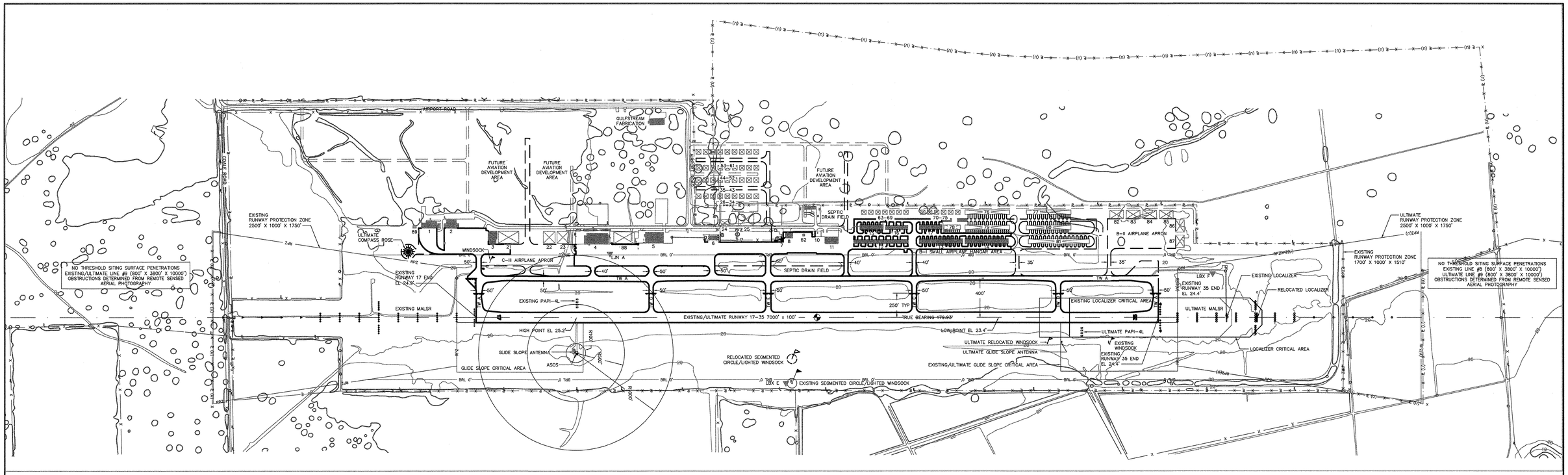


BUILDING TABLE

BUILDING NUMBER	DESCRIPTION PROPOSED	DESCRIPTION ULTIMATE	TOP ELEVATION
1	CONVENTIONAL HANGAR	–	61.2'
2	CONVENTIONAL HANGAR	–	53.7'
3	CONVENTIONAL HANGAR	–	50.5'
4	CONVENTIONAL HANGAR	–	61.4'
5	GA TERMINAL BUILDING	–	55.8'
6	RESTAURANT	–	61.4'
7	BEACON	–	79.3'
8	ARFF	–	45.3'
9	MAINTENANCE FACILITY	–	34.3'
10	SELF-SERVE FUEL/ FUEL STORAGE	–	29.2'
11	CONVENTIONAL HANGAR	–	44.4'
12	NESTED T-HANGARS	–	38.5'
13	NESTED T-HANGARS	–	36.1'
14	NESTED T-HANGARS	–	36.6'
15	NESTED T-HANGARS	–	41.2'
16	NESTED T-HANGARS	–	39.4'
17	NESTED T-HANGARS		36.5'
		–	
		–	
		–	
21		CONVENTIONAL HANGAR	67.0'
22		CONVENTIONAL HANGAR	49.0'
23		CONVENTIONAL HANGAR	49.0'
24		TERMINAL BUILDING	46.0'
25		CONVENTIONAL HANGAR	46.0'
26		EXECUTIVE HANGAR	39.0'
27		EXECUTIVE HANGAR	39.0'
28		EXECUTIVE HANGAR	39.0'
29		EXECUTIVE HANGAR	39.0'
30		EXECUTIVE HANGAR	39.0'
31		EXECUTIVE HANGAR	39.0'
32		EXECUTIVE HANGAR	39.0'
33		EXECUTIVE HANGAR	39.0'
34		EXECUTIVE HANGAR	39.0'
35		EXECUTIVE HANGAR	39.0'
36		EXECUTIVE HANGAR	39.0'
37		EXECUTIVE HANGAR	39.0'
38		EXECUTIVE HANGAR	39.0'
39		EXECUTIVE HANGAR	39.0'
40		EXECUTIVE HANGAR	39.0'
41		EXECUTIVE HANGAR	39.0'
42		EXECUTIVE HANGAR	39.0'
43		EXECUTIVE HANGAR	39.0'
44		EXECUTIVE HANGAR	39.0'

