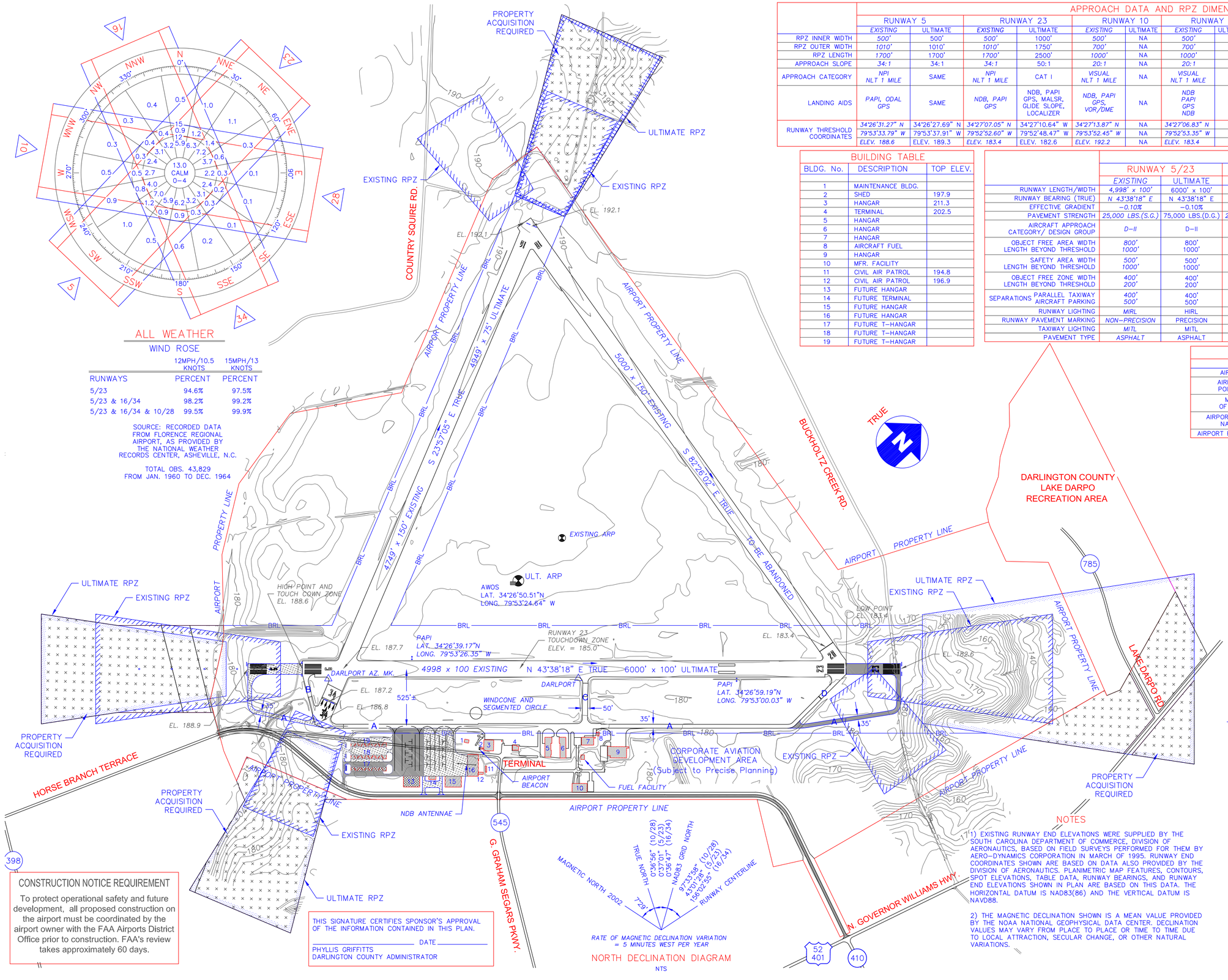


## APPROACH DATA AND RPZ DIMENSIONS

| | RUNWAY 5 | | RUNWAY 23 | | RUNWAY 10 | | RUNWAY 28 | | RUNWAY 16 | | RUNWAY 34 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EXISTING | ULTIMATE | EXISTING | ULTIMATE | EXISTING | ULTIMATE | EXISTING | ULTIMATE | EXISTING | ULTIMATE | EXISTING | ULTIMATE |
| RPZ INNER WIDTH | 500' | 500' | 500' | 1000' | 500' | NA | 500' | NA | 500' | 500' | 500' | 500' |
| RPZ OUTER WIDTH | 1010' | 1010' | 1010' | 1750' | 700' | NA | 700' | NA | 700' | 700' | 700' | 700' |
| RPZ LENGTH | 1700' | 1700' | 1700' | 2500' | 1000' | NA | 1000' | NA | 1000' | 1000' | 1000' | 1000' |
| APPROACH SLOPE | 34:1 | 34:1 | 34:1 | 50:1 | 20:1 | NA | 20:1 | NA | 20:1 | 20:1 | 20:1 | 20:1 |
| APPROACH CATEGORY | NPI NLT 1 MILE | SAME | NPI NLT 1 MILE | CAT I | VISUAL NLT 1 MILE | NA | VISUAL NLT 1 MILE | NA | NPI NLT 1 MILE | SAME | NPI NLT 1 MILE | SAME |
| LANDING AIDS | PAPI, ODAL GPS | SAME | NDB, PAPI GPS | NDB, PAPI GPS, MALSR, GLIDE SLOPE, LOCALIZER | NDB, PAPI GPS, VOR/DME | NA | NDB PAPI GPS NDB | NA | NDB, PAPI GPS, VOR/DME | SAME | NDB PAPI GPS NDB | SAME |
