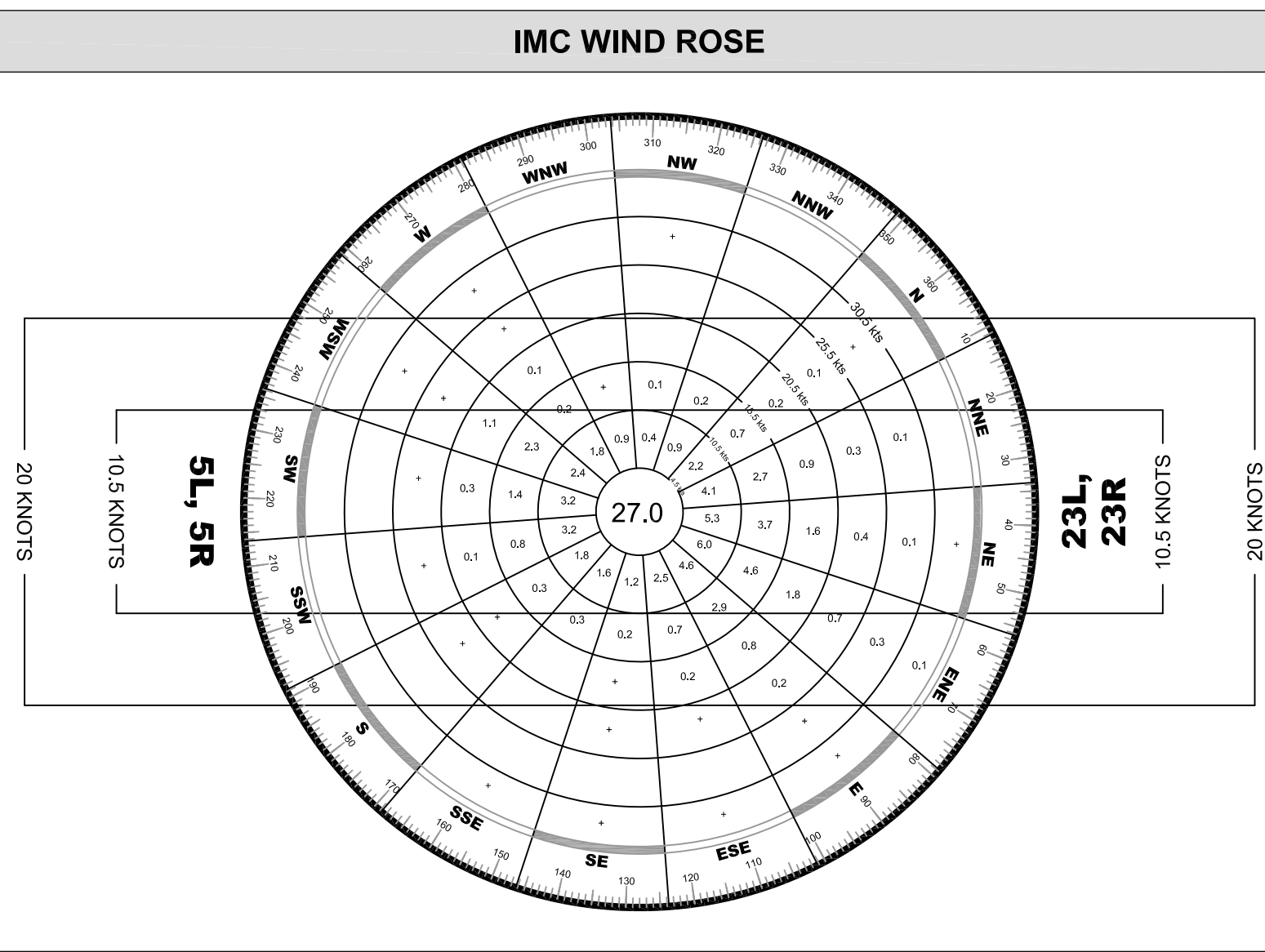
