U.S Department
of Transportation
Federal Aviation
Administration

ASO-474 non-Fed Coordinator Input

Created On: 08/21/2006

Facility Information			
Submission Date:	12/02/2009	Planned Commissioning Date:	ASAP
NR Number:	2009-AEA-31-NRA	Action: i.e. Establish, relocate, etc.	Establish / Commission
Airport ID:	KVKX	Facility Type: NADIN 1, 2 or n/a (AWOS only)	AWOS A/V
Airport Name:	Potomac Airfield	Facility ID:	VKX
City State Zip	Fort Washington, Maryland 20744	Hours of Operation:	24
Owner:	PG Airpark Assoc L.P.	Facility Use:	X IFR □ VFR X Public □ Private

Location

From Runway _24___threshold, __970___ feet in a____SOUTH WEST_ direction,
_100_____ feet from centerline in a __SOUTH EAST_____ direction:

Approach to Runway: ___approx center of airfield_____

Coordinates [Latitude]:	38-44-55.85N	[Longitude]:	76-57-18.46W

Monitoring Information

Monitoring Point:	Remote – Boston & NOAA	Hours Monitored:	24
Address:	10 Newbury Street, Boston MA	Monitor Category:	Remote Maintenance Monitoring
Phone Number	617 267 6828	Type of stand-by power:	Battery – ~ 96 hours

Is the owner familiar with the requirements of FAR, Part 171(and will abide by these requirements) Y/N?	**Y**
Associated Automated Flight Service Station:	Leesburg AFSS

Contacts

Mgr./Owner Rep.:	David Wartofsky	Contact (Position Info.):	Same
Salutation	Mr.	Salutation	
First Name	David	First Name	
Middle Name	J	Middle Name	
Last Name	Wartofsky	Last Name	
Suffix		Suffix	
Title	Manager (aka Big Cheese)	Title	
Address:	Potomac Airfield – 10300 Glen Way, Ft Washington, MD, 20744	Address:	
Phone Number:	301 248 5720	Phone Number:	

Schedule

Airport Hours of Operation local time:

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
24	24	24	24	24	24	24

Hours of Operation local time (Holiday Schedule):

Other Information

Is ARP depicted on ALP (to nearest 1/10 of a second) Y/N?	N
Airport Elevation:	118 Ft
Location of helicopter area if applicable:	

Magnetic declination:	11 W
Class:	
Site Elevation(MSL, to nearest 1/10 of a foot):	121 Ft MSL
Assigned Frequency of requested facility :	FCC 87.219 on 122.8000 MHz
Sensor Equipment Mfg. / Model (AWOS only):	AWOS A/V – SU 2000
Is there a VOR or NDB located on the airport (AWOS only)?	N
Sited outside Obstacle Free Zone (as described in AC 150/5300-13)(AWOS only)?	See attached
Will information be broadcast via an existing NAVID (AWOS only)(Y/N)?	N

Transmitter Section

Equipment Mfg. / Model:	AVIACOM1	Type of Modulation:	AM
Rate (Pulse Only):		Width (Pulse Only):	
Number of Channels:		Bandwidth/Deviation:	
Power Output:	2 W		

Antenna

Mfg. /Model:	PATC		
Type:	Omni	□ Directional	X Non-Directional
Polarization:	Horiz	Azimuth (Directional Only):	
Height: (AGL)	16 Ft	Gain:	~3 dB

Receiver Section

Equipment Mfg./ Model	AVIACOM1	SAME AS ABOVE	
Antenna			
Mfg. /Model:			
Type:		□ Directional	□ Non-Directional
Polarization:		Azimuth (Directional Only):	
Height: (AGL)	Ft	Gain:	dB

Runway Information

Runway Designator	**06**	**24**		
Thresh hold Coordinates: Latitude				
Thresh hold Coordinates: Longitude				
Thresh hold Elevation				
Stop End Coordinates: Latitude				
Stop End Coordinates: Longitude				
Stop End Elevation				
Width				
Landing Length				
True Bearing or Geodetic Azimuth				
Profile Attached				
Highest Elev/within first 3000ft				
Surface Condition				
Markings Type				
Markings Condition				
Approach slope clear to:				
Precision approach letter provided				
Obstacle Free Zone Clear				

Runway Designator	Surface Type Description	Obstacle Free Zone Size
06 / 24	asphalt	120 ft

Runway Lighting

Runway Designator	06/24			
Lighting System Shown on ALP	NON ALP			
Runway Lighting Type	MIRL			
Standard/Non-Standard	Non-std			
Lighting System R/Controlled	PAPI			
Freq. for Radio Activation	122.8000			
Approach Light Type	REIL			
Lighting R/Controlled	y			
Freq. for Radio Activation	122.8000			
Length of approach lights	na			
VAPI/PAPI/PLASI Type	PAPI			
Standard/Non-Standard	std			
Touchdown Zone Lights	y			
Standard/Non-Standard	Std			
Lead-in Lights	n			
RVR Lights (Y/N)	n			
Taxiway Lights (Y/N)	y			
Standard/Non-Standard	std			
Centerline Lights (Y/N)	n			
Threshhold displaced or relocated	y			
Marked and lighted (Y/N)	y			

Airport Weather Information

Terminal weather reporting available(Y/N):

Type of Weather Reporting:

Location / Comment – Purpose of AWOS A/V!

