RUNWAY DATA

NO.	ITEM	RUNWAY 2–20 EXISTING	RUNWAY 2–20 PROPOSED	RUNWAY 13–31 EXISTING	RUNWAY 13–31 PROPOSED
1	APPROACH VISIBILITY MINIMUMS	RWY 2 LOWER THAN 3/4 MILE RWY 20 NOT LOWER THAN 1 MILE	RWY 2 LOWER THAN 3/4 MILE RWY 20 NOT LOWER THAN 1 MILE	VISUAL	VISUAL
2	AIRPORT REFERENCE CODE (ARC)	C–II	C–II	B–II	B–II
	APPROACH SURFACES (INNER WIDTH X LENGTH X OUTER WIDTH)	1,000' X 10,000' X 4,000' RUNWAY 2; 1,000' X 10,000' X 4,000' RUNWAY 20	1,000' X 10,000' X 4,000' RUNWAY 2; 1,000' X 10,000' X 4,000' RUNWAY 20	500' X 5,000' X 5,000' RUNWAY 13; 500' X 5,000' X 5,000' RUNWAY 31	500' X 5,000' X 5,000' RUNWAY 13; 500' X 5,000' X 5,000' RUNWAY 31
3	FAR PART 77 APPROACH SLOPE	RUNWAY 2–20 C, 40:1 RUNWAY 20–34:1	RUNWAY 2–20 C, 40:1 RUNWAY 20–34:1	RUNWAY 13–31 RUNWAY 31–20:1	RUNWAY 13–31 RUNWAY 31–20:1
4	RUNWAY DIMENSIONS	6,500' X 150'	6,500' X 150'	4,021' X 100'	4,021' X 100'
5	PAVEMENT TYPE	ASPHALT	ASPHALT	ASPHALT	ASPHALT
6	PAVEMENT STRENGTH/GEAR CONFIGURATION	90,000"SW 130,000DW#	90,000"SW 130,000DW#	90,000"SW 130,000DW#	90,000"SW 130,000DW#
7	RUNWAY LIGHTING	HIRL	HIRL	MIRL	MIRL
8	RUNWAY MARKING	PRECISION	PRECISION	VISUAL	VISUAL
9	EFFECTIVE GRADIENT (%)	0.3%	0.3%	1.1%	1.1%
10	MAX. GRADE WITHIN RUNWAY LENGTH	N/A	N/A	N/A	N/A
11	LINE OF SIGHT REQUIREMENTS	YES	YES	YES	YES
12	ELECTRONIC & VISUAL APPROACH AIDS RUNWAY 2	ILS, PAPI 4L, MALSR	ILS, PAPI 4L, MALSR, GPS (WAAS)		
	RUNWAY 20	PAPI 4L, REIL	PAPI 4L, REIL, GPS (WAAS)		
	RUNWAY 13			REIL, VASI 2L	REIL, VASI 2L
	RUNWAY 31			REIL, VASI 2L	REIL, VASI 2L
13	RUNWAY CRITICAL AIRCRAFT	GULFSTREAM III	CANADAIR CRJ SERES 900	CITATION II	CITATION II
14	LENGTH OF HAUL FOR CRITICAL AIRCRAFT OVER 60K LBS.	LESS THAN 500 MILES	LESS THAN 500 MILES	N/A	N/A
15	RSA DIMENSIONS	7,600' X 500'	7,600' X 500'	4,621' X 150'	4,621' X 150'
16	OFA DIMENSIONS	7,600' X 800'	7,600' X 800'	4,621' X 500	4,621' X 500'
17	OFZ DIMENSIONS	6,000' X 400'	6,000' X 400'	4,621' X 250'	4,621' X 250'
18	RUNWAY ELEVATIONS	RWY 2 / RWY 20	RWY 2 / RWY 20	RWY 13 / RWY 31	RWY 13 / RWY 31
	EXISTING END	536.0 / 558.0		571.8 / 526.9	
	ULTIMATE END	– / –	536.0 / 558.0	– / –	571.8 / 526.9
	DISPLACED THRESHOLD	– / 563.7	– / –	– / –	– / –
	TOUCHDOWN ZONE	564.0 / 568.0	– / –	572.0 / 572.0	– / –
	HIGH & LOW POINTS	558.0 / 536.0	558.0 / 536.0	571.8 / 526.9	– / –