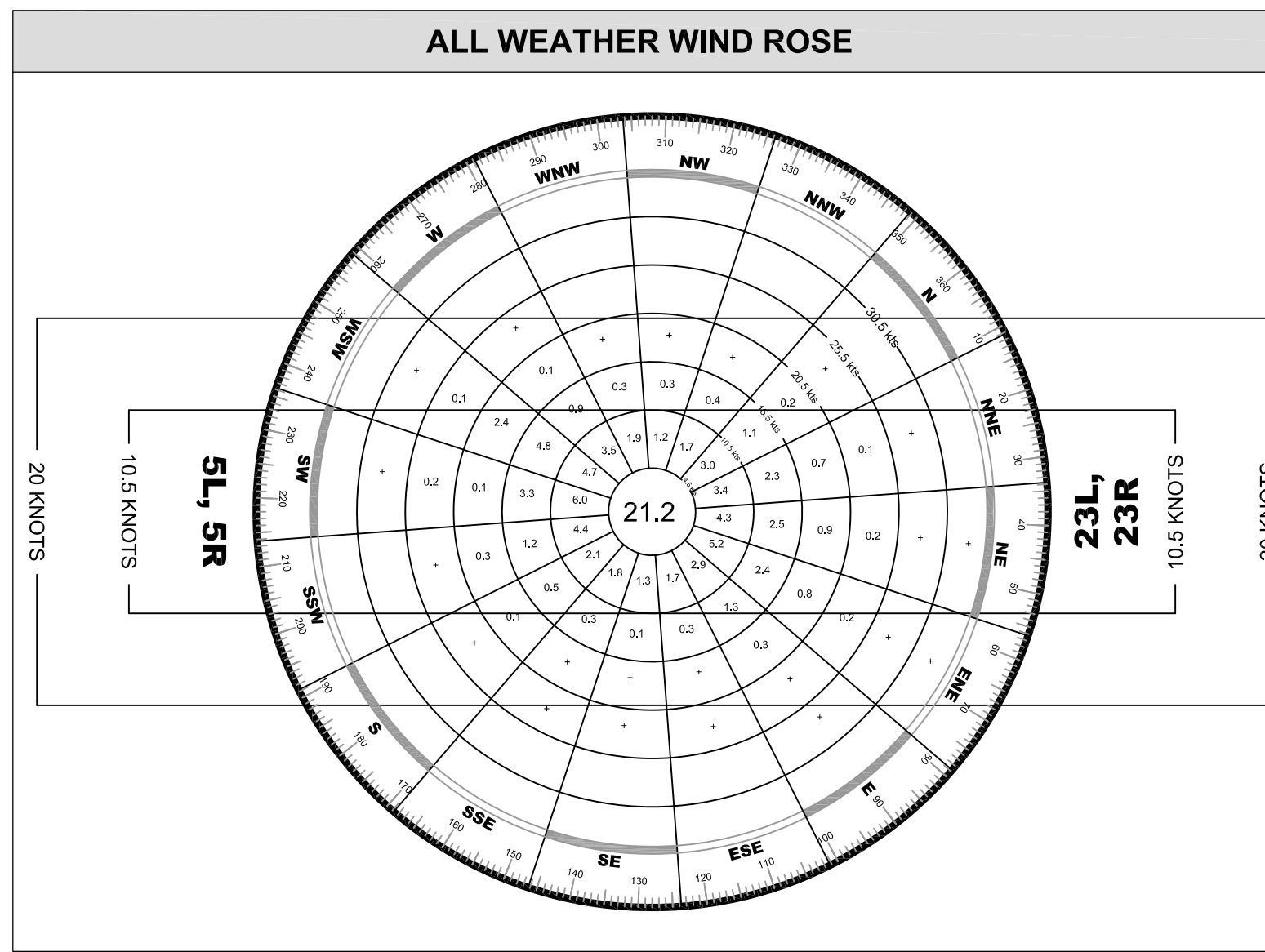


