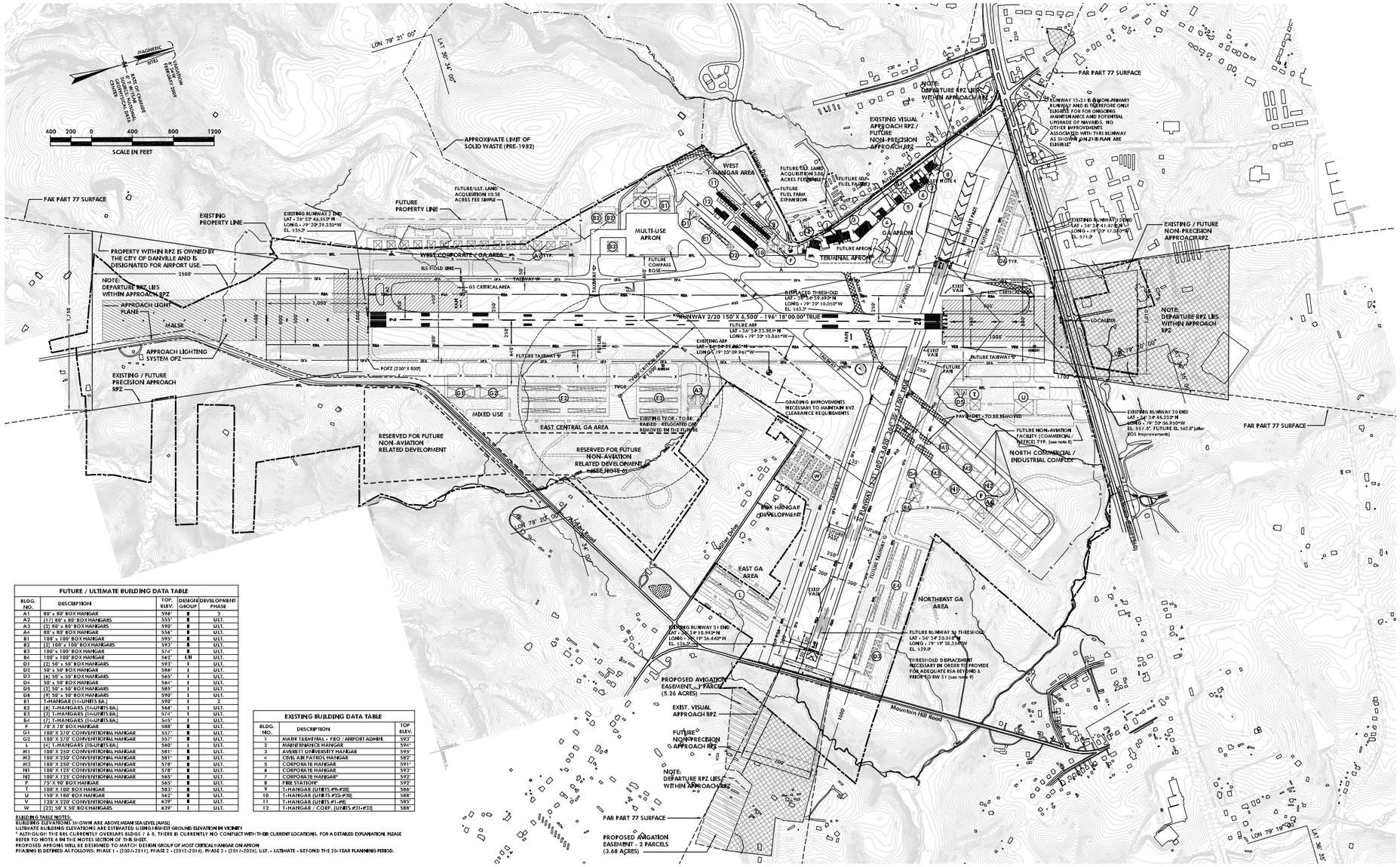

FUTURE / ULTIMATE BUILDING DATA TABLE				
BLDG. NO.	DESCRIPTION	TOP. ELEV.	DESIGN GROUP	DEVELOPMENT PHASE
A1	80' x 80' BOX HANGAR	598'	II	3
A2	(17) 80' x 80' BOX HANGARS	555'	II	ULT.
A3	(2) 80' x 80' BOX HANGARS	590'	II	ULT.
A4	80' x 80' BOX HANGAR	556'	II	ULT.
B1	100' x 100' BOX HANGAR	595'	II	ULT.
B2	(2) 100' x 100' BOX HANGARS	593'	II	ULT.
B3	100' x 100' BOX HANGAR	574'	II	ULT.
B4	100' x 100' BOX HANGAR	562'	I-II	ULT.
D1	(2) 50' x 50' BOX HANGARS	593'	I	ULT.
D2	50' x 50' BOX HANGAR	588'	I	ULT.
D3	(6) 50' x 50' BOX HANGARS	585'	I	ULT.
D4	50' x 50' BOX HANGAR	586'	I	ULT.
D5	(2) 50' x 50' BOX HANGARS	585'	I	ULT.
D6	(9) 50' x 50' BOX HANGARS	590'	I	ULT.
E1	T-HANGAR (10-UNITS EA.)	590'	I	2
E2	(6) T-HANGARS (10-UNITS EA.)	588'	I	ULT.
E3	(3) T-HANGARS (10-UNITS EA.)	574'	I	ULT.
E4	(7) T-HANGARS (10-UNITS EA.)	565'	I	ULT.
F	70' X 70' BOX HANGAR	588'	II	ULT.
G1	100' X 270' CONVENTIONAL HANGAR	557'	II	ULT.
G2	100' X 270' CONVENTIONAL HANGAR	557'	II	ULT.
L	(4) T-HANGARS (10-UNITS EA.)	580'	I	ULT.
M1	100' X 250' CONVENTIONAL HANGAR	581'	II	ULT.
M2	100' X 250' CONVENTIONAL HANGAR	581'	II	ULT.
M3	100' X 250' CONVENTIONAL HANGAR	578'	II	ULT.
N1	100' X 125' CONVENTIONAL HANGAR	578'	II	ULT.
N2	100' X 125' CONVENTIONAL HANGAR	585'	II	ULT.