SW = SINGLE WHEEL
DW = DUAL WHEEL

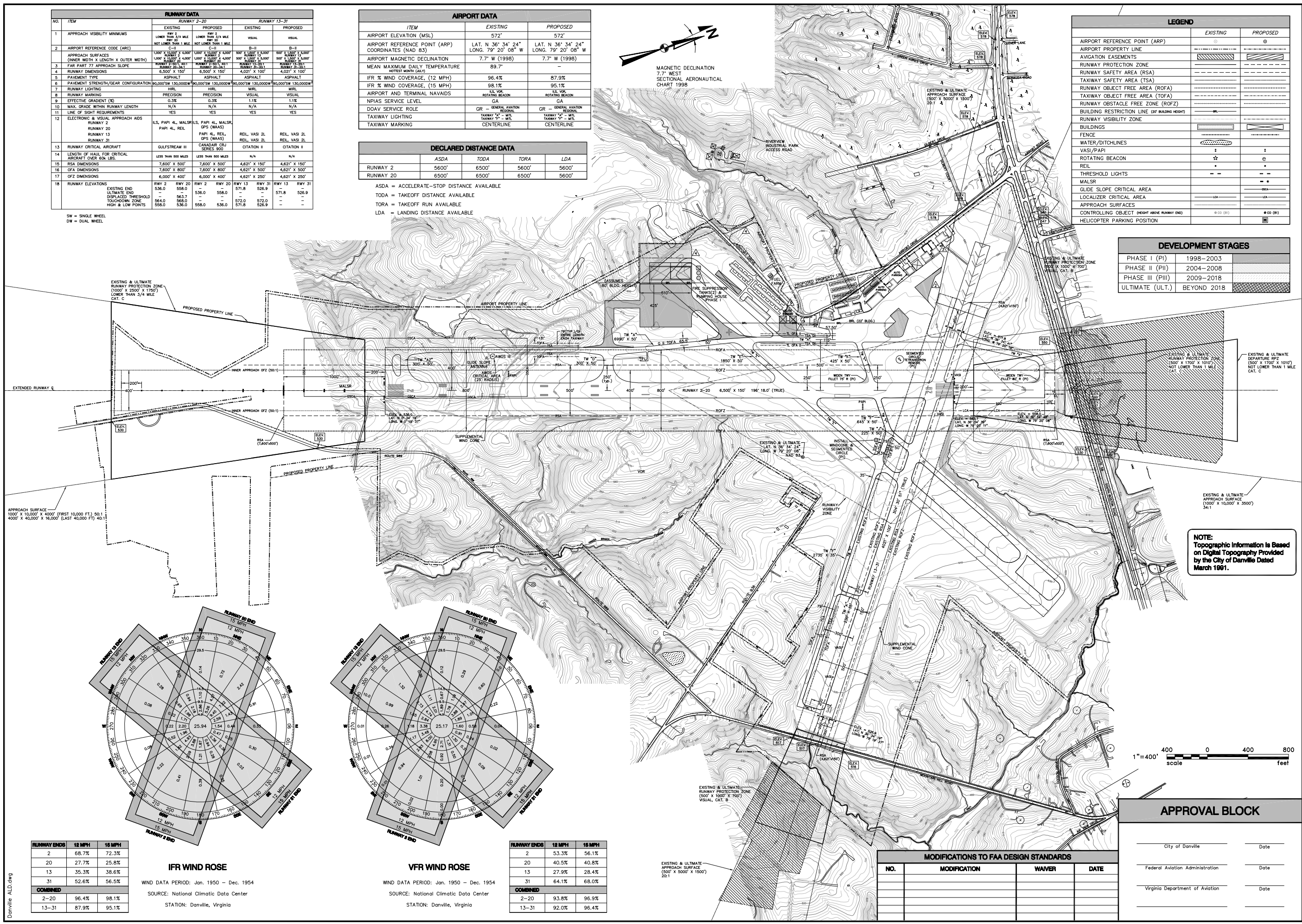
AIRPORT DATA

ITEM	EXISTING	PROPOSED
AIRPORT ELEVATION (MSL)	572'	572'
AIRPORT REFERENCE POINT (ARP) COORDINATES (NAD 83)	LAT. N 36° 34' 24" LONG. 79° 20' 08" W	LAT. N 36° 34' 24" LONG. 79° 20' 08" W
AIRPORT MAGNETIC DECLINATION	7.7° W (1998)	7.7° W (1998)
MEAN MAXIMUM DAILY TEMPERATURE HOTTEST MONTH (JULY)	89.7°	–
IFR % WIND COVERAGE, (12 MPH)	96.4%	87.9%
IFR % WIND COVERAGE, (15 MPH)	98.1%	95.1%
AIRPORT AND TERMINAL NAVAIDS	ILS, VOR, ROTATING BEACON	ILS, VOR, ROTATING BEACON
NPIAS SERVICE LEVEL	GA	GA
DOAV SERVICE ROLE	GR – GENERAL AVIATION REGIONAL	GR – GENERAL AVIATION REGIONAL
TAXIWAY LIGHTING	TAXIWAY "A" – MITL TAXIWAY "F" – MITL	TAXIWAY "A" – MITL TAXIWAY "F" – MITL
TAXIWAY MARKING	CENTERLINE	CENTERLINE

