RUNWAY DATA

DESCRIPTION		RUNWAY 5–23				RUNWAY 9–27				RUNWAY 17–35			
		EXISTING		ULTIMATE		EXISTING		ULTIMATE		EXISTING		ULTIMATE	
RUNWAY LENGTH x WIDTH		100' x 5150'		100' x 6000'		100' x 5500'		CLOSED		100' x 5704'		100' x 6000'	
EFFECTIVE GRADIENT		0.19%		0.17%		0.20%		N/A		0.18%		0.18%	
PAVEMENT STRENGTH		35,000 LBS. DUAL GEAR		60,000 LBS. DUAL GEAR		17,000 LBS. SINGLE GEAR		N/A		17,500 LBS. SINGLE GEAR		75,000 LBS. DUAL GEAR	
AIRCRAFT APPROACH CATEGORY/ DESIGN GROUP		B–II		C–II		B–II		N/A		B–II		C–II	
OBJECT FREE AREA	WIDTH	500'		800'		500'		N/A		500'		800'	
	LENGTH	300' BEYOND THRESHOLD		1000' BEYOND THRESHOLD		300' BEYOND THRESHOLD				300' BEYOND THRESHOLD		1000' BEYOND THRESHOLD	
RUNWAY SAFETY AREA	WIDTH	150'		400'		150'		N/A		150'		400'	
	LENGTH	300' BEYOND THRESHOLD		1000' BEYOND THRESHOLD		300' BEYOND THRESHOLD				300' BEYOND THRESHOLD		1000' BEYOND THRESHOLD	
RUNWAY LIGHTING		MIRL		MIRL		NONE		N/A		NONE		NONE	
TAXIWAY LIGHTING		NONE		MITL		NONE		N/A		NONE		NONE	
% WIND COVERAGE 12 MPH		95.5%		95.5%		95.2%		N/A		94.2%		94.2%	
MARKING TYPE		NON PRECISION		NON PRECISION		BASIC		N/A		BASIC		NON PRECISION	
PAVEMENT TYPE		ASPHALT		ASPHALT		ASPHALT				ASPHALT		ASPHALT	
NAD 83 RUNWAY COORDINATES	LATITUDE	R/W 5	32° 54' 54.64"N	R/W 5	32° 54' 56.60"N	R/W 9	32° 55' 14.71"N	R/W 9	N/A	R/W 17	32° 55' 40.78"N	R/W 17	32° 55' 43.62"N
	LONGITUDE		80° 38' 45.50"W		80° 38' 43.25"W		80° 38' 59.03"W		N/A		80° 38' 42.18"N		80° 38' 43.04"N
	TRUE BEARING		N44°02'59.13"E		N44°03'00.38"E		N88°33'58.69"E		N/A		S14°23'33.29"E		S14°23'33.77"E
	LATITUDE	R/W 23	32° 55' 31.26"N	R/W 23	32° 55' 39.27"N	R/W 27	32° 55' 16.07"N	R/W 27	N/A	R/W 35	32° 54' 46.11"N	R/W 35	32° 54' 46.11"N
	LONGITUDE		80° 38' 03.49"W		80° 37' 54.30"W		80° 37' 54.53"W		N/A		80° 38' 25.55"W		80° 38' 25.55"W
	TRUE BEARING		S44°03'22.42"W		S44°03'27.52"W		S88°34'33.45"W		N/A		N14°23'24.07"W		N14°23'24.07W

COORDINATES FOR EXISTING RUNWAYS WERE SUPPLIED BY THE NOAA/NGS AIRPORT PLANNING UNIT IN NAD 1927 DATUM AND CONVERTED TO NAD 1983 DATUM USING THE SPCS83 COMPUTER PROGRAM DEVELOPED AND PUBLISHED BY N.G.S. TRUE RUNWAY BEARINGS SHOWN ON THE PLAN ARE CALCULATED AT THE RUNWAY MIDPOINTS. MAGNETIC DECLINATION DATA WAS SUPPLIED BY THE SOUTH CAROLINA GEODETIC SURVEY.

