

LEGEND		
EXISTING	FUTURE	ITEM
[Symbol]	[Symbol]	Airport Property Line
[Symbol]	[Symbol]	Airport Security Fence
[Symbol]	[Symbol]	Off-Airport Fence
[Symbol]	[Symbol]	35' Building Restriction Line (BRL)
[Symbol]	[Symbol]	Runway Visibility Zone Line (RVZ)
[Symbol]	[Symbol]	Runway Object Free Area Line (OFA)
[Symbol]	[Symbol]	Runway Safety Area Line (RSA)
[Symbol]	[Symbol]	Runway Protection Zone Line (RPZ)
[Symbol]	[Symbol]	Line of Sight (LOS)
[Symbol]	[Symbol]	Runway Object Free Zone (ROFZ)
[Symbol]	[Symbol]	Airfield Pavement
[Symbol]	[Symbol]	Airfield Pavement to be Abandoned
[Symbol]	[Symbol]	Buildings
[Symbol]	[Symbol]	Uplands Preservation Area
[Symbol]	[Symbol]	Preservation Area
[Symbol]	[Symbol]	Non-Aviation Development Area
[Symbol]	[Symbol]	General Aviation Development Area
[Symbol]	[Symbol]	Windcone
[Symbol]	[Symbol]	Airport Reference Point (ARP)
[Symbol]	[Symbol]	NAVAIDS
[Symbol]	[Symbol]	Rotating Beacon
[Symbol]	[Symbol]	Land To Be Acquired
[Symbol]	[Symbol]	Water Features
[Symbol]	[Symbol]	Topographic Contours
[Symbol]	[Symbol]	Airfield Pavement to be Removed
[Symbol]	[Symbol]	Homes to be Acquired (See Note 7)
[Symbol]	[Symbol]	Homes Potentially Eligible For Acquisition (See Note 8)
[Symbol]	[Symbol]	Adjusted Airport Controlled Property Pending FAA Approval

- NOTES
- INTERIM ALP.
  - ULTIMATE RVY ENDS, DECLARED DISTANCES, RPZS, AND AIRPORT PROPERTY DATA SHOWN ARE IN ACCORDANCE WITH MARTIN COUNTY BOARD OF COUNTY COMMISSIONERS DECISION ADOPTED DURING COUNTY COMMISSION MEETING HELD 4/1/08.
  - AS DIRECTED BY THE FAA - FUTURE USE OF THIS LAND TO BE ADDRESSED IN THE NEXT FULL AIRPORT MASTER PLAN UPDATE.
  - ONLY DEPARTURE RPZS SHOWN FOR RUNWAY 16-34 AS THEY ARE MORE CRITICAL THAN ARRIVAL RPZ'S.
  - ALL NORTHING AND EASTING COORDINATES REPORTED ARE RELATIVE TO NAD 83, GRID, INTERNATIONAL FOOT DATUM.
  - ALL ELEVATIONS REPORTED ARE RELATIVE TO 0.00' MSL HNGVD '88 DATUM.
  - HOMES AND ASSOCIATED LAND IDENTIFIED AS BEING ACQUIRED FOR NOISE COMPATIBILITY WILL BE INCORPORATED INTO AIRPORT PROPERTY AS FURTHER PROTECTION OF APPROACHES AND RPZ'S.
  - HOMES AND ASSOCIATED LAND IDENTIFIED FOR POTENTIAL ACQUISITION PENDING FUNDING AVAILABILITY AND FURTHER ACTION BY BCC.
  - DIMENSIONS OF EMAS PENDING FAA REVIEW OF FINAL EMAS DESIGN.

**CONSTRUCTION NOTICE REQUIREMENT**

To protect operational safety and future development, all proposed construction on the airport must be coordinated with the FAA Airports District Office prior to construction. FAA's review takes approximately 60 days.

