IFR				
DIRECTION	16 Kts/ 18.4 MPH	13 Kts/ 15.0 MPH	10.5 Kts/ 12.1 MPH	CALMS
RWY 6	61.76	61.05	59.84	7.0
RWY 24	31.03	30.44	29.70	7.0
RWY 14	N/A	38.93	37.54	7.0
RWY 32	N/A	48.50	45.5	7.0

SOURCE: NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
STATION: SHAW AIR FORCE BASE
PERIOD COVERED: 1/1/91 TO 12/31/00

KERSHAW COUNTY AIRPORT
IFR WEATHER WIND ROSE

ALL WEATHER				
DIRECTION	16 Kts/ 18.4 MPH	13 Kts/ 15.0 MPH	10.5 Kts/ 12.1 MPH	CALMS
RWY 6	43.74	43.19	42.38	6.78
RWY 24	49.36	48.54	47.34	6.78
RWY 14	N/A	42.08	40.51	6.78
RWY 32	N/A	43.95	43.43	6.78

SOURCE: NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
STATION: SHAW AIR FORCE BASE
PERIOD COVERED: 1/1/91 TO 12/31/00

KERSHAW COUNTY AIRPORT
ALL WEATHER WIND ROSE

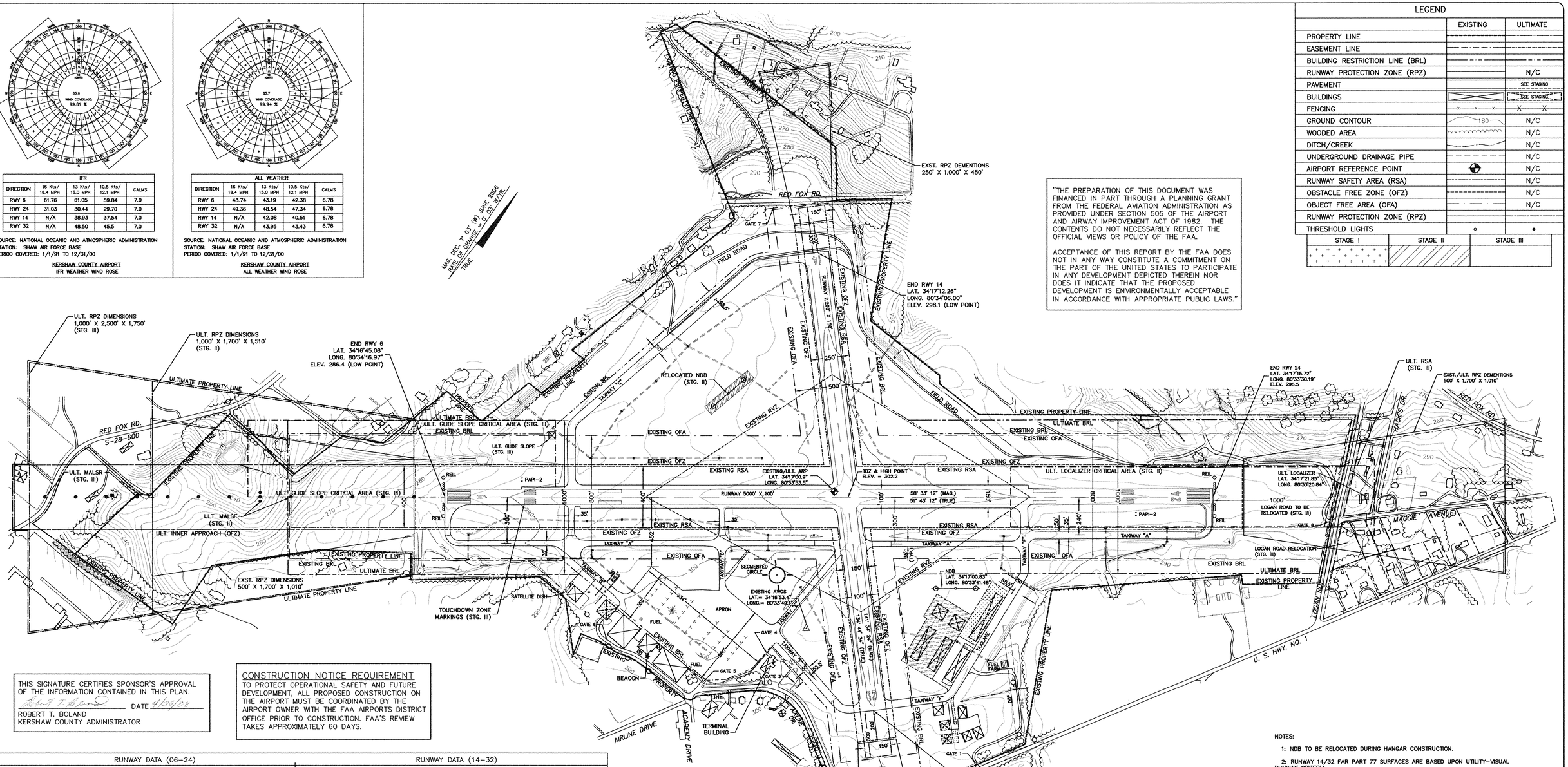
LEGEND

	EXISTING	ULTIMATE
PROPERTY LINE		
EASEMENT LINE		
BUILDING RESTRICTION LINE (BRL)		
RUNWAY PROTECTION ZONE (RPZ)		N/C
PAVEMENT		SEE STAGING
BUILDINGS		SEE STAGING
FENCING	X X X	X X
GROUND CONTOUR	180	N/C
WOODED AREA		N/C
DITCH/CREEK		N/C
UNDERGROUND DRAINAGE PIPE		N/C
AIRPORT REFERENCE POINT		N/C
RUNWAY SAFETY AREA (RSA)		N/C
OBSTACLE FREE ZONE (OFZ)		N/C
OBJECT FREE AREA (OFA)		N/C
RUNWAY PROTECTION ZONE (RPZ)		
THRESHOLD LIGHTS	○	●

STAGE I	STAGE II	STAGE III

"THE PREPARATION OF THIS DOCUMENT WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA.

ACCEPTANCE OF THIS REPORT BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."



THIS SIGNATURE CERTIFIES SPONSOR'S APPROVAL OF THE INFORMATION CONTAINED IN THIS PLAN.