AIRPORT DATA

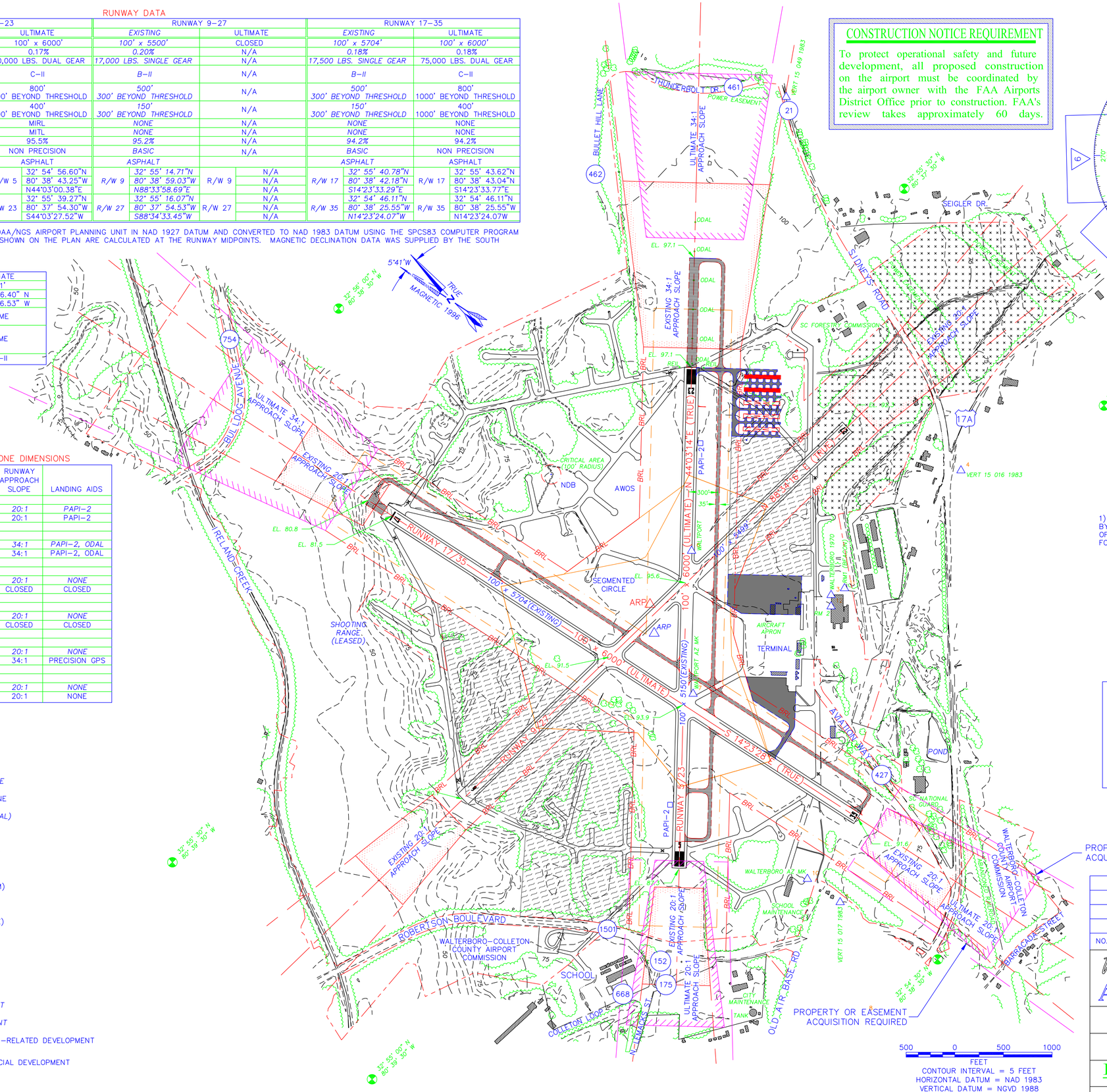
	EXISTING	ULTIMATE
AIRPORT ELEVATION	97.1'	97.1'
AIRPORT REFERENCE POINT COORDINATES	32° 55' 13.95" N 80° 38' 28.53" W	32° 55' 16.40" N 80° 38' 26.53" W
MEAN MAX. TEMP. OF HOTTEST MONTH	92° F	SAME
AIRPORT AND TERMINAL NAVIGATIONAL AIDS	ODAL, PAPI–2, NDB ROTATING BEACON WIND SOCK, SEG. CIRCLE	SAME
AIRPORT REFERENCE CODE	B–II	C–II