AIRPORT DATA TABLE	
Airport Elevation (MSL)	27.2'
Airport Reference Point (NAD 83)	
Latitude	36° 53' 42.02" N
Longitude	76° 11' 51.31" W
Mean Max Temperature of Hottest Month	87°
Airport Terminal Area NavAids	ILS, GPS, VOR/DME Rotating Beacon
Magnetic Variation	10.7° W
Date of Magnetic Variation	March 2007
NPIAS Service Level	Primary (P)
State Service Level	Commercial Service (CM)
Wind Coverage Crosswind Component	
VMC	100%
IMC	99.9%
All Weather	100%
Airport Reference Code	D-IV
Design Aircraft	Boeing 757-200
Taxiway Lighting	MITL
Taxiway Marking	Centerline

FACILITIES TABLE			
#	Facility Name	#	Facility Name
1	Main Terminal Complex	18	FAA Support Building
2	Automobile Parking Garage	19	FAA ASR-9 Radar
3	Airfield Lighting Vault	20	G.A. Terminal and Hangar Facility C-1
4	Triturator	21	Hangar C-2
5	Arrivals Building and Baggage Claim	22	Hangar C-2
6	Aircraft Rescue and Firefighting Station	23	T-Hangar Building #1
7	ARFF Storage Building	24	T-Hangar Building #2
8	Air Cargo Building	25	T-Hangar Building #3
9	Air Cargo Building	26	Aircraft Maintenance Hangar
10	Catering Facility	27	Airfield Maintenance Facility
11	FAA Remote Communications Facility (RTR)	28	General Aviation Fuel Farm
12	Future Parking Garage	29	ARFF Training Facility
13	FAA Support Building	30	Hangar C-5
14	FAA Airport Traffic Control Tower	31	Hangar C-3
15	Fuel Farm	32	Hangar C-4
16	Fuel Farm Expansion	33	FBO Maintenance Shop
17	Ground Run-up Enclosure (GRE)	34	Airfield Maintenance Building