P	75' X 90' BOX HANGAR	585'	II	ULT.
T	100' X 100' BOX HANGAR	583'	II	ULT.
U	150' X 180' BOX HANGAR	582'	II	ULT.
V	120' X 220' CONVENTIONAL HANGAR	639'	II	ULT.
W	(22) 50' X 50' BOX HANGARS	639'	I	ULT.

EXISTING BUILDING DATA TABLE		
BLDG. NO.	DESCRIPTION	TOP ELEV.
1	MAIN TERMINAL - FBO / AIRPORT ADMIN.	593'
2	MAINTENANCE HANGAR	594'
3	AVERETT UNIVERSITY HANGAR	595'
4	CIVIL AIR PATROL HANGAR	582'
5	CORPORATE HANGAR	591'
6	CORPORATE HANGAR	593'
7	CORPORATE HANGAR*	592'
8	FIRE STATION*	592'
9	T-HANGAR (UNITS #P1-#P20)	586'
10	T-HANGAR (UNITS #P22-#P30)	588'
11	T-HANGAR (UNITS #T1-#T8)	585'
12	T-HANGAR / CORP. (UNITS #T31-#T33)	588'

BUILDING TABLE NOTES:
BUILDING ELEVATIONS SHOWN ARE ABOVE MEAN SEA LEVEL (AMSL)
ULTIMATE BUILDING ELEVATIONS ARE ESTIMATED USING HIGHEST GROUND ELEVATION IN VICINITY
* ALTHOUGH THE BRL CURRENTLY OVERLAPS BLDGS 7 & 8, THERE IS CURRENTLY NO CONFLICT WITH THEIR CURRENT LOCATIONS. FOR A DETAILED EXPLANATION, PLEASE REFER TO NOTE 4 IN THE NOTES SECTION OF THIS SHEET.
PROPOSED AIRPORTS WILL BE DESIGNED TO MATCH DESIGN GROUP OF MOST CRITICAL HANGAR ON APRON
PHASING IS DEFINED AS FOLLOWS: PHASE 1 - (2007-2011), PHASE 2 - (2012-2016), PHASE 3 - (2017-2026), ULT. - ULTIMATE - BEYOND THE 20-YEAR PLANNING PERIOD.

