGRAPHIC INFORMATION SERVICES; LEESBURG GIS DIVISION
- AERIAL PHOTOGRAPHY: LAKE COUNTY GEOGRAPHIC INFORMATION SERVICES, DATED 2011
- LAND USE DATA: LEESBURG GIS DIVISION.



WIND ROSE  
COMBINED RUNWAYS  
ALL WEATHER CONDITIONS

| ALL WEATHER WIND COVERAGE |                      |         |         |
|---------------------------|----------------------|---------|---------|
| RUNWAY                    | CROSSWIND COMPONENTS |         |         |
|                           | 10.5 Knot            | 13 Knot | 16 Knot |
| 13/31                     | 95.73%               | 97.87%  | 99.65%  |
| 3/21                      | 96.77%               | 98.41%  | N/A     |
| Combined                  | 99.59%               | 99.94%  | 99.97%  |



WIND ROSE  
COMBINED RUNWAYS  
IFR WEATHER CONDITIONS

| IFR WIND COVERAGE |                      |         |         |
|-------------------|----------------------|---------|---------|
| RUNWAY            | CROSSWIND COMPONENTS |         |         |
|                   | 10.5 Knot            | 13 Knot | 16 Knot |
| 13/31             | 93.80%               | 96.52%  | 98.88%  |
| 3/21              | 96.65%               | 98.04%  | N/A     |
| Combined          | 99.15%               | 99.55%  | 99.70%  |

- WIND DATA:  
 1. IFR CONDITIONS: CEILING <1000' AND/OR VISIBILITY <3 MILE, BUT CEILING >=200' AND VISIBILITY >=0.5 MILE.  
 2. CROSSWIND COMPONENTS PER AC 150/5300-13.

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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               | APRIL 2014     |
| LAYOUT             | JLB 05/08/13   |
| DRAWN              | JLB 05/09/13   |
| REVIEWED           | TSH 06/2013    |



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AIRPORT DATA TABLES

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