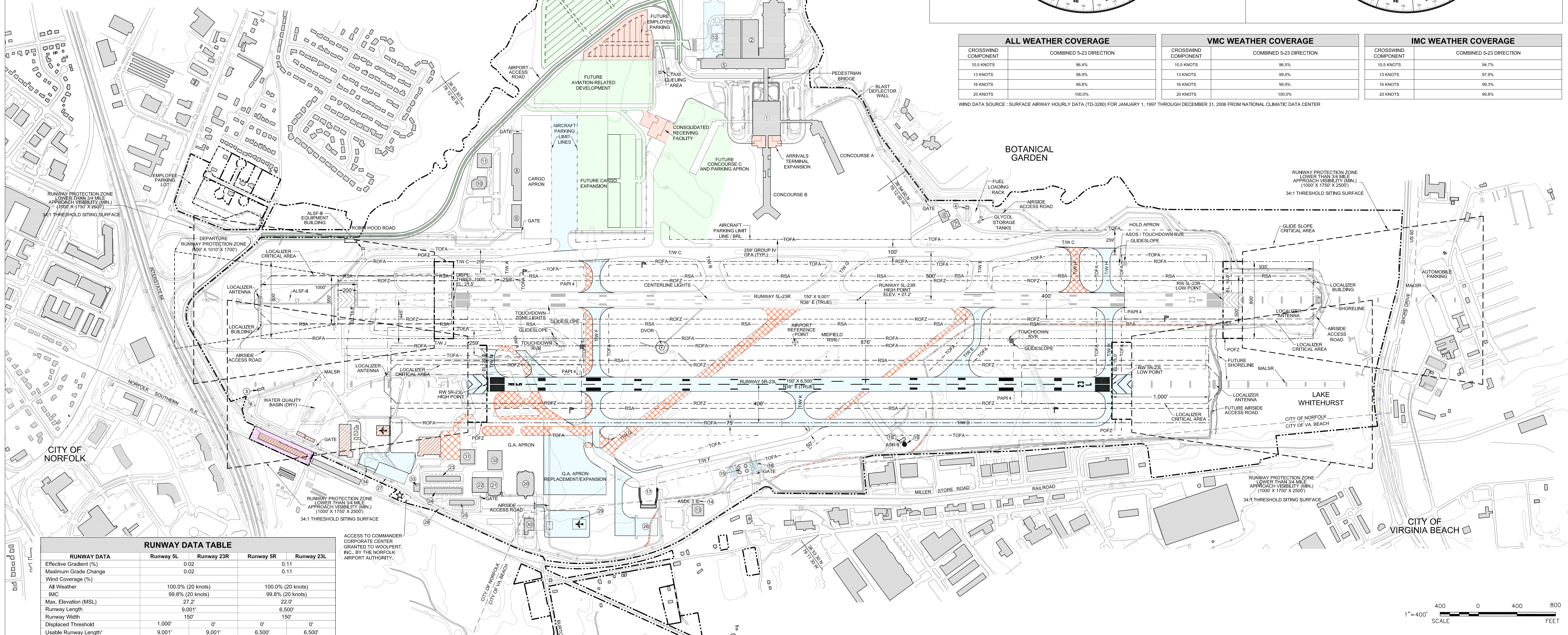


ALL WEATHER COVERAGE	
CROSSWIND COMPONENT	COMBINED 5-23 DIRECTION
10.5 KNOTS	96.4%
13 KNOTS	98.9%
16 KNOTS	99.8%
20 KNOTS	100.0%

VMC WEATHER COVERAGE	
CROSSWIND COMPONENT	COMBINED 5-23 DIRECTION
10.5 KNOTS	96.5%
13 KNOTS	99.0%
16 KNOTS	99.9%
20 KNOTS	100.0%

IMC WEATHER COVERAGE	
CROSSWIND COMPONENT	COMBINED 5-23 DIRECTION
10.5 KNOTS	94.7%
13 KNOTS	97.9%
16 KNOTS	99.3%
20 KNOTS	99.6%

WIND DATA SOURCE: SURFACE AIRWAY HOURLY DATA (TD-3280) FOR JANUARY 1, 1997 THROUGH DECEMBER 31, 2006 FROM NATIONAL CLIMATIC DATA CENTER



RUNWAY DATA TABLE				
RUNWAY DATA	Runway 5L	Runway 23R	Runway 5R	Runway 23L
Effective Gradient (%)	0.02		0.11	
Maximum Grade Change	0.02		0.11	
Wind Coverage (%)				
All Weather	100.0% (20 knots)		100.0% (20 knots)	
IMC	99.8% (20 knots)		99.8% (20 knots)	
Max. Elevation (MSL)	27.2'		22.0'	
Runway Length	9,001'		6,500'	
Runway Width	150'		150'	
Displaced Threshold	1,000'	0'	0'	0'
Usable Runway Length ¹	9,001'	9,001'	6,500'	6,500'
Surface Type	Asphalt, Concrete, Grooved		Asphalt, Grooved	
Pavement Strength				
Single Wheel	150,000 lbs.		150,000 lbs.	
Dual Wheel	200,000 lbs.		200,000 lbs.	
Dual Tandem	350,000 lbs.		350,000 lbs.	
Double Dual Tandem	475,000 lbs.		475,000 lbs.	
Approach Surface Slope	50:1 (Precision)		50:1 (Precision)	
Approach Minimums	100'-1200' RVR	321'-3/4	200'-1/2	200'-1/2
Visual Approach Aids	ALS-II, PAPI	MALSR, PAPI	MALSR, PAPI	
Instrument Approach Aids	ILS-CAT II, VOR/DME, GPS	ILS-CAT I, VOR/DME, GPS	ILS-CAT I, VOR/DME, GPS	
Runway Lighting	HIRL		HIRL	
Runway Marking	Precision		Precision	
Airport Reference Code (ARC)	D-IV		D-IV	
Critical Aircraft	Boeing 757-200		Boeing 757-200	
Runway Object Free Area (ROFA)				
Length Beyond Runway	935'	1,000'	1,000'	
Width	800'	800'	800'	
Runway Safety Area (RSA)				
Length Beyond Runway	935'	1,000'	1,000'	
Width	500'	500'	500'	
Runway Object Free Zone (ROFZ)				
FAR Part 77 Category	D-IV		D-IV	
Runway End Coordinates (NAD 83)				
Latitude	36°53'09.11" N	36°54'19.44" N	36°53'14.36" N	36°54'05.16" N
Longitude	76°12'29.89" W	76°11'21.99" W	76°12'11.17" W	76°11'22.15" W
Runway End Elevations (MSL)	18.8'	16.0'	22.0'	15.0'
Displaced Threshold Elevation (MSL)	21.5'	N/A	N/A	N/A
Line of Sight Violations	N/A		N/A	