RUNWAY DATA TABLE								
	RUNWAY 2-20				RUNWAY 13-31			
	EXISTING		ULTIMATE		EXISTING		ULTIMATE	
RUNWAY LENGTH	6,500' FT		6,500'		4,020'		4,020'	
RUNWAY WIDTH	150 FT		100 FT		100		100 FT	
AIRPORT REFERENCE CODE	C-II		C-II		B-II		B-II	
CRITICAL AIRCRAFT	GULFSTREAM III		GULFSTREAM III		CITATION III		CITATION III	
TRUE BEARING	196° 18' 00.00" TRUE		SAME		304° 30' 51.00" TRUE		SAME	
EFFECTIVE GRADIENT (%)	2%		SAME		1.1%		SAME	
RUNWAY SAFETY AREA (RSA)	500' x 1,000'*		SAME		150' x 4,070' **		SAME **	
RUNWAY OBJECT FREE AREA (OFA)	800' x 1,000'*		SAME		500' x 4,070' **		SAME **	
RUNWAY OBJECT FREE ZONE (OFZ)	800' x 200'		SAME		400' x 200'		SAME	
RUNWAY LIGHTING	MIRL		MIRL		MIRL		MIRL	
PAVEMENT STRENGTH:								
SINGLE WHEEL GEAR (LBS)	90,000		30,000		90,000		30,000	
DUAL WHEEL GEAR (LBS)	130,000		70,000		130,000		40,000	
DUAL TANDEM WHEEL GEAR (LBS)	N/A		N/A		N/A		N/A	
SURFACE COMPOSITION	ASPHALT		ASPHALT		ASPHALT		ASPHALT	
PRIMARY SURFACE (PAR PART 77)	6,900' x 1,000'		6,900' x 1,000'		4,020' x 250'		4,020' X 500'	
	RUNWAY 2		RUNWAY 20		RUNWAY 13		RUNWAY 31	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE
APPROACH CATEGORY	PRECISION	SAME	NON-PRECISION	SAME	VISUAL	NON-PRECISION	VISUAL	NON-PRECISION
CLEARWAY	900'	900'	N/A	N/A	N/A	N/A	N/A	N/A
INSTRUMENT DEPARTURE RUNWAY	Y	Y	N	Y	N	N	N	N
APPROACH SURFACE SLOPE	50:1	SAME	34:1	SAME	20:1	34:1	20:1	20:1
LINE OF SIGHT REQUIREMENTS	34:1	SAME	20:1	SAME	20:1	20:1	20:1	20:1
APPROACH MINIMUMS	1/2 MILE	SAME	1 MILE	1 MILE	VISUAL	1 MILE	VISUAL	1 MILE
RUNWAY END COORDINATES								
LATITUDE (NAD 83)	36° 33' 46.550"N	SAME	36° 34' 48.230"N	SAME	36° 34' 41.470"N	SAME	36° 34' 18.943"N	SAME
LONGITUDE (NAD 83)	79° 20' 29.330"W	SAME	79° 20' 06.950"W	SAME	79° 20' 17.050"W	SAME	79° 19' 26.444"W	SAME
RUNWAY ELEVATION (NAVD 88)	535.2'	SAME	557.8'	562.8'	571.0'	SAME	526.9'	SAME
TOUCHDOWN ZONE EL. (NAVD 88)	584.0'	SAME	568.0'	562.8'	572.0'	SAME	527.0'	SAME
RUNWAY MARKINGS	PRECISION	SAME	NON-PRECISION	SAME	BASIC	NON-PRECISION	BASIC	NON-PRECISION
NAVAIDS	GS/LOC/MALSR/PAPI	SAME	PAPI/REIL	SAME	VASI/REIL	PAPI/REIL	VASI/REIL	PAPI/REIL
RUNWAY PROTECTION ZONE:								
LENGTH	2,500'	SAME	1,700'	SAME	1,000'	SAME	1,000'	SAME
INNER WIDTH	1,000'	SAME	500'	SAME	500'	SAME	500'	SAME
OUTER WIDTH	1,750'	SAME	1,010'	SAME	700'	SAME	700'	SAME
ACRES	78.914	SAME	29.465	SAME	13.770	SAME	13.770	SAME
DISPLACED THRESHOLD	N/A	SAME	900'	SAME	N/A	SAME	120'	SAME
LATITUDE (NAD 83)	N/A	SAME	36° 34' 39.690"N	SAME	N/A	N/A	36° 34' 20.018"N	SAME
LONGITUDE (NAD 83)	N/A	SAME	79° 20' 10.050"W	SAME	N/A	N/A	79° 19' 38.356"W	SAME
ELEVATION	N/A	SAME	563.7'	SAME	N/A	N/A	529.0' (Estimated)	

BUILDING TABLE NOTES:
* THERE IS CURRENTLY 100' OF RSA AVAILABLE AT THE END OF RW 2. THERE IS ONLY 100' OF RSA AVAILABLE AT RUNWAY 20. HOWEVER, THE THRESHOLD OF RW20 IS CURRENTLY DISPLACED 900'.
** THERE IS CURRENTLY 300' OF RSA AVAILABLE AT THE END OF RW 13 AND ONLY 150' OF RSA AT THE END OF RW 31. IN THE FUTURE, THRESHOLD 31 SHOULD BE DISPLACED A MINIMUM OF 150'. REFER TO NOTE 9 IN THE NOTES SECTION.