DEVIATIONS TO STANDARDS		
EXISTING	ULTIMATE	
1 Southeast Monterey Road is located within RWY 12 RPZ & OFA	SAME	
2 Existing Airport Security Fence is located within the RWY 12 OFA	SAME	
3 Existing Airport Security Fence is located within the RWY 07 OFA	SAME	
4 Southeast Monterey Road is located within RWY 16 RPZ	SAME	
5 Kingwood Terrace is located within RWY 16 RPZ	SAME	
6 Existing Airport Security Fence is located within RWY 34 OFA & RSA	SAME	
7	N/A	

EXISTING AIRPORT FACILITIES LEGEND	
No.	FACILITY DESCRIPTION
1	Airport Administration Building
2	Air Traffic Control Tower
3	Primary Lighted Wind Indicator
4	Airport Maintenance Building
5	Noise Barms (approximate location)
6	Compass Rose
7	Precision Approach Path Indicator (PAPI-4)
8	Runway End Identifier Light (REIL)
9	Airport Rotating Beacon
10	Visual Manufacturing Buildings
11	Visual Gateways
12	Visual Office Buildings
13	Supplemental Wind Cone
14	Uplands Preservation Area
15	Stuart Jet Center Conventional Hangar
16	Stuart Jet Center Conventional Hangar
17	Galaxy Aviation Conventional Hangar
18	Galaxy Aviation Terminal
19	Galaxy Aviation Conventional Hangars
20	Private Hangar
21	Private Hangar
22	Private Hangar - Martin County
23	Stuart Jet Center Conventional Hangar
24	Stuart Jet Center T-hangars
25	Stuart Jet Center Terminal
26	Stuart Jet Center Conventional Hangars/Office
27	Witham Aero Club T-hangars
28	Witham Aero Club T-hangars
29	Building Maintenance - Martin County
30	Road Control - Martin County
31	General Service Administration - Martin County
32	Vehicle Maintenance - Martin County
33	Tire Shop - Martin County
34	Mosquito Control - Martin County
35	Stuart Jet Center Fuel Farm
36	Galaxy Fuel Farm
37	Automated Weather Observation System (AWOS)
38	Area of Abandonment (A113) S1
39	Airport Reference Point (ARP)
40	Martin County Sheriff Hangar And Helipad
41	Martin County ESB Hangar And Helipad
42	PAPI-2
43	Blot Pads
44	Run-Up Aprons
45	Airport Leased Offices
46	Preservation Area

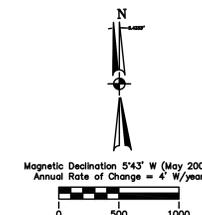
DECLARED DISTANCES			
RUNWAY END	DECLARED	DISTANCE	
		EXISTING	ULTIMATE
12	TORA	5826	N/A
	TODA	5826	N/A
	ASDA	5826	N/A
30	LDA	5166	N/A
	TORA	5826	SAME
	ASDA	5826	SAME
7	LDA	5366	SAME
	TORA	N/A	N/A
	TODA	N/A	N/A
25	LDA	N/A	N/A
	TORA	N/A	N/A
	TODA	N/A	N/A
16	TORA	5000	SAME
	TODA	4120	SAME
	LDA	3790	SAME
34	TORA	5000	SAME
	TODA	5000	SAME
	LDA	4750	SAME

DISPLACED THRESHOLD COORDINATES (NAD 83)							
RUNWAY END		EXISTING		ULTIMATE			
		DEG.	MIN. SEC.	DEG.	MIN. SEC.		
12	LATITUDE	27	10	53.25	27	10	53.90
	LONGITUDE	80	13	44.80	80	13	45.25
30	LATITUDE	27	10	37.10	NONE	NONE	NONE
	LONGITUDE	80	12	57.29	NONE	NONE	NONE
7	LATITUDE	NONE	NONE	NONE	NONE	NONE	NONE
	LONGITUDE	NONE	NONE	NONE	NONE	NONE	NONE
25	LATITUDE	NONE	NONE	NONE	NONE	NONE	NONE
	LONGITUDE	NONE	NONE	NONE	NONE	NONE	NONE
16	LATITUDE	27	11	15.68	SAME	SAME	SAME
	LONGITUDE	80	13	16.34	SAME	SAME	SAME
34	LATITUDE	27	10	41.86	SAME	SAME	SAME
	LONGITUDE	80	12	58.17	SAME	SAME	SAME