ULTIMATE BUILDING ELEVATIONS WILL VARY BASED ON FINAL GRADING AND DRAINAGE PLAN

BUILDING TABLE

BUILDING NUMBER	DESCRIPTION PROPOSED	DESCRIPTION ULTIMATE	TOP ELEVATION
45		EXECUTIVE HANGAR	39.0'
46		EXECUTIVE HANGAR	39.0'
47		EXECUTIVE HANGAR	39.0'
48		EXECUTIVE HANGAR	39.0'
49		EXECUTIVE HANGAR	39.0'
50		EXECUTIVE HANGAR	39.0'
51		EXECUTIVE HANGAR	39.0'
52		EXECUTIVE HANGAR	39.0'
53		EXECUTIVE HANGAR	39.0'
54		EXECUTIVE HANGAR	39.0'
55		EXECUTIVE HANGAR	39.0'
56		EXECUTIVE HANGAR	39.0'
57		EXECUTIVE HANGAR	39.0'
58		EXECUTIVE HANGAR	39.0'
59		EXECUTIVE HANGAR	39.0'
60		EXECUTIVE HANGAR	39.0'
61		EXECUTIVE HANGAR	39.0'
62		ATCT	146.0'
63		EXECUTIVE HANGAR	35.0'
64		EXECUTIVE HANGAR	35.0'
65		EXECUTIVE HANGAR	35.0'
66		EXECUTIVE HANGAR	35.0'
67		EXECUTIVE HANGAR	35.0'
68		EXECUTIVE HANGAR	35.0'
69		EXECUTIVE HANGAR	35.0'
70		EXECUTIVE HANGAR	35.0'
71		EXECUTIVE HANGAR	35.0'
72		EXECUTIVE HANGAR	35.0'
73		EXECUTIVE HANGAR	35.0'
74		EXECUTIVE HANGAR	35.0'
75		EXECUTIVE HANGAR	35.0'
76		T-HANGAR	35.0'
77		T-HANGAR	36.0'
78		T-HANGAR	36.0'
79		T-HANGAR	36.0'
80		T-HANGAR	36.0'
81		T-HANGAR	38.9'
82		CONVENTIONAL HANGAR	40.0'
83		CONVENTIONAL HANGAR	40.0'
84		CONVENTIONAL HANGAR	40.0'
85		CONVENTIONAL HANGAR	40.0'
86		CONVENTIONAL HANGAR	40.0'
87		CONVENTIONAL HANGAR	40.0'
88		CONVENTIONAL HANGAR	43.0'
89		MAINTENANCE SHED	40.0'

ULTIMATE BUILDING ELEVATIONS WILL VARY BASED ON FINAL GRADING AND DRAINAGE PLAN

GENERAL NOTES

SURVEY MAPPING PERFORMED BY GEODETIX, INC., SAN ANTONIO, TX, JUNE 2009.

ALL EXISTING COORDINATES AND ELEVATIONS IN THIS ALP FROM AVIATION STANDARD INFORMATION SYSTEM (ASIS). http://avnwww.jccbi.gov/datasheet/

THE LOCALIZER ANTENNA IS CURRENTLY 700' FROM THE RUNWAY 35 END PLACING IT WITHIN THE RSA. THE RUNWAY SAFETY AREA DETERMINATION CONCLUDED THAT A REDUCTION IN DECLARED DISTANCES OR RUNWAY LENGTH WAS NOT PRUDENT OR PRACTICABLE. THE LOCALIZER ANTENNA IS PROGRAMMED TO BE RELOCATED BY FAA FACILITIES AND EQUIPMENT IN FISCAL YEAR 2013 PER FAA, ATO CSA SERVICE CENTER – PLANNING AND REQUIREMENTS GROUP, FORT WORTH, TEXAS.

