## ALL WEATHER WIND ROSE




| WIND COVERAGE | 12 MPH / 10.5 KNOTS | 15 MPH / 13 KNOTS | 18 MPH / 16 KNOTS | 23 MPH / 20 KNOTS |
|---|---|---|---|---|
| RUNWAY 8/26 | 95.93% | 98.18% | 99.90% | 100.00% |

125,563 OBSERVATIONS MADE
OVER THE PERIOD 1948 – 1990
STATION 723140 CHARLOTTE WSO AP, NC, US

## AIRPORT DATA

CITY: LANCASTER COUNTY: LANCASTER STATE: SOUTH CAROLINA

| DESCRIPTION | | EXISTING | ULTIMATE |
|---|---|---|---|
| AIRPORT ELEVATION | | 485.8' AMSL | 485.8' AMSL |
| MEAN MAXIMUM TEMPERATURE (JULY) | | 89° F | 89° F |
| MAGNETIC DECLINATION | | 6° 48' W (2003) | 6' W per YEAR |
| AIRPORT REFERENCE POINT (NAD 83) | LAT. | 34° 43' 22.729" N | 34° 43' 22.455" N |
| | LONG. | 80° 51' 15.967" W | 80° 51' 16.524" W |
| AIRPORT REFERENCE CODE | | B–II | C–II |
| CRITICAL AIRCRAFT | | CITATION III | CITATION X |
| AIRPORT & TERMINAL NAVAIDS | | RNAV NDB VOR/DME–A GPS | RNAV NDB VOR/DME–A GPS ILS |
| SERVICE LEVEL | | GENERAL AVIATION | GENERAL AVIATION |


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.