| RUNWAY THRESHOLD COORDINATES | 34°26'31.27" N 79°53'33.79" W ELEV. 188.6 | 34°26'27.69" N 79°53'37.91" W ELEV. 189.3 | 34°27'07.05" N 79°52'52.60" W ELEV. 183.4 | 34°27'10.64" W 79°52'48.47" W ELEV. 182.6 | 34°27'13.87" N 79°53'52.45" W ELEV. 192.2 | NA | 34°27'06.83" N 79°53'53.35" W ELEV. 183.4 | NA | 34°27'14.14" N 79°53'51.64" W ELEV. 192.1 | 34°27'14.14" N 79°53'51.64" W ELEV. 192.1 | 34°26'31.01" N 79°53'29.18" W ELEV. 187.2 | 34°26'29.19" N 79°53'28.23" W ELEV. 186.8 |

## BUILDING TABLE

| BLDG. No. | DESCRIPTION | TOP ELEV. |
|---|---|---|
| 1 | MAINTENANCE BLDG. | |
| 2 | SHED | 197.9 |
| 3 | HANGAR | 211.3 |
| 4 | TERMINAL | 202.5 |
| 5 | HANGAR | |
| 6 | HANGAR | |
| 7 | HANGAR | |
| 8 | AIRCRAFT FUEL | |
| 9 | HANGAR | |
| 10 | MFR. FACILITY | |
| 11 | CIVIL AIR PATROL | 194.8 |
| 12 | CIVIL AIR PATROL | 196.9 |
| 13 | FUTURE HANGAR | |
| 14 | FUTURE TERMINAL | |
| 15 | FUTURE HANGAR | |
| 16 | FUTURE HANGAR | |
| 17 | FUTURE T-HANGAR | |
| 18 | FUTURE T-HANGAR | |
| 19 | FUTURE T-HANGAR | |