SEE SHEETS 2 AND 3 OF 4 FOR THRESHOLD SITING SURFACE PENETRATIONS

THE RUN-UP AREA AT THE NORTH END OF TAXIWAY PENETRATES THE PRECISION OBSTACLE FREE ZONE (POFZ). REMEDIATE USING AN ILS HOLD POSITION TO KEEP AIRCRAFT OUT OF POFZ DURING IFR OPERATIONS.

RUNWAY DATA TABLE

	RW 17-35			
	EXISTING		ULTIMATE	
RUNWAY ARC	C-III		C-III	
DESIGN AIRCRAFT & ARC	Airbus A319		Airbus A319	
BALANCED FIELD LENGTH	6400'		6400'	
RUNWAY LENGTH & WIDTH (ft.)	7000 X 100'		7000' X 100'	
PAVEMENT DESIGN STRENGTH (thousands lbs.)	60SW, 95DW, 120DTW		60SW, 95DW, 140DW	
RUNWAY LIGHTING	MIRL		HIRL	
PERCENT EFFECTIVE GRADIENT	0.0%		0.0%	
PERCENT WIND COVERAGE	99.89%		99.89%	
MAXIMUM ELEVATION ABOVE MSL	25.2'		25.2'	
RW SURFACE TYPE	CONCRETE		CONCRETE	
RSA – LENGTH BEYOND RW END	1000'		1000'	
RSA – WIDTH	500'		500'	
OFA – LENGTH BEYOND RW END	1000'		1000'	
OFA WIDTH	800'		800'	
OFZ – LENGTH BEYOND RW END	200'		200'	
OFZ WIDTH	400'		400'	
RUNWAY END	17	35	17	35
APPROACH TYPE	ILS LPV GPS	LPV GPS	ILS LPV GPS	LPV GPS
APPROACH VISIBILITY MINIMA	1/2 MILE	3/4 MILE	1/2 MILE	1/2 MILE
THRESHOLD SITING SURFACE & SLOPE	#9 34:1	#8 20:1	#9 34:1	#9 34:1
RUNWAY MARKING	PIR	NP	PIR	PIR
RUNWAY VISUAL AIDS	PAPI-4L MALSR	PAPI-4L	PAPI-4 MALSR	PAPI-4L MALSR
TOUCHDOWN ZONE ELEVATION	25.2'	24.5'	25.2'	24.5'
FAR PART 77 APPROACH CATEGORY	PIR	D	PIR	PIR
FAR PART 77 APPROACH SURFACE SLOPE	50:1/40:1	34:1	50:1/40:1	50:1/40:1
TAKE-OFF RUN AVAILABLE (TORA)	7000'	7000'	7000'	7000'
TAKE-OFF DISTANCE AVAILABLE (TODA)	7000'	7000'	7000'	7000'
ACCELERATE STOP DISTANCE AVAIL. (ASDA)	7000'	7000'	7000'	7000'
LANDING DISTANCE AVAILABLE (LDA)	7000'	7000'	7000'	7000'

RUNWAY END COORDINATES AND ELEVATIONS

RUNWAY END	LATITUDE	LONGITUDE	ELEVATION
EXISTING END OF RWY 17	29°07'05.76" N	95°27'43.59" W	24.9'
EXISTING END OF RWY 35	29°05'56.47" N	95°27'43.49" W	24.4'
COORDINATE DECIMALS ROUNDED UP TO NEAREST 100TH			

AIRPORT DATA TABLE

	EXISTING	ULTIMATE
AIRPORT ELEVATION (MSL)	25.2'	25.2'
AIRPORT NAVIGATION AIDS	ILS, GPS	ILS, GPS
MEAN MAX TEMP (Hottest Month °F)	92°	92°
AIRPORT REFERENCE CODE (ARC)	C-III	C-III
TAXIWAY MARKING	STD W/ ℄ REF	STD W/ ℄ REF
TAXIWAY LIGHTING	MITL	MITL
AIRPORT REFERENCE POINT COORDINATES	29°06'31.10" N 95°27'43.50" W	29°06'31.10" N 95°27'43.50" W