## 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.

## APPROVALS

FEDERAL AVIATION ADMINISTRATION

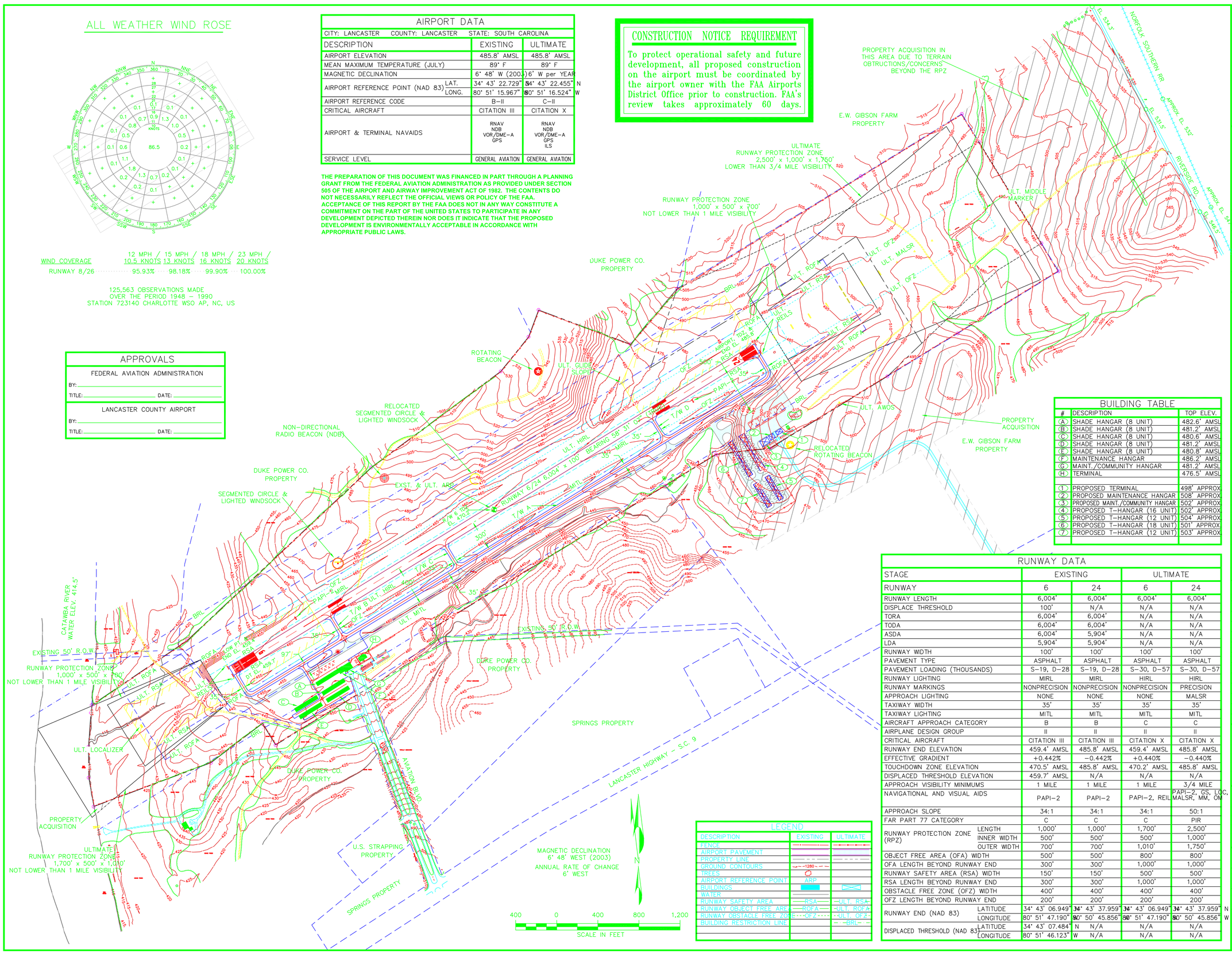
BY: _____

TITLE: _____ DATE: _____

LANCASTER COUNTY AIRPORT

BY: _____

TITLE: _____ DATE: _____




## BUILDING TABLE

| # | DESCRIPTION | TOP ELEV. |
|---|---|---|
| A | SHADE HANGAR (8 UNIT) | 482.6' AMSL |
| B | SHADE HANGAR (8 UNIT) | 481.2' AMSL |
| C | SHADE HANGAR (8 UNIT) | 480.6' AMSL |
| D | SHADE HANGAR (8 UNIT) | 481.2' AMSL |
| E | SHADE HANGAR (8 UNIT) | 480.8' AMSL |
| F | MAINTENANCE HANGAR | 486.2' AMSL |
| G | MAINT./COMMUNITY HANGAR | 481.2' AMSL |
| H | TERMINAL | 476.5' AMSL |
| | | |
| 1 | PROPOSED TERMINAL | 498' APPROX |
| 2 | PROPOSED MAINTENANCE HANGAR | 508' APPROX |
| 3 | PROPOSED MAINT./COMMUNITY HANGAR | 502' APPROX |
| 4 | PROPOSED T–HANGAR (16 UNIT) | 502' APPROX |
| 5 | PROPOSED T–HANGAR (12 UNIT) | 504' APPROX |
| 6 | PROPOSED T–HANGAR (18 UNIT) | 501' APPROX |
| 7 | PROPOSED T–HANGAR (12 UNIT) | 503' APPROX |

## RUNWAY DATA

| STAGE | | EXISTING | | ULTIMATE | |
|---|---|---|---|---|---|
| RUNWAY | | 6 | 24 | 6 | 24 |
| RUNWAY LENGTH | | 6,004' | 6,004' | 6,004' | 6,004' |
| DISPLACE THRESHOLD | | 100' | N/A | N/A | N/A |
| TORA | | 6,004' | 6,004' | N/A | N/A |
| TODA | | 6,004' | 6,004' | N/A | N/A |
| ASDA | | 6,004' | 5,904' | N/A | N/A |
| LDA | | 5,904' | 5,904' | N/A | N/A |
| RUNWAY WIDTH | | 100' | 100' | 100' | 100' |
| PAVEMENT TYPE | | ASPHALT | ASPHALT | ASPHALT | ASPHALT |
| PAVEMENT LOADING (THOUSANDS) | | S–19, D–28 | S–19, D–28 | S–30, D–57 | S–30, D–57 |
| RUNWAY LIGHTING | | MIRL | MIRL | HIRL | HIRL |
| RUNWAY MARKINGS | | NONPRECISION | NONPRECISION | NONPRECISION | PRECISION |
| APPROACH LIGHTING | | NONE | NONE | NONE | MALSR |
| TAXIWAY WIDTH | | 35' | 35' | 35' | 35' |
| TAXIWAY LIGHTING | | MITL | MITL | MITL | MITL |
| AIRCRAFT APPROACH CATEGORY | | B | B | C | C |
| AIRPLANE DESIGN GROUP | | II | II | II | II |
| CRITICAL AIRCRAFT | | CITATION III | CITATION III | CITATION X | CITATION X |
| RUNWAY END ELEVATION | | 459.4' AMSL | 485.8' AMSL | 459.4' AMSL | 485.8' AMSL |
| EFFECTIVE GRADIENT | | +0.442% | –0.442% | +0.440% | –0.440% |
| TOUCHDOWN ZONE ELEVATION | | 470.5' AMSL | 485.8' AMSL | 470.2' AMSL | 485.8' AMSL |
| DISPLACED THRESHOLD ELEVATION | | 459.7' AMSL | N/A | N/A | N/A |
| APPROACH VISIBILITY MINIMUMS | | 1 MILE | 1 MILE | 1 MILE | 3/4 MILE |
| NAVIGATIONAL AND VISUAL AIDS | | PAPI–2 | PAPI–2 | PAPI–2, REIL | PAPI–2, GS, LOC, MALSR, MM, OM |
| APPROACH SLOPE | | 34:1 | 34:1 | 34:1 | 50:1 |
| FAR PART 77 CATEGORY | | C | C | C | PIR |
| RUNWAY PROTECTION ZONE (RPZ) | LENGTH | 1,000' | 1,000' | 1,700' | 2,500' |
| | INNER WIDTH | 500' | 500' | 500' | 1,000' |
| | OUTER WIDTH | 700' | 700' | 1,010' | 1,750' |
| OBJECT FREE AREA (OFA) WIDTH | | 500' | 500' | 800' | 800' |
| OFA LENGTH BEYOND RUNWAY END | | 300' | 300' | 1,000' | 1,000' |
| RUNWAY SAFETY AREA (RSA) WIDTH | | 150' | 150' | 500' | 500' |
| RSA LENGTH BEYOND RUNWAY END | | 300' | 300' | 1,000' | 1,000' |
| OBSTACLE FREE ZONE (OFZ) WIDTH | | 400' | 400' | 400' | 400' |
| OFZ LENGTH BEYOND RUNWAY END | | 200' | 200' | 200' | 200' |
| RUNWAY END (NAD 83) | LATITUDE | 34° 43' 06.949" N | 34° 43' 37.959" N | 34° 43' 06.949" N | 34° 43' 37.959" N |
| | LONGITUDE | 80° 51' 47.190" W | 80° 50' 45.856" W | 80° 51' 47.190" W | 80° 50' 45.856" W |
| DISPLACED THRESHOLD (NAD 83) | LATITUDE | 34° 43' 07.484" N | N/A | N/A | N/A |
| | LONGITUDE | 80° 51' 46.123" W | N/A | N/A | N/A |