RUNWAY END COORDINATES (NAD 83)					
RUNWAY END		EXISTING		ULTIMATE	
		DEG.	MIN. SEC.	DEG.	MIN. SEC.
12	LATITUDE	27	10	55.51	SAME
	LONGITUDE	80	13	53.06	SAME
30	LATITUDE	27	10	35.52	SAME
	LONGITUDE	80	12	52.51	SAME
7	LATITUDE	27	10	54.00	SAME
	LONGITUDE	80	13	44.36	SAME
25	LATITUDE	27	11	11.05	SAME
	LONGITUDE	80	12	56.58	SAME
16	LATITUDE	27	11	18.64	SAME
	LONGITUDE	80	13	17.92	SAME
34	LATITUDE	27	10	34.00	SAME
	LONGITUDE	80	12	53.95	SAME

ITEM	RUNWAY 12-30				RUNWAY 7-25				RUNWAY 16-34			
	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE
AIRPORT REFERENCE CODE	D-II	SAME	D-II	SAME	D-II	SAME	D-II	SAME	D-II	SAME	D-II	SAME
RUNWAY DIMENSIONS	5,826' X 100'	SAME	4,646' X 100'	SAME	5,000' X 100'	SAME	5,000' X 100'	SAME	5,826' X 100'	SAME	5,826' X 100'	SAME
TRUE BEARING	N 69°45'35" W	SAME	N 68°14'02" W	SAME	N 25°37'31" W	SAME	N 25°37'31" W	SAME	N 69°45'35" W	SAME	N 69°45'35" W	SAME
EFFECTIVE GRADIENT (%)	0.07%	SAME	0.12%	SAME	0.03%	SAME	0.03%	SAME	0.07%	SAME	0.07%	SAME
% WIND COVERAGE (13 KNOTS)	95.7%	SAME	94.7%	SAME	91.1%	SAME	91.1%	SAME	95.7%	SAME	95.7%	SAME
% WIND COVERAGE (16 KNOTS)	98.7%	SAME	98.9%	SAME	97.0%	SAME	97.0%	SAME	98.7%	SAME	98.7%	SAME
PAVEMENT TYPE	ASPHALT	SAME	ASPHALT	SAME	ASPHALT	SAME	ASPHALT	SAME	ASPHALT	SAME	ASPHALT	SAME
MAX. ELEVATION (NAVD 88)	17.4'	SAME	17.5'	SAME	14.3'	SAME	14.3'	SAME	17.4'	SAME	17.4'	SAME
RUNWAY LIGHTING	MRL	SAME	MRL	SAME	VISUAL	SAME	VISUAL	SAME	MRL	SAME	MRL	SAME
RUNWAY MARKING	NON-PRECISION	SAME	VISUAL	SAME	VISUAL	SAME	VISUAL	SAME	NON-PRECISION	SAME	NON-PRECISION	SAME
TAXIWAY LIGHTING	MITL	SAME	MITL	SAME	NONE	SAME	NONE	SAME	MITL	SAME	MITL	SAME
LOAD BEARING CAPACITY BY GEAR TYPE												
SM (lbs.)	65,000	SAME	55,000	SAME	58,000	SAME	58,000	SAME	65,000	SAME	65,000	SAME
DWL (lbs.)	105,000	SAME	80,000	SAME	95,000	SAME	95,000	SAME	105,000	SAME	105,000	SAME
DTW (lbs.)	190,000	SAME	160,000	SAME	170,000	SAME	170,000	SAME	190,000	SAME	190,000	SAME
NAVIGATIONAL AIDS	NONE	NONE	OPS-A	OPS-A	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
VISUAL AIDS	PAPI/REIL	SAME	PAPI/REIL	SAME	NONE	NONE	NONE	NONE	PAPI/REIL	SAME	PAPI/REIL	SAME
APPROACH SLOPE (AC300-13)	34 : 1	SAME	34 : 1	SAME	20 : 1	SAME	20 : 1	SAME	34 : 1	SAME	34 : 1	SAME
APPROACH TYPE	NON PREC INS/NON PREC INS	SAME	VISUAL	SAME	VISUAL	SAME	VISUAL	SAME	NON PREC INS/NON PREC INS	SAME	NON PREC INS/NON PREC INS	SAME
RSA LENGTH PRIOR TO LANDING THRESHOLD	1000	1000	910	600	1000	1000	1000	1000	1000	1000	1000	1000
RUNWAY OBJ. FREE AREA WIDTH	800'	800'	800'	800'	800'	800'	800'	800'	800'	800'	800'	800'
ROFA LENGTH BEYOND RWY END	1,000'	1,000'	450'	600'	1,000'	1,000'	1,000'	1,000'	1,000'	1,000'	1,000'	1,000'
RUNWAY SAFETY AREA WIDTH	500'	500'	500'	500'	500'	500'	500'	500'	500'	500'	500'	500'
RSA LENGTH BEYOND RWY END	1,000'	1,000'	450'	600'	1,000'	1,000'	1,000'	1,000'	1,000'	1,000'	1,000'	1,000'