LEGEND

DESCRIPTION	EXISTING	FUTURE	ULTIMATE
BUILDINGS			
PAVEMENT			
FENCE	x	XX	XX
BUILDINGS - OFF AIRPORT		N/A	
PROPERTY LINE			
EASEMENTS			
POFZ			
RPZ			
PAVEMENT - TO BE REMOVED			N/A
RUNWAY MARKINGS			
NAVAID CRITICAL AREA			
NAVAIDS			
RSA	RSA	RSA	
ROFA	OFA	OFA	
RVZ	RVZ	RVZ	
BRL	BRL	BRL	
SURVEY CONTROL		N/A	

DECLARED DISTANCE TABLE

DESCRIPTION	RUNWAY 2	RUNWAY 20
TAKEOFF RUN AVAILABLE (TORA)	5,600'	6,500'
TAKEOFF DISTANCE AVAILABLE (TODA)	6,500'	6,500'
ACCELERATE STOP DISTANCE AVAILABLE (ASDA)	5,600'	6,500'
LANDING DISTANCE AVAILABLE (LDA)	5,600'	5,600'

AIRPORT DATA

DESCRIPTION		EXISTING	ULTIMATE
AIRPORT ACREAGE		681.705	696±
SERVICE LEVEL (NPIAS.)		GENERAL AVIATION	GENERAL AVIATION
SERVICE LEVEL (V.A.S.P.)		G.A. REGIONAL (GR)	G.A. REGIONAL (GR)
AIRPORT REFERENCE CODE (ARC)		C-II	C-II
AIRPORT ELEVATION (MSL.)		571 FT	571 FT
MEAN MAX. TEMP. (HOTTEST MONTH)		90.0° F	90.0° F
AIRPORT REFERENCE POINT (NAD 83)	LATITUDE	36° 34' 22.292"	36° 34' 23.981" N
	LONGITUDE	79° 20' 09.967"	79° 20' 10.865" W
MAGNETIC DECLINATION		8° 34' W (2/09)	0° 2' W /YEAR
AIRPORT IDENTIFIER		DAN	DAN
TAXIWAY LIGHTING		MITL	MITL
AIRPORT NAVAIDS		BEACON/ILS/MALSR VOR/PAPI/GPS	BEACON/ILS/MALSR VOR/PAPI/GPS

LIST OF NON-STANDARD ITEMS

DESCRIPTION	DESIGN STANDARD	NON-STANDARD ITEM MITIGATION / PHASING
RUNWAY TRANSVERSE GRADE LIMITATIONS	The maximum allowable transverse grade slope of a category C & D runway shoulder varies between 1.5 percent to 5 percent negative slope.	The shoulders of Runway 2-20 actually slope upward (positive slope) rather than downward as required per FAA standards. Runway shoulders should be reconstructed to slope downward within the short-term.
RUNWAY LINE OF SIGHT REQUIREMENTS	The runway profile must provide an unobstructed line of sight between any point five feet above the runway centerline to any other point five feet above the runway centerline for a distance of one-half the runway's length.	Runway 2-20 has a high point approximately 2,000' from the end of RW 20. This rise prohibits visibility from the RW midpoint to the runway end and therefore is non-standard. It is recommended that a portion of Runway 20 be reconstructed within the short-term.
RUNWAY VISIBILITY ZONE REQUIREMENTS	Airports with intersecting runways require clear (unobstructed) visibility in the area denoted as the runway visibility zone (RVZ).	A mound of terrain exists within the RVZ on the east side of the airport between Runways 13-31 and 2-20. The mound obstructs view within the RVZ. It is recommended that this area be re-graded within the short-term.
RUNWAY SAFETY AREA REQUIREMENTS	Table 3-1 of AC 150/5300-13 mandates 300' of safety area prior to landing and beyond the runway for B-II category runways with not lower than 3/4 mile visibility minimums.	Runway 31 has approximately 150' of safety area prior to / beyond the runway end. It is recommended that the the threshold of Runway 31 be displaced a minimum of 150' to recover safety area within the short-term.