NOTES

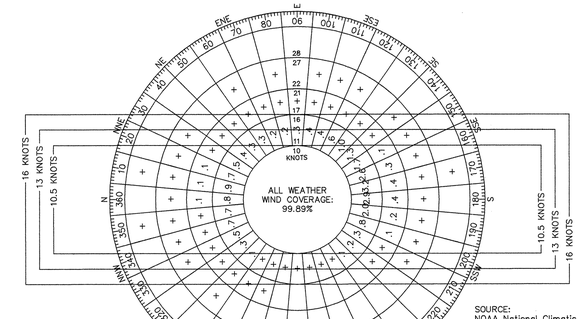
DATUM COORDINATE SYSTEMS – HORIZONTAL DATUM NAD_1983_StatePlane_Texas_South_Central_FIPS_4204_Feet, VERTICAL DATUM NAVD88.

THE EXISTING HEIGHT HAZARD ZONING ORDINANCE FOR TEXAS GULF COAST REGIONAL RUNWAY 17–35, IS 6001'X100' ZONED 7000' 17 PIA, 35 NPI AS OF 24 MAY 1979.

RUNWAY IS MARKED AND LIGHTED IN ACCORDANCE WITH FAA GUIDANCE.

CAUTION ZONE LIGHTS ARE PRESENT AT BRAZORIA COUNTY AIRPORT

NO OFZ OBJECT PENETRATIONS



SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Brazoria County Airport (LBX)
Angleton, Texas

OBSERVATIONS:
98,579 All Weather Observations
October 1998–August 2009

MAGNETIC DECLINATION
3° 29' E (DECEMBER 2009)
ANNUAL RATE OF CHANGE
0° 7' W (DECEMBER 2009)

0 250 500 1000 1500
1"=500'

SURVEY MONUMENT COORDINATES

ID	PERMANENT IDENTIFIER	LATITUDE	LONGITUDE
LBX E	AB3196	29°06'34.29"	95°27'51.17"
LBX F	AH3515	29°05'50.93"	95°27'38.48"
LJN A	AW7089	29°06'52.17"	95°27'36.24"

ALD LEGEND

FEATURE	EXISTING	ULTIMATE
RUNWAY/TAXIWAY OUTLINE		
RUNWAY/TAXIWAY TO BE REMOVED		
BUILDINGS/FACILITIES		
AIRPORT PROPERTY LINE		E (U)
AIRPORT PROPERTY LINE w/FENCE		E (U)
FENCE LINE		
BUILDING RESTRICTION LINE (BRL)		BRL 0'
AIRPORT REFERENCE POINT		
WIND CONE & SEGMENTED CIRCLE		
THRESHOLD LIGHTS		
RW END IDENTIFIER LIGHTS (REILS)		
C&G BEACON		
VGSI		
HOLD POSITION AND SIGN		
AWOS		
SURVEY MARKERS		
GROUND CONTOURS	1520	
SIGNIFICANT OBJECT LOCATION		
TREES/BRUSH		
NONDIRECTIONAL BEACON (NDB)		

TEXAS DEPARTMENT OF TRANSPORTATION AVIATION DIVISION

ALP APPROVED ACCORDING TO FAA AC 150/5300-13 CH 15 PLUS THE REQUIREMENTS OF A FAVORABLE ENVIRONMENTAL FINDING AND FAA NRA STUDY PRIOR TO THE START OF ANY LAND ACQUISITION OR CONSTRUCTION ON AIRPORT PROPERTY

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DAVID FULTON, DIRECTOR, AVIATION DIVISION — DATE 7/22/11

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SPONSOR ACKNOWLEDGES APPROVAL OF ALP BY TXDOT DOES NOT CONSTITUTE A COMMITMENT TO FUNDING

SIGNATURE — DATE 6-20-11

County Judge, Brazoria County
TITLE, AIRPORT SPONSOR'S REPRESENTATIVE

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P. TAYLOR — DESIGNED BY — FEBRUARY 15, 2011 — DATE
D. HOPKINS — DRAWN BY — FEBRUARY 15, 2011 — DATE

AIRPORT LAYOUT DRAWING
TEXAS GULF COAST REGIONAL (LBX)
ANGLETON/LAKE JACKSON, TEXAS

Texas Department of Transportation Aviation Division