AIRPORT DATA		
ITEM	EXISTING	ULTIMATE
AIRPORT ELEVATION AMSL (NAVD 88)	12'	SAME
AIRPORT REFERENCE POINT (ARP)		
LATITUDE (NAD 83)	27° 10' 54.12" N	SAME
LONGITUDE (NAD 83)	80° 13' 16.65" W	SAME
MEAN MAX. TEMP. (HOTTEST MO.)	90° F	SAME
AIRPORT CLASSIFICATION	GEN. AVIATION	SAME
AIRCRAFT DESIGN GROUP	D-II	SAME
DESIGN AIRCRAFT	MIX	GAULS/STR-JAM IN
AIRPORT ACREAGE	726 AC.	SAME



ULTIMATE AIRPORT FACILITIES LEGEND	
No.	FACILITY DESCRIPTION
1	Relocate Noise Barms
2	450' EMAS (See Note 9)
3	(Reserved For Future Use)
4	Homes Potentially Eligible For Acquisition (See Note 8)
5	New Airport Security Fence
6	Airport Interior Access Road
7	Airport Reserve and Fire Facility
8	(Reserved For Future Use)
9	Lowways
10	Stuart Jet Development Area
11	Galaxy Aviation Development Area
12	(Reserved For Future Use)
13	(Reserved For Future Use)
14	470' EMAS (See Note 9)
15	Runway End Identifier Light (REIL)
16	PAPI-4
17	(Reserved For Future Use)
18	Noise Barms To Be Removed
19	(Reserved For Future Use)
20	Relocate Airport Security Fence
21	Homes To Be Acquired (See Note 7)
22	(Reserved For Future Use)

SUBMITTED BY: **JACOBS** ON THE DATE OF: \_\_\_\_\_

**FOR APPROVAL BY:**  
**MARTIN COUNTY**

APPROVED BY: \_\_\_\_\_

TITLE: \_\_\_\_\_ DATE: \_\_\_\_\_

**FAA APPROVAL STAMP**

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**MARTIN COUNTY AIRPORT/WITHAM FIELD**

**AIRPORT LAYOUT PLAN**

**STUART, FLORIDA**

PLANNED BY: BKL

DRAWN BY: SM/RWM

REVIEWED BY: MAO

DATE: 10/25/2006 SHEET: 2 OF 15

**JACOBS**  
101 N. 1ST AVE., SUITE 3100  
PHOENIX, AZ 85003  
(602) 253-1200

No.	REVISIONS	DATE
1	UPDATE OF 10/27/04 APPROVED ALP	5/27/08

THE CONTENTS OF THIS PLAN DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS PLAN DOES NOT CONSTITUTE A COMMITMENT BY THE FAA TO PARTICIPATE IN ANY DEVELOPMENT PROJECTS IDENTIFIED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.