F.A.A APPROVAL
THIS AIRPORT DRAWING IS APPROVED BY:
(SIGNATURE) _____ DATE: _____
NAME: _____
TITLE: _____

D.O.A.V. APPROVAL
THIS AIRPORT DRAWING IS APPROVED BY:
(SIGNATURE) _____ DATE: _____
NAME: _____
TITLE: _____

AIRPORT SPONSOR APPROVAL
THIS AIRPORT DRAWING IS APPROVED BY:
(SIGNATURE) _____ DATE: _____
NAME: _____
TITLE: _____

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Designer:	RWO
Technician:	DN
Checked by:	PJ
Project Number:	PL494010

NOTES

1. THERE ARE NO OFZ OBJECT PENETRATIONS OTHER THAN FRANGIBLE NAVAIDS.

2. THERE ARE NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS.

3. FAA'S APPROVAL OF THE AIRPORT LAYOUT PLAN (ALP) REPRESENTS ACCEPTANCE OF THE GENERAL LOCATION OF THE FUTURE FACILITIES DEPICTED. DURING THE PRELIMINARY DESIGN PHASE, THE AIRPORT OWNER IS REQUIRED TO SUBMIT FOR APPROVAL THE FINAL LOCATIONS, HEIGHTS, AND EXTERIOR FINISHES OF STRUCTURES. FAA'S CONCERNS ARE OBSTRUCTIONS, IMPACT ON ELECTRONIC AIDS AND ADVERSE EFFECT ON CONTROLLER VIEW OF AIRCRAFT APPROACHES AND GROUND MOVEMENTS, WHICH COULD ADVERSELY AFFECT THE SAFETY, EFFICIENCY OR UTILITY OF THE AIRPORT.

4. THE BUILDING RESTRICTION LINE (BRL) SHOWN ASSUMES A HEIGHT OF 20' ABOVE GROUND LEVEL (AGL). BLDGS WITH TOP ELEVATIONS LESS THAN 20' COULD POTENTIALLY BE POSITIONED CLOSER TO THE RUNWAY, WHEREAS, TALLER BUILDINGS WOULD HAVE TO MOVE FURTHER FROM THEIR RESPECTIVE RUNWAY.

5. ALL DEVELOPMENT NOTED AS "ULTIMATE" WILL REQUIRE ADDITIONAL DOCUMENTATION AND JUSTIFICATION BE SUBMITTED TO THE FAA IN ORDER TO BE CONSIDERED FOR APPROVAL AND FUNDING.

6. THE VIRGINIA DEPARTMENT OF AVIATION MUST APPROVE ANY PROPOSED LEASE PRIOR TO THE EXECUTION THEREOF.

7. EXISTING TAXIWAY WIDTHS VARY FROM 35-50'; HOWEVER, THE STANDARD WIDTH FOR GROUP II AIRCRAFT IS 35'. THE REQUIRED TAXIWAY WIDTH FOR A GROUP I FACILITY IS 25'. ALL PROPOSED TAXIWAYS WILL BE CONSTRUCTED TO GROUP I OR GROUP II STANDARDS DEPENDING ON THE FACILITY DESIGN CATEGORY.

8. ALL NON-AVIATION RELATED DEVELOPMENTS SHOWN IN THIS AREA MUST ALSO INCLUDE AN AVIATION RELATED COMPONENT, SUCH AS AN ATTACHED OR ADJACENT HANGAR FACILITY.

9. AN RSA DETERMINATION OR EVALUATION OF RSA BY A LICENSED ENGINEER IS REQUIRED IN ORDER TO DETERMINE THE EXACT AMOUNT OF THRESHOLD DISPLACEMENT REQUIRED TO RECOVER RSA PRIOR TO & BEYOND THE END OF RUNWAY 31. IT IS RECOMMENDED THAT THE THRESHOLD RELOCATION OCCUR DURING THE SHORT-TERM PLANNING PERIOD.

10. AN OBSTRUCTION SURVEY SHOULD BE PERFORMED PRIOR TO THE INSTALLATION OF ANY NEW NAVAIDS AND/OR PRIOR TO THE ESTABLISHMENT OF ANY NEW APPROACHES.

CONSTRUCTION NOTICE REQUIREMENT

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

REVISIONS

No.	Description	Date	By

Project Name:
DANVILLE REGIONAL AIRPORT
Master Plan Update

Drawing Name:
AIRPORT LAYOUT PLAN DRAWING

FAA A.I.P. Project Number:
AIP 3-51-0011-020

Autocad Drawing Reference:

Date: June, 2009	Division: Planning
Scale: 1" = 400'	Drawing Number: 2