APPROACH DATA AND RUNWAY PROTECTION ZONE DIMENSIONS

	RUNWAY PROTECTION ZONE			REQUIRED APPROACH CATEGORY	RUNWAY APPROACH SLOPE	LANDING AIDS
	INNER WIDTH	OUTER WIDTH	LENGTH			
RUNWAY 5						
EXISTING	500'	700'	1000'	B–II	20:1	PAPI–2
ULTIMATE	500'	1010'	1700'	C–II	20:1	PAPI–2
RUNWAY 23						
EXISTING	1000'	1510'	1700'	B–II	34:1	PAPI–2, ODAL
ULTIMATE	1000'	1510'	1700'	C–II	34:1	PAPI–2, ODAL
RUNWAY 9						
EXISTING	500'	700'	1000'	B–II	20:1	NONE
ULTIMATE	CLOSED	CLOSED	CLOSED	CLOSED	CLOSED	CLOSED
RUNWAY 27						
EXISTING	500'	700'	1000'	B–II	20:1	NONE
ULTIMATE	CLOSED	CLOSED	CLOSED	CLOSED	CLOSED	CLOSED
RUNWAY 17						
EXISTING	500'	700'	1000'	B–II	20:1	NONE
ULTIMATE	1000'	1510'	1700'	C–II	34:1	PRECISION GPS
RUNWAY 35						
EXISTING	500'	700'	1000'	B–II	20:1	NONE
ULTIMATE	500'	1010'	1700'	C–II	20:1	NONE

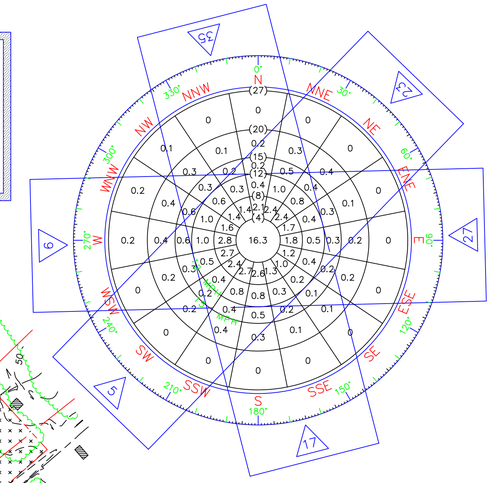
LEGEND

- AIRPORT PROPERTY LINE
- RSA — RUNWAY SAFETY AREA LINE
- BRL — EXISTING BUILDING RESTRICTION LINE
- BRL — ULTIMATE BUILDING RESTRICTION LINE
- 210 — GROUND CONTOUR (5 FOOT INTERVAL)
- EXISTING BUILDING
- PROPOSED BUILDING (SHORT TERM)
- ULTIMATE BUILDING (LONG TERM)
- PROPOSED PAVEMENT (SHORT TERM)
- ULTIMATE PAVEMENT (LONG TERM)
- 6 — FUTURE IMPROVEMENTS (SEE TABLE)
- PORT 2 — EXISTING SURVEY MONUMENTS
- 754 — COUNTY ROAD
- 17A — STATE HIGHWAY
- ARP — EXISTING AIRPORT REFERENCE POINT
- ARP — ULTIMATE AIRPORT REFERENCE POINT
- PROPERTY RESERVED FOR AVIATION–RELATED DEVELOPMENT (SUBJECT TO PRECISE PLANNING)
- PROPERTY RESERVED FOR COMMERCIAL DEVELOPMENT (SUBJECT TO PRECISE PLANNING)



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.



ALL WEATHER WIND ROSE

ALL WEATHER WIND ROSE

RUNWAY	12 MPH
RUNWAY 5/23	95.5%
RUNWAY 9/27	95.2%
RUNWAY 17/35	94.2%
COMBINED COVERAGE	99.9%

WIND ROSE OBTAINED FROM
AIRPORT LAYOUT PLAN BY WILBUR SMITH AND ASSOC.
DATED 8/5/77
SOURCE: MARINE CORPS AIR STATION, BEAUFORT, SC
DATA PERIOD: JANUARY, 1958 – DECEMBER. 1970

NOTES

1) TOPOGRAPHIC BASE MAP AND PHOTOGRAPHS WERE PREPARED BY AERO–DYNAMICS CORPORATION FOR THE S.C. DEPARTMENT OF COMMERCE, DIVISION OF AERONAUTICS, AND WERE MODIFIED FOR USE IN THIS DOCUMENT BY PEARSON ENGINEERING.

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1998

NO.	REVISIONS	BY	APP.	DATE

Walterboro-Colleton County
AIRPORT COMMISSION

WALTERBORO MUNICIPAL AIRPORT

AIRPORT LAYOUT PLAN

PEARSON Engineering
PLANNERS ENGINEERS SURVEYORS
WEST COLUMBIA, SOUTH CAROLINA

DATE: MAY 1998 | SCALE: 1" = 500' | SHEET: 2 OF 8