RUNWAY DATA TABLE

	RUNWAY 5-23	
	EXISTING	FUTURE
RUNWAY LENGTH	5,500'	6,000'
RUNWAY WIDTH	100'	SAME
RUNWAY WIND COVERAGE % (ALL WEATHER)		
10.5KTS / 12MPH	96.52 %	SAME
13KTS / 15MPH	98.22 %	SAME
16KTS / 18MPH	99.52 %	SAME
20KTS / 23MPH	99.87 %	SAME
AIRPORT REFERENCE CODE	C-II	SAME
CRITICAL AIRCRAFT	HAWKER 900XP JET	SAME
TRUE BEARING	43.64° / 223.65°	SAME
EFFECTIVE GRADIENT (%)	0.1% / -0.1%	SAME
RSA DIMENSIONS (RUNWAY END)	500' x 1,000' (SEE NOTE 2)	SAME
ROFA DIMENSIONS (RUNWAY END)	800' x 1,000'	SAME
OFZ DIMENSIONS (RUNWAY END)	400' x 200'	SAME
RUNWAY LIGHTING	MIRL	SAME
PAVEMENT STRENGTH:		
SINGLE WHEEL GEAR (POUNDS)	25,000	SAME
SURFACE COMPOSITION	ASPHALT	SAME
PRIMARY SURFACE (FAR PART 77)	500'	1,000'

	RUNWAY 5		RUNWAY 23	
	EXISTING	FUTURE	EXISTING	FUTURE
APPROACH CATEGORY	NONPRECISION B(C)	NONPRECISION B(D)	NONPRECISION B(C)	SAME
APPROACH SURFACE SLOPE	34:1	SAME	34:1	SAME
THRESHOLD SITING SURFACE REQUIREMENTS	20:1	SAME	20:1	SAME
APPROACH MINIMUMS	1 MILE	3/4 MILE	1 MILE	SAME
TYPE OF APPROACH TO RW END	LPV, GPS	SAME	LPV, GPS, NDB	SAME
RUNWAY END COORDINATES				
LATITUDE (NAD 83)	N 34° 26' 31.27"	N 34° 26' 27.69"	N 34° 27' 10.64"	SAME
LONGITUDE (NAD 83)	W 79° 53' 33.78"	W 79° 53' 37.91"	W 79° 52' 48.46"	SAME
RUNWAY END ELEVATION (NAVD 88)	188.5'	SAME	183.1'	SAME
TOUCHDOWN ZONE EL. (NAVD 88)	188.7'	SAME	185.2'	SAME
RUNWAY MARKINGS	NONPRECISION	SAME	NONPRECISION	SAME
NAVAIDS	ODALS, PAPI, REIL	SAME	PAPI, REIL	SAME
RUNWAY PROTECTION ZONE:				
LENGTH	1,700'	1,700'	1,700'	SAME
INNER WIDTH	500'	1,000'	500'	SAME
OUTER WIDTH	1,010'	1,510'	1,010'	SAME
ACRES	29.5	49.0	29.5	SAME
DISPLACED THRESHOLD COORDINATES				
LATITUDE (NAD 83)	N/A	N/A	N/A	N/A
LONGITUDE (NAD 83)	N/A	N/A	N/A	N/A
DISPLACED THRESHOLD ELEVATION	N/A	N/A	N/A	N/A
DISPLACED THRESHOLD DISTANCE	N/A	N/A	N/A	N/A

LEGEND

DESCRIPTION	EXISTING	FUTURE
PROPERTY LINE		
BUILDINGS		
PAVEMENT		
RUNWAY MARKINGS		
NWI LAYER		N/A
RSA	RSA	RSA
ROFA	ROFA	ROFA
BRL	BRL	BRL
NAVAIDS / LIGHTING		
FENCE	x	xxx
AIRPORT BEACON		
EASEMENT		

AIRPORT DATA TABLE

DESCRIPTION		EXISTING	FUTURE
AIRPORT ACREAGE (ACRES)*		882.6	934.2
AIRPORT EASEMENTS (ACRES)		69.5	3.8
SERVICE LEVEL (NPIAS)		GENERAL AVIATION	SAME
AIRPORT REFERENCE CODE (ARC)		C-II	SAME
AIRPORT ELEVATION (AMSL)		192.2'	SAME
MEAN MAX. TEMP. (HOTTEST MONTH)		91° JULY	SAME
AIRPORT REFERENCE POINT (NAD 83)	LATITUDE	N 34° 26' 50.95"	N 34° 26' 49.17"
	LONGITUDE	W 79° 53' 11.12"	W 79° 53' 13.18"
MAGNETIC DECLINATION		7° 56' W	0° 3' W / YEAR
AIRPORT IDENTIFIER		UDG	SAME
TAXIWAY LIGHTING		MITL	SAME
AIRPORT NAVAIDS		BEACON, AWOS, WINDCONE, SEGMENTED CIRCLE, ODALS, PAPI, NDB	SAME

* ACREAGES ESTIMATED BASED ON PARCEL INFORMATION FROM DARLINGTON COUNTY ASSESSOR'S OFFICE.