## LEGEND

| DESCRIPTION | EXISTING | ULTIMATE |
|---|---|---|
| FENCE | | |
| AIRPORT PAVEMENT | | |
| PROPERTY LINE | | |
| GROUND CONTOURS | 1280 | |
| TREES | | |
| AIRPORT REFERENCE POINT | ARP | |
| BUILDINGS | | |
| WATER | | |
| RUNWAY SAFETY AREA | RSA | ULT. RSA |
| RUNWAY OBJECT FREE AREA | ROFA | ULT. ROFA |
| RUNWAY OBSTACLE FREE ZONE | OFZ | ULT. OFZ |
| BUILDING RESTRICTION LINE | | BRL |

LANCASTER COUNTY
McWHIRTER FIELD AIRPORT
LANCASTER, SOUTH CAROLINA

THE LPA GROUP
TRANSPORTATION CONSULTANTS

ATLANTA, GA ? BATON ROUGE, LA ? CHARLESTON, SC
CHARLOTTE, NC ? CHICAGO, IL ? COLUMBIA, SC
GREENSBORO, NC ? JACKSONVILLE, FL ? KNOXVILLE, TN
MOBILE, AL ? ORLANDO, FL ? RALEIGH, NC ? RICHMOND, VA
SARASOTA, FL ? TALLAHASSEE, FL ? TAMPA, FL ? WEST PALM BEA

Designer: TGM
Technician: TGM
Checked by: JD
Project Number: PL474001

## NOTES

1. EXISTING HOLDING POSITION MARKINGS FOR RUNWAY/TAXIWAY A (R/W 6 END) AND TAXIWAY B INTERSECTIONS ARE 200' FROM RUNWAY CENTERLINE AND PERPENDICULAR TO TAXIWAY CENTERLINE. EXISTING HOLDING POSITION MARKINGS FOR RUNWAY/TAXIWAY A (R/W 24 END), TAXIWAY C, AND TAXIWAY D INTERSECTIONS ARE 250' FROM RUNWAY CENTERLINE AND PERPENDICULAR TO TAXIWAY CENTERLINE. ALL ULTIMATE HOLDING POSITION MARKINGS FOR RUNWAY/TAXIWAY INTERSECTIONS ARE 250' FROM RUNWAY CENTERLINE AND PERPENDICULAR TO TAXIWAY CENTERLINE.
2. COORDINATES SHOWN HEREON ARE IN NAD83.
3. ELEVATIONS SHOWN HEREON ARE IN NAVD88 AND ARE ABOVE MEAN SEA LEVEL (AMSL).
4. SEE EXHIBIT "A" PROPERTY MAP ( DRAWING 8) FOR PROPERTY LINE METES AND BOUNDS.
5. THERE ARE NO MODIFICATION OF STANDARDS.
6. NO OFZ OBJECT PENETRATIONS.
7. NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS.
8. THE BUILDING RESTRICTION LINE SHOWN IS 640' FROM THE RUNWAY CENTERLINE. THIS ASSUMES A 20' BUILDING HEIGHT ALLOWANCE.

## REVISIONS

| No. | Description | Date | By |
|---|---|---|---|
| | | | |

Project Name: AIRPORT LAYOUT PLAN UPDATE

Drawing Name: AIRPORT LAYOUT PLAN DRAWING

FAA A.I.P. Project Number:

Autocad Drawing Reference:

Date: MARCH 2006

Division: PLANNING

Scale: 1" = 400'

Drawing Number: 2