DECLARED DISTANCES								
Runway End ID	TORA	TODA	ASDA	LDA	Approach End RSA Length	Stop End RSA Length	Stop End ASDA Length	Date of Approval
5L	9,001'	9,001'	8,936'	7,936'	2,000'	1,000'	1,000'	
23R	9,001'	9,001'	9,001'	9,001'	935'	1,000'	1,000'	
5R	6,500'	6,500'	6,500'	6,500'	1,000'	1,000'	1,000'	
23L	6,500'	6,500'	6,500'	6,500'	1,000'	1,000'	1,000'	

FAA's approval of this Airport Layout Plan (ALP) represents acceptance of the general location of future facilities depicted. During the preliminary design phase, the airport owner is required to resubmit for approval the final locations, heights and exterior finish of structures. FAA's concern is obstructions, impact on electronic aids or adverse effects on controller view of aircraft approach and ground movement areas which could adversely affect the safety, efficiency or utility of the airport.

LEGEND	
Runway Safety Area (RSA)	---
Runway Object Free Area (ROFA)	---
Runway Object Free Zone (ROFZ)	---
Taxiway Object Free Area (TOFA)	---
Airport Pavement	---
Airport Reference Point	⊕
Airport Buildings	①
Airport Property Line	---
Railroad	---
Fence	---
Roads	---
Ground Elevation Contours	---
Building/Facility to be Removed	---
Pavement to be Removed	---
Windsock 1	⊙
Obstruction Light	⊙
Rotating Beacon	☆
* Exact location not surveyed	

MODIFICATION OF STANDARDS						
No.	Standard Modified	FAA Standards	Existing Condition	Proposed Action	Reference/Comment	Date Approved
1	Runway 5L glide slope critical area	Critical area should be cleared of objects that could cause signal reflections	Localizer equipment building located within critical area at south end of Runway 5L-23R	None	Approved by the FAA in previous ALP	
2	Runway 5L-23R Runway Object Free Area (ROFA)	1,000' x 800' ROFA should be cleared of objects protruding above RSA edge elevation	ROFA at north end of Runway 5L-23R contains fence and service road	None	Approved by the FAA in previous ALP	
3	Runway 5R-23L Runway Object Free Area (ROFA)	1,000' x 800' ROFA should be cleared of objects protruding above RSA edge elevation	DVOR is 83 feet inside the Runway 5R-23L ROFA	None	Design aircraft wing would remain clear of the DVOR in the event of aircraft excursion from the runway to the edge of the RSA	

PROJECT PHASING		
PHASE	YEARS	LEGEND
PAL 1	2007-2009	---
PAL 2	2010-2014	---
PAL 3	2015-2019	---
PAL 4	2020-2024	---

VA DEPT. OF AVIATION		FEDERAL AVIATION ADMINISTRATION		NORFOLK INTERNATIONAL AIRPORT	
APPROVED	DATE	APPROVED	DATE	APPROVED	DATE

JACOBS CONSULTANCY

PROPOSED AIRPORT LAYOUT PLAN (2007-2023)

NORFOLK INTERNATIONAL AIRPORT

NORFOLK, VIRGINIA

SHEET **3** OF **9**

1 Revisited to show closing of Lake Whitehurst Fishing Facility and removal of building

TBI 12/22/10

NO. REVISIONS

APP. DATE

DRAWN BY: NTM/SEA

CHECKED BY: JAW/CJO

SCALE: 1"=400'

DATE: JUNE 2008

¹ Lengths shown reflect total physical runway length. See declared distances table for detailed operational runway lengths
N/A = Not Applicable