AIRPORT SPONSOR APPROVAL

THIS AIRPORT DRAWING IS APPROVED BY:

SIGNATURE: _____ DATE: _____

NAME: _____

TITLE: _____

MODIFICATION TO FAA DESIGN STANDARDS

DESCRIPTION	DESIGN STANDARD	AERONAUTICAL STUDY NUMBER	FAA APPROVAL
	NONE		

DECLARED DISTANCES DATA TABLE

DISTANCE	EXISTING		FUTURE	
	5	23	5	23
ASDA	5,500'	5,200'*	6,000'	6,000'
LDA	5,500'	5,200'*	6,000'	6,000'
TORA	5,500'	5,500'	6,000'	6,000'
TODA	5,500'	5,500'	6,000'	6,000'

*SEE NOTE 2

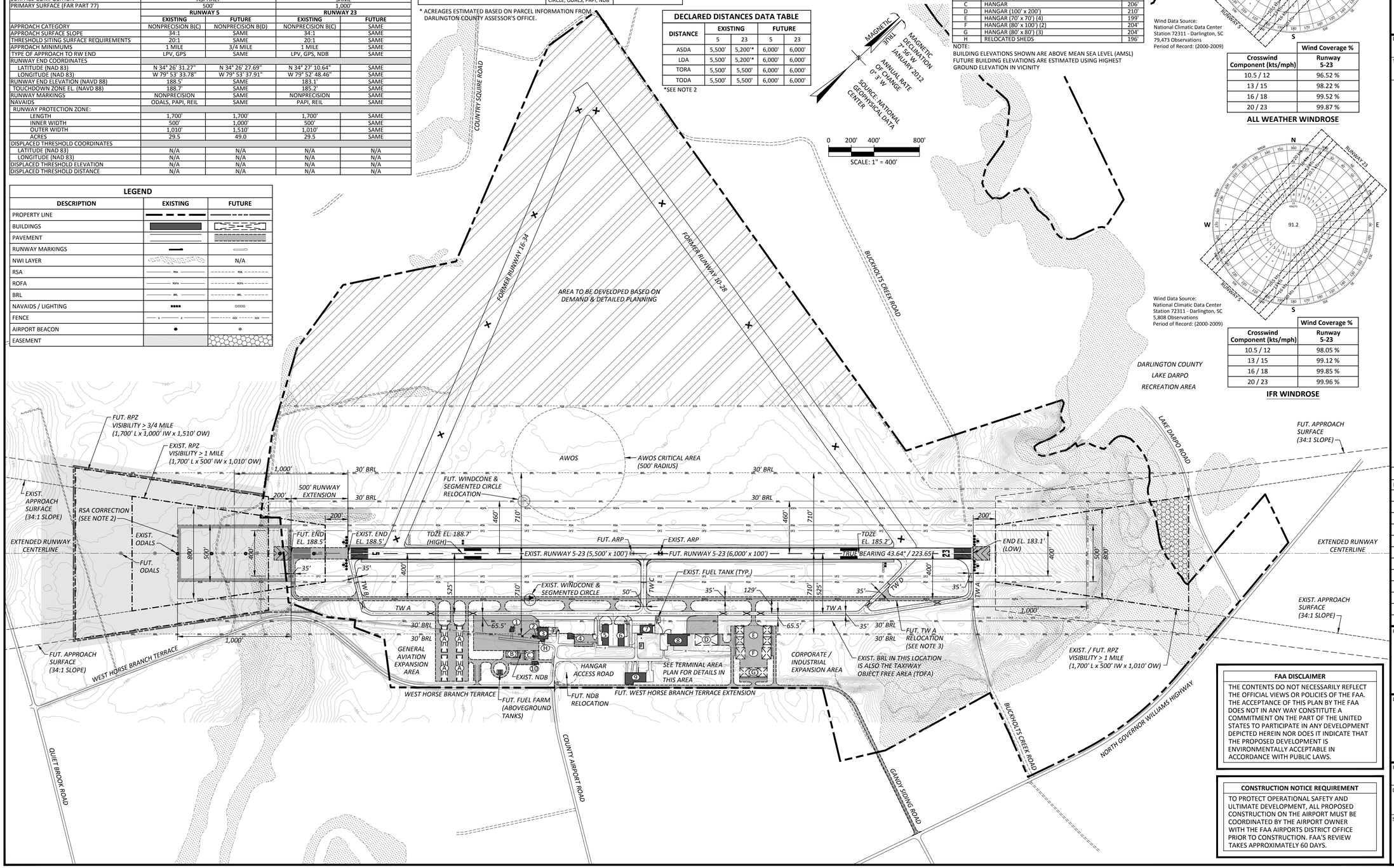
EXISTING BUILDING DATA TABLE

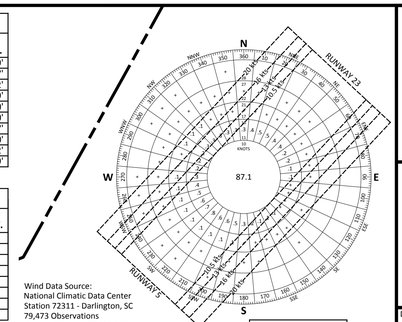
BLDG. NO.	DESCRIPTION	TOP ELEV.
1	FIRE STATION 16 (TO BE REPLACED)	201.9'
2	SHEDS (TO BE RELOCATED)	198.7'
3	HANGAR	214.2'
4	TERMINAL BUILDING	205.9'
5	T-HANGAR	208.0'
6	T-HANGAR	208.0'
7	HANGAR	208.7'
8	HANGAR	216.0'
9	MANUFACTURING FACILITY	206.2'
10	QUONSET HUT (TO BE REMOVED)	197.9'