## RUNWAY DATA

| | RUNWAY 5/23 | | RUNWAY 10/28 | | RUNWAY 16/34 | |
|---|---|---|---|---|---|---|
| | EXISTING | ULTIMATE | EXISTING | ULTIMATE | EXISTING | ULTIMATE |
| RUNWAY LENGTH/WIDTH | 4,998' x 100' | 6000' x 100' | 5000' x 150" | TO BE CLOSED | 4,749' x 150' | 4,949' x 75' |
| RUNWAY BEARING (TRUE) | N 43°38'18" E | N 43°38'18" E | S 82°26'02" E | NA | S 23°57'05" E | S 23°57'05" E |
| EFFECTIVE GRADIENT | -0.10% | -0.10% | -0.18% | NA | -0.09% | -0.09% |
| PAVEMENT STRENGTH | 25,000 LBS.(S.G.) | 75,000 LBS.(D.G.) | 25,000 LBS.(S.G.) | NA | 25,000 LBS.(S.G.) | 55,000 LBS.(D.G.) |
| AIRCRAFT APPROACH CATEGORY/ DESIGN GROUP | D-II | D-II | B-II | NA | B-II | B-II |
| OBJECT FREE AREA WIDTH LENGTH BEYOND THRESHOLD | 800' 1000' | 800' 1000' | 500' 300' | NA | 500' 300' | 500' 300' |
| SAFETY AREA WIDTH LENGTH BEYOND THRESHOLD | 500' 1000' | 500' 1000' | 150' 300' | NA | 150' 300' | 150' 300' |
| OBJECT FREE ZONE WIDTH LENGTH BEYOND THRESHOLD | 400' 200' | 400' 200' | 250' 200' | NA | 250' 200' | 250' 200' |
| SEPARATIONS PARALLEL TAXIWAY AIRCRAFT PARKING | 400' 500' | 400' 500' | 240' 250' | NA | 240' 250' | 240' 250' |
| RUNWAY LIGHTING | MIRL | HIRL | NONE | NA | NONE | MIRL |
| RUNWAY PAVEMENT MARKING | NON-PRECISION | PRECISION | VISUAL | NA | VISUAL | NON-PRECISION |
| TAXIWAY LIGHTING | MITL | MITL | NONE | NA | NONE | MITL |
| PAVEMENT TYPE | ASPHALT | ASPHALT | ASPHALT | NA | ASPHALT | ASPHALT |

## AIRPORT DATA

| | EXISTING | ULTIMATE |
|---|---|---|
| AIRPORT ELEVATION | 192.2' | 192.2' |
| AIRPORT REFERENCE POINT COORDINATES | 34°10'27.29" N 79°53'33.74" W | 34°26'51.03" N 79°53'24.43" W |
| MEAN MAX. TEMP. OF HOTTEST MONTH | 91° F | 91° F |
| AIRPORT AND TERMINAL NAVIGATIONAL AIDS | BEACON, AWOS, WIND CONE, SEGMENTED CIRCLE | SAME |
| AIRPORT REFERENCE CODE | D-II | D-II |

## NOTES

1) EXISTING RUNWAY END ELEVATIONS WERE SUPPLIED BY THE SOUTH CAROLINA DEPARTMENT OF COMMERCE, DIVISION OF AERONAUTICS, BASED ON FIELD SURVEYS PERFORMED FOR THEM BY AERO-DYNAMICS CORPORATION IN MARCH OF 1995. RUNWAY END COORDINATES SHOWN ARE BASED ON DATA ALSO PROVIDED BY THE DIVISION OF AERONAUTICS. PLANIMETRIC MAP FEATURES, CONTOURS, SPOT ELEVATIONS, TABLE DATA, RUNWAY BEARINGS, AND RUNWAY END ELEVATIONS SHOWN IN PLAN ARE BASED ON THIS DATA. THE HORIZONTAL DATUM IS NAD83(86) AND THE VERTICAL DATUM IS NAVD88.

2) THE MAGNETIC DECLINATION SHOWN IS A MEAN VALUE PROVIDED BY THE NOAA NATIONAL GEOPHYSICAL DATA CENTER. DECLINATION VALUES MAY VARY FROM PLACE TO PLACE OR TIME TO TIME DUE TO LOCAL ATTRACTION, SECULAR CHANGE, OR OTHER NATURAL VARIATIONS.

# AIRPORT LAYOUT PLAN

JANUARY 2004 1" = 400'