DECLARED DISTANCE DATA

	ASDA	TODA	TORA	LDA
RUNWAY 2	5600'	6500'	5600'	5600'
RUNWAY 20	6500'	6500'	6500'	5600'

ASDA = ACCELERATE–STOP DISTANCE AVAILABLE
TODA = TAKEOFF DISTANCE AVAILABLE
TORA = TAKEOFF RUN AVAILABLE
LDA = LANDING DISTANCE AVAILABLE



NOTE:
Topographic Information is Based on Digital Topography Provided by the City of Danville Dated March 1991.

LEGEND

	EXISTING	PROPOSED
AIRPORT REFERENCE POINT (ARP)		
AIRPORT PROPERTY LINE		
AVIGATION EASEMENTS		
RUNWAY PROTECTION ZONE		
RUNWAY SAFETY AREA (RSA)		
TAXIWAY SAFETY AREA (TSA)		
RUNWAY OBJECT FREE AREA (ROFA)		
TAXIWAY OBJECT FREE AREA (TOFA)		
RUNWAY OBSTACLE FREE ZONE (ROFZ)		
BUILDING RESTRICTION LINE (20' BUILDING HEIGHT)	BRL	
RUNWAY VISIBILITY ZONE		
BUILDINGS		
FENCE		
WATER/DITCHLINES		
VASI/PAPI		
ROTATING BEACON		
REIL		
THRESHOLD LIGHTS		
MALSR		
GLIDE SLOPE CRITICAL AREA	GSCA	
LOCALIZER CRITICAL AREA	LCA	LCA
APPROACH SURFACES		
CONTROLLING OBJECT (HEIGHT ABOVE RUNWAY END)	CO (RI)	CO (RI)
HELICOPTER PARKING POSITION		H

DEVELOPMENT STAGES

PHASE I (PI)	1998–2003	
PHASE II (PII)	2004–2008	
PHASE III (PIII)	2009–2018	
ULTIMATE (ULT.)	BEYOND 2018	

RUNWAY ENDS	12 MPH	15 MPH
2	68.7%	72.3%
20	27.7%	25.8%
13	35.3%	38.6%
31	52.6%	56.5%
COMBINED		
2–20	96.4%	98.1%
13–31	87.9%	95.1%

IFR WIND ROSE

WIND DATA PERIOD: Jan. 1950 – Dec. 1954
SOURCE: National Climatic Data Center
STATION: Danville, Virginia

RUNWAY ENDS	12 MPH	15 MPH
2	53.3%	56.1%
20	40.5%	40.8%
13	27.9%	28.4%
31	64.1%	68.0%
COMBINED		
2–20	93.8%	96.9%
13–31	92.0%	96.4%

VFR WIND ROSE

WIND DATA PERIOD: Jan. 1950 – Dec. 1954
SOURCE: National Climatic Data Center
STATION: Danville, Virginia

MODIFICATIONS TO FAA DESIGN STANDARDS

NO.	MODIFICATION	WAIVER	DATE

APPROVAL BLOCK

City of Danville — Date
Federal Aviation Administration — Date
Virginia Department of Aviation — Date

TALBERT&BRIGHT
ENGINEERING & PLANNING CONSULTANTS
10105 KRAUSE ROAD, SUITE 100
CHESTERFIELD, VIRGINIA 23832
PHONE: 804-768-6878 FAX: 804-768-6871

REV. NO.	DESCRIPTION	DATE
1	BY LPA: SHOW NEW ROAD & PARKING, ADD AIRCRAFT PARKING, REVISE FENCE.	05/14/02
2	BY LPA: SHOW HANGAR 17 & 18 & APRON AS EXIST.	04/30/02
3	BY LPA: REVISED TE DOWN AREA & TAXILANE LAYOUT	04/30/02
4	BY LPA: REPLACE PROPOSED MAINTENANCE HANGAR W/NEW CORPORATE HANGARS	04/30/02

REVISIONS

AIRPORT LAYOUT DRAWING

Airport Master Plan

Danville Regional Airport - Danville, Virginia

FINAL
DECEMBER 2001

Date	DECEMBER 2001
Scale	1"=400'
Drawn	REK
Checked	SDOB
Project No.	2304–9701
Sheet No.	2 of 4

Danville ALD.dwg