FUTURE BUILDING DATA TABLE

BLDG. NO.	DESCRIPTION	TOP ELEV.
A	T-HANGARS (10-UNIT) (4 BUILDINGS)	207'
B	TERMINAL / FIRE STATION	206'
C	HANGAR	206'
D	HANGAR (100' x 200')	210'
E	HANGAR (70' x 70') (4)	199'
F	HANGAR (80' x 100') (2)	204'
G	HANGAR (80' x 80') (3)	204'
H	RELOCATED SHEDS	196'

NOTE:
BUILDING ELEVATIONS SHOWN ARE ABOVE MEAN SEA LEVEL (AMSL)
FUTURE BUILDING ELEVATIONS ARE ESTIMATED USING HIGHEST GROUND ELEVATION IN VICINITY





Wind Data Source:
National Climatic Data Center
Station 72311 - Darlington, SC
79,473 Observations
Period of Record: (2000-2009)

Crosswind Component (kts/mph)	Wind Coverage % Runway 5-23
10.5 / 12	96.52 %
13 / 15	98.22 %
16 / 18	99.52 %
20 / 23	99.87 %

ALL WEATHER WINDROSE

Wind Data Source:
National Climatic Data Center
Station 72311 - Darlington, SC
5,808 Observations
Period of Record: (2000-2009)

Crosswind Component (kts/mph)	Wind Coverage % Runway 5-23
10.5 / 12	98.05 %
13 / 15	99.12 %
16 / 18	99.85 %
20 / 23	99.96 %

IFR WINDROSE

FAA DISCLAIMER

THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICIES OF THE FAA. THE ACCEPTANCE OF THIS PLAN BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH PUBLIC LAWS.

CONSTRUCTION NOTICE REQUIREMENT

TO PROTECT OPERATIONAL SAFETY AND ULTIMATE 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.

DARLINGTON COUNTY JETPORT
Darlington, South Carolina

THE LPA GROUP
AVIATION CONSULTANTS
A UNIT OF MICHAEL BAKER CORPORATION

Designer: APN	Checked by: MJK
Technician: APN	Project Number: 121477

NOTES:

1. ALL ELEVATIONS SHOWN ARE ABOVE MEAN SEA LEVEL (AMSL).
2. THE EXISTING RSA BEYOND RUNWAY 5 IS NON-STANDARD. THE RECOMMENDED CORRECTION INCLUDES FILLING AND GRADING THE RSA IN CONJUNCTION WITH A FUTURE EXTENSION OF RUNWAY 5. IN THE INTERIM, THE APPLICATION OF DECLARED DISTANCES MAY BE NECESSARY BECAUSE 700' OF RSA IS PROVIDED BEYOND RUNWAY 5. DECLARED DISTANCES WOULD ONLY AFFECT RUNWAY 23 ASDA AND LDA CALCULATIONS BY 300'.
3. RELOCATION OF TAXIWAY A IS RECOMMENDED TO CORRECT APRON FRONTAGE ISSUES FOR EXISTING AND FUTURE AIRPORT BUILDINGS. EXISTING TAXIWAY A TO BE CLOSED FOR AIRCRAFT TAXIING FOLLOWING RELOCATION.
4. EXISTING BRL BASED ON TAXIWAY OBJECT FREE AREA (TOFA) OF TAXIWAY A OR TRANSITIONAL SURFACE ELEVATION OF 30'. FUTURE BRL BASED ON TRANSITIONAL SURFACE ELEVATION OF 30' OR EXISTING BUILDING SEPARATIONS.
5. ALL EXISTING AND FUTURE HOLDLINES ARE LOCATED 250' FROM RUNWAY CENTERLINE.
6. RUNWAYS 10-28 AND 16-34 ARE PERMANENTLY CLOSED.
7. BASE MAPPING SOURCE: WOOLPERT, INC. SEPTEMBER 7, 2010.
8. ACCORDING TO FEMA FLOOD INSURANCE RATE MAPS (COMMUNITY-PANEL NUMBERS 4500600075B AND 4500600050B). UDG IS LOCATED IN AN AREA DETERMINED TO BE OUTSIDE THE 500-YEAR FLOODPLAIN (ZONE X).

REVISIONS

NO.	DESCRIPTION	DATE	BY

Project Name:

AIRPORT LAYOUT PLAN UPDATE

Drawing Name:

AIRPORT LAYOUT PLAN DRAWING

FAA AIP Project Number: **3-45-0021-008-2008**

Date: JANUARY 2012	Division: PLANNING
Scale: (24X36) 1" = 400'	Drawing Number: 2

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