Local altimeter setting available to pilots on request, Y/N? Yes

How is Altimeter available? Automated Unicom, AWOS A/V, and Andrews AFB 5.5 Mi EAST

- □ Unicom — Frequency: 122.8000
- □ Company radio — Frequency:
- □ Telephone — Phone Number: 617 262 3825
- □ ASOS/AWOS — Frequency: 122.8000

Hours of Operation:

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
24	24	24	24	24	24	24

Hours of Operation local time (Holiday Schedule):

Air Traffic Control Data

Public telephone available 24 hours/day to open and close IFR flight plans(Y/N)?	y
Phone Number:	
Unicom or RCO available to provide pilots with clearances or traffic information(Y/N)?	y
Frequency:	122.8000

Hours of Operation:

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
24	24	24	24	24	24	24

Hours of Operation local time (Holiday Schedule):

Approach Information

Information for approach type:

Localizer

ILS Category:			
True proposed or actual localizer course (azimuth):			
Antenna distance from STOP END of runway:	Ft	Antenna Type:	
Distance/direction from runway centerline:		Offset:	
Width at threshold:	Ft	Course Width:	Deg.
Back Course?(Y/N):		Dual Frequency? (Y/N):	

Glide Slope

(Fill out this section if the "Information for approach type:" is "ILS")

Angle(normally 3.00 degrees):	
Distance perpendicular to runway centerline:	Ft
Distance from runway centerline(which side of runway):	Ft
Distance from runway threshold(centerline abeam):	Ft
Threshold crossing height:	Ft
Runway elevation abeam GS (MSL):	Ft
Antenna height (MSL):	Ft
Glide Slope Type:	

Marker

(Fill out this section if the "Information for approach type:" is not equal to "LOC")

Distance out centerline from runway threshold:	Ft
Distance perpendicular from runway centerline:	Ft
Direction from centerline:	
Name if co-located with an LOM:	

Cable Information

The local AFSSC was contacted and determined this project: O Does impact X Does not Impact FAA Cables.

U.S. Department
of Transportation

**Federal Aviation
Administration**

1 Aviation Plaza
Jamaica, NY 11434

February 05, 2009

Potomac Airfield
Attn: David Wartofsky
10300 Glen Way
Fort Washington, MD 20744

RE: *(See attached Table 1 for referenced case(s))*
DETERMINATION OF LANDING AREA PROPOSAL

Table 1 - Letter Referenced Case(s)

ASN	Prior ASN	Location	Latitude (NAD83)	Longitude (NAD83)	AGL (Feet)	AMSL (Feet)
2009-AEA-31-NRA		FRIENDLY, MD	38-44-55.85N	76-57-18.46W	16	121

Description: Non rule only, no airspace required. Pre-Existing: AWOS was installed circa 1996. Located behind existing structure: Lighted Windsock No Frequency coordination Required: On Unicom/CTAF as per FCC 87.219. Frangible mountings/16' tall/co located w/existing lighting-

We have determined that the proposed public use landing area, will not adversely affect the safe and efficient use of the navigable airspace by aircraft, provided:

- This is a generated ltr so somethings may not apply since you are extablished already.
  Our Air Traffic Division has stated 1) equipment is located on an existing structure below an obstruction light and 2)equipment location is fixed by function..

  There is no objection to the AWOS and everything so far is good.

We recommend that:

- A clear 20:1 approach slope be established. If there are obstructions that penetrate the 20:1 approach surface, they should be removed or lowered. If the penetrating obstructions cannot be removed or lowered, we recommend that the thresholds be displaced and appropriately marked, so as to provide a clear 20:1 approach slope surface to each runway end.
- The centerline of an airport runway should have a lateral separation of at least 60 feet from roads and other objects for aircraft with approach speeds less than 50 knots and 120 feet for airplanes with approach speeds of 50 knots or greater.

Please notify the FAA within 15 days of completing the landing area by calling the FAA Area Flight Service Station (AFSS) serving your landing area to let them know you are activating the landing area while the Airport Master Record Form is being processed. Please tell the Flight Service Station representative that you have

received an aeronautical determination from the FAA, and supply them with the name of your landing area and the coordinates.

Please return the enclosed Airport Master Record form to this office. When the processing of the Airport Master Record form is completed, your landing area will have a site number and a permanent location identifier. Indicate whether or not you would like to have your landing area shown on aeronautical charts. Charting also depends on the amount of "clutter" already on the charts near your site.

In order to avoid placing any unfair restrictions on users of the navigable airspace, this determination is valid until August 5, 2010. Should the facility not be operational by this date, an extension of the determination must be obtained by 15 days prior to the expiration date of this letter.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structures and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

The FAA cannot prevent the construction of structures near an airport. The airport environs can only be protected through such means as local zoning ordinances, acquisitions of property in fee title or aviation easements, letters of agreement, or other means.

This determination does not preempt or waive any ordinance, law, or regulation of any other governmental body or agency.

If you have any questions concerning this determination contact Sharon Perry, , (718)553-3341, sharon.perry@faa.gov.

Sharon Perry
DivUser

PLACEMENT DISCUSSION

Potomac's 2,665 x 40 ft runway is located at the bottom of a stream valley, surrounded by hills on both sides; and by trees barely cleared back 250 feet from runway centerline. To the east of runway is forest, followed by Andrews AFB; to the west, a residential subdivision just off the end of the runway.

As per the 7460 review attached, the equipment is shorter than and located behind the airport's lighted windsock.
The location offers the best available compromise between surrounding trees and structures, best for runway winds.

This is a considerably for-shortened telephoto image of the approach heading EAST, down runway 06; the PAPI on left visible.
There *are* 20:1 approach slopes to both displaced thresholds, but just barely!
This shows the windsock location, and the equipment location, back from the runway centerline.
To obtain best runway winds, placed as far away as practical from the tree line and structures to the right (south side in this image).
As with all of North America, prevailing winds are from the WEST, typically down the valley.
WIND given as ADVISORY *with every transmission.*