ROBERT T. BOLAND DATE 4/28/04
ROBERT T. BOLAND
KERSHAW COUNTY ADMINISTRATOR

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.

RUNWAY DATA (06–24)	EXISTING	STAGE I	STAGE II	STAGE III
RUNWAY LENGTH (PUBLISHED)	5000'	N/C	N/C	N/C
RUNWAY WIDTH (PUBLISHED)	100'	N/C	N/C	N/C
EFFECTIVE GRADIENT (%)	0.2%	N/C	N/C	N/C
% WIND COVERAGE (16 KTS/18.4 MPH ALL WEATHER)	98.35%	N/C	N/C	N/C
PAVEMENT STRENGTH (PUBLISHED)	SW 30,000 lbs DW 50,000 lbs	N/C	N/C	N/C
APPROACH LIGHTING	NONE	N/C	MALSF	MALSR
RUNWAY LIGHTING	MIRL	N/C	N/C	N/C
RUNWAY MARKING	NPI	N/C	N/C	PI
NAVIGATIONAL AIDS (CIRCLING) (STRAIGHT IN)	VOR/DME/GPS–A GPS/NDB	N/C	LOC	ILS
VISIBILITY MINIMUMS	1 MILE	N/C	3/4 MILE	1/2 MILE
APPROACH SURFACES (FAR PART 77)	06 VIS 20:1 24 NPI 34:1	N/C	06: NPI 34:1 24: N/C	06: PI 50:1 24: N/C
RUNWAY END 06 COORDINATES	LAT. 34° 16' 45.08" LONG. 80° 34' 16.97"	N/C	N/C	N/C
RUNWAY END 24 COORDINATES	LAT. 34° 17' 15.72" LONG. 80° 33' 30.19"	N/C	N/C	N/C
SURFACE MATERIAL	ASPHALT	N/C	N/C	N/C
RUNWAY SAFETY AREA (RSA)	6,768' X 400'	N/C	N/C	7,000' X 400'
DESIGN GROUP	C–II	N/C	N/C	N/C
VISUAL NAVAIDS	PAPI–2	N/C	MALSF	MALSRAIL
RUNWAY PROTECTION ZONE (RPZ) RWY 06 RWY 24	500' X 1,700' X 1,010' 500' X 1,700' X 1,010'	N/C	1,000' X 1,700' X 1,510' N/C	1,000' X 2,500' X 1,750' N/C
OBJECT FREE AREA (OFA)	7,000' X 800'	N/C	N/C	N/C
OBSTACLE FREE ZONE (OFZ)	5,400' X 400'	N/C	N/C	N/C
RART 77 APPROACH CATEGORY	NPI	N/C	N/C	PIR
DESIGN AIRCRAFT	GULFSTREAM III	N/C	N/C	N/C
MAXIMUM ELEVATION AMSL	302.2	N/C	N/C	N/C

RUNWAY DATA (14–32)	EXISTING	STAGE I	STAGE II	STAGE III
RUNWAY LENGTH (PUBLISHED)	2,998'	N/C	N/C	N/C
RUNWAY WIDTH (PUBLISHED)	100'	N/C	N/C	N/C
EFFECTIVE GRADIENT (%)	0.05%	N/C	N/C	N/C
% WIND COVERAGE (13 KTS ALL WEATHER)	94.77%	N/C	N/C	N/C
PAVEMENT STRENGTH (PUBLISHED)	SW 30,000 lbs DW 50,000 lbs	N/C	N/C	N/C
APPROACH LIGHTING	NONE	N/C	N/C	N/C
RUNWAY LIGHTING	NONE	N/C	N/C	N/C
RUNWAY MARKING	VISUAL	N/C	N/C	N/C
NAVIGATIONAL AIDS (CIRCLING)	VOR/DME GPS–A	N/C	N/C	N/C
VISIBILITY MINIMUMS	VISUAL	N/C	N/C	N/C
APPROACH SURFACES (FAR PART 77)	UTIL–VIS 20:1	N/C	N/C	N/C
RUNWAY END 14 COORDINATES	LAT. 34° 17' 12.26" LONG. 80° 34' 06.00"	N/C	N/C	N/C
RUNWAY END 32 COORDINATES	LAT. 34° 16' 51.39" LONG. 80° 33' 40.63"	N/C	N/C	N/C
SURFACE MATERIAL	ASPHALT	N/C	N/C	N/C
RUNWAY SAFETY AREA (RSA)	3,598' X 150'	N/C	N/C	N/C
DESIGN GROUP	B–II	N/C	N/C	N/C
VISUAL NAVAIDS	NONE	N/C	N/C	N/C
RUNWAY PROTECTION ZONE (RPZ) RWY 14 RWY 32	250' X 1,000' X 450' 250' X 1,000' X 450'	N/C	N/C	N/C
OBJECT FREE AREA (OFA)	3,600' X 500'	N/C	N/C	N/C
OBSTACLE FREE ZONE (OFZ)	3,398' X 250'	N/C	N/C	N/C
PART 77 APPROACH CATEGORY	UTL–VISUAL	N/C	N/C	N/C
DESIGN AIRCRAFT	KING AIR 200	N/C	N/C	N/C
MAXIMUM ELEVATION AMSL	302.2	N/C	N/C	N/C

GRAPHIC SCALE
300 0 150 300 600 1200
(IN FEET)
1 inch = 300 ft.

NOTES:

1: NDB TO BE RELOCATED DURING HANGAR CONSTRUCTION.

2: RUNWAY 14/32 FAR PART 77 SURFACES ARE BASED UPON UTILITY–VISUAL RUNWAY CRITERIA.

3: ALL HORIZONTAL ELEVATIONS ARE REFERENCED TO NAD 83 & ALL VERTICAL ELEVATIONS ARE REFERENCED TO NAVD 88.

4: C–2 CATEGORY REQUIRES A LONGER SAFETY AREA OR M.O.S. ON RUNWAY END 24, OR THRESHOLD WILL NEED TO BE DISPLACED 234'.

5: ULTIMATE INSTRUMATE LANDING SYSTEM (ILS) REQUIRES M.O.S. PER RUNWAY TAXIWAY SEPERATION LESS THAN 400 FEET.

AIRPORT DATA		EXISTING	STAGE I	STAGE II	STAGE III
AIRPORT REFERENCE CODE	RWY 6/24 RWY 14/32	C–II B–II	N/C N/C	N/C N/C	N/C N/C
ESTABLISHED AIRPORT ELEV.		302.2	N/C	N/C	N/C
NORMAL MAX. TEMP. HOTTEST MONTH		90° F	N/C	N/C	N/C
AIRPORT & TERMINAL NAV. AIDS		BEACON, NDB, PAPI–2	N/C	LOC.	ILS
GPS AT AIRPORT	RWY 06 RWY 24	CIRCLING STRAIGHT IN	N/C	N/C	N/C
TAXIWAY PVT. STRENGTH (PUBLISHED)		SW 30,000 lbs DW 50,000 lbs	N/C	N/C	N/C
APRON PAVEMENT STRENGTH		SW 30,000 lbs DW 50,000 lbs	N/C	N/C	N/C
TAXIWAY LIGHTING (A,B,D & E)		MITL	N/C	N/C	N/C
AIRPORT REFERENCE POINT		LAT. 34° 17' 00.90" LONG. 80° 33' 55" W	N/C	N/C	N/C
CRITICAL AIRCRAFT	RWY 6/24 RWY 14/32	FALCON 900 BE 20	N/C	N/C	GULFSTREAM III
TOUCHDOWN ZONE ELEVATION		302.2	N/C	N/C	N/C

REV. NO.	DESCRIPTION	DATE
5	UPDATED FOR AIP 3–45–0011–14	FEB. 2008
4	UPDATED FOR AIP 3–45–0011–13	JULY 2006
3	UPDATED FOR AIP 3–45–0011–12	4/28/04
2	REVISED PER FAA COMMENTS	4/13/04
1	REVISED PER FAA REVIEW OF DRAFT	12/23/03

REVISIONS

PROJECT MANAGER	GAV
DRAWN BY	RBT
APPROVED BY	SEW
FILE NAME	20018 BASE
DRAWING SCALE	1"= 300'
PROJECT DATE	OCTOBER/2002
PROJECT NUMBER	20018.01.CA
PLOT DATE	

WK DICKSON
community infrastructure consultants

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COLUMBIA, SC 29223
(803) 786–4261

Office Locations:
North Carolina Georgia
South Carolina Florida

RELEASED FOR	DATE
APPROVALS	
BIDDING	
CONSTRUCTION	
RECORD DWG.	

WOODWARD FIELD
KERSHAW COUNTY
CAMDEN, SOUTH CARLOINA

AIRPORT LAYOUT PLAN

2/11

D–3962