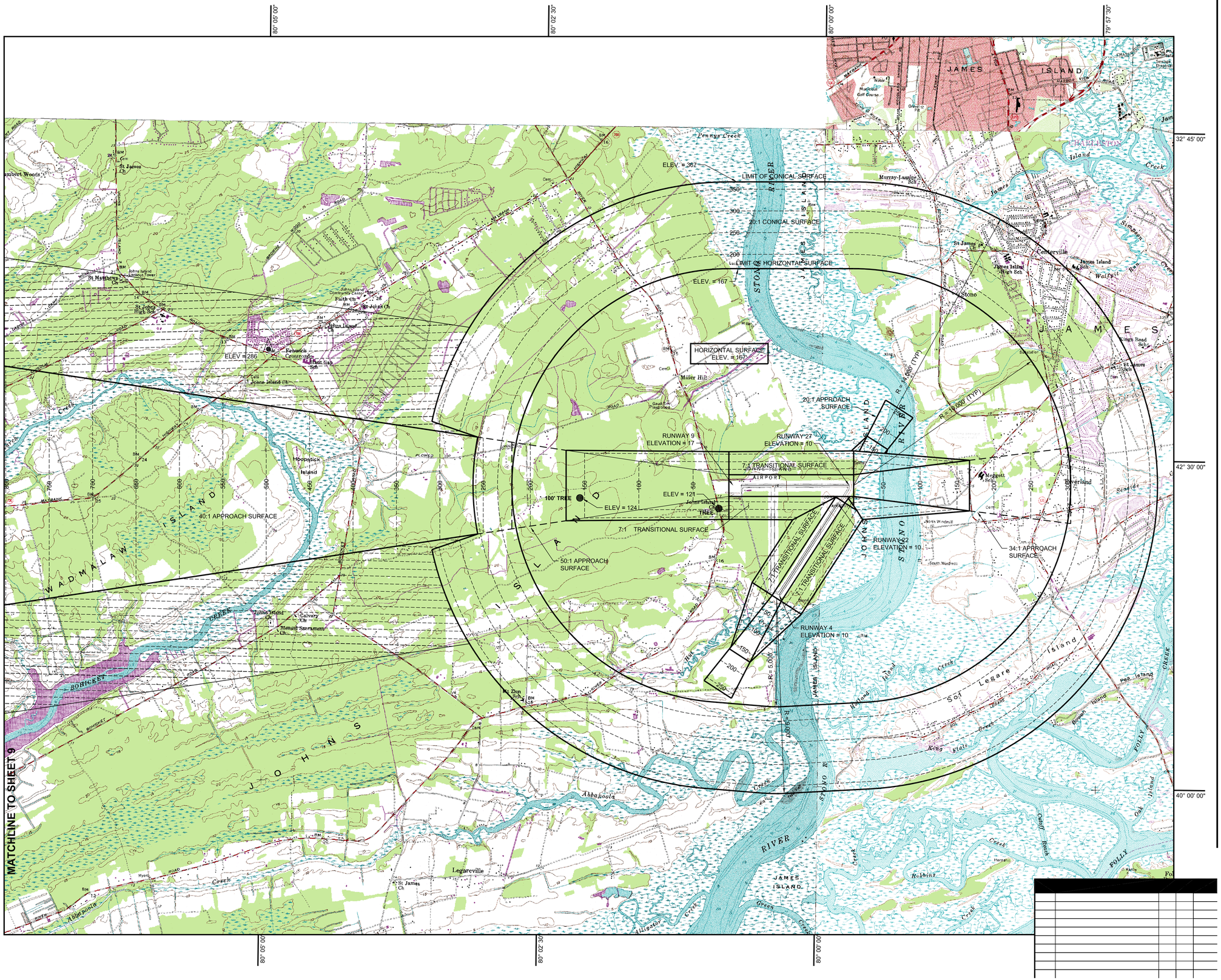


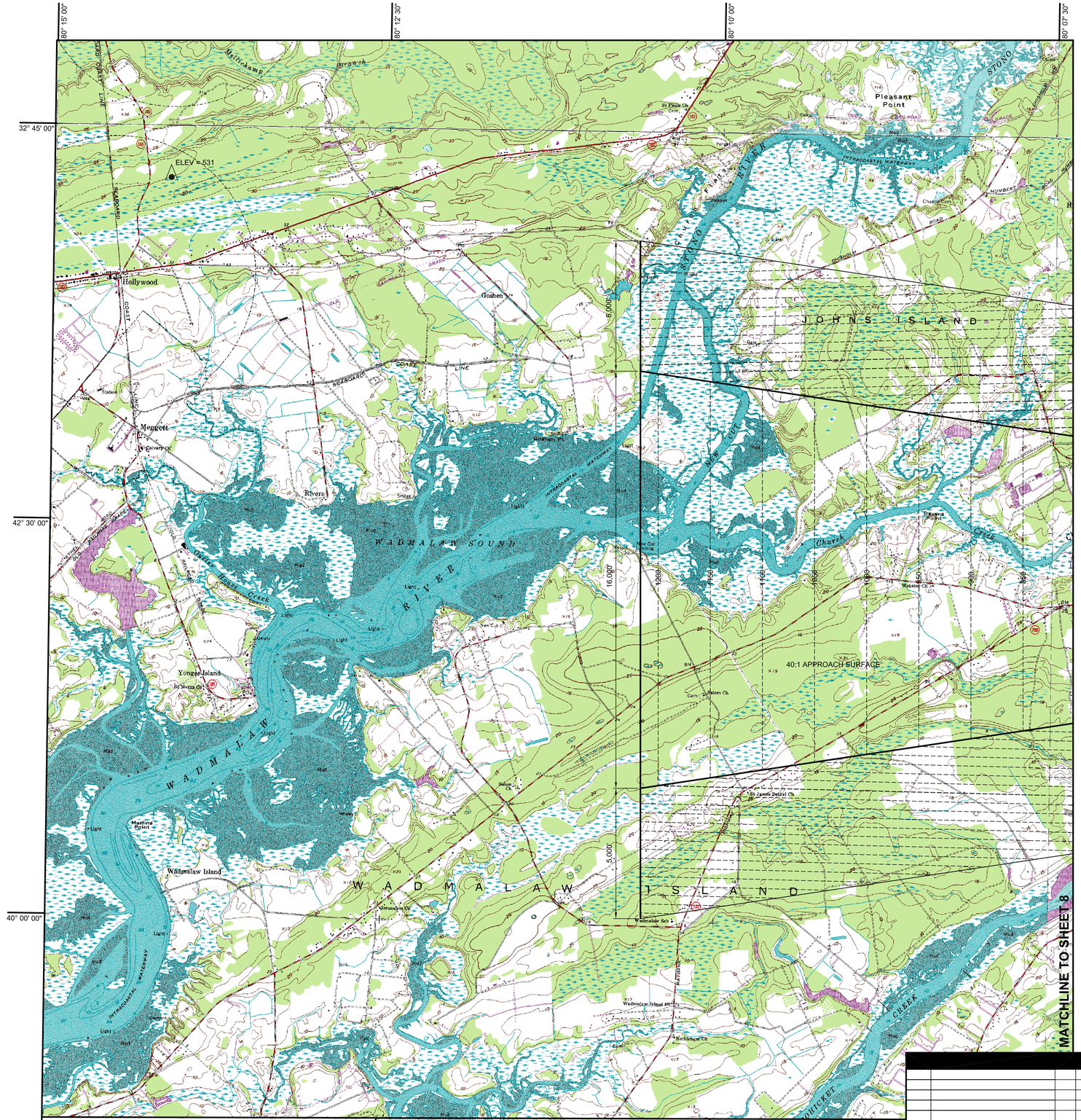
MAGNETIC
DECLINATION
7° 11'W (2008)
RATE OF CHANGE:
0° 3'W PER YEAR

EXTENDED RUNWAY CENTERLINE
PART 77 SURFACE ELEVATIONS
MOST DEMANDING PART 77 SURFACE
FUTURE RUNWAY PROTECTION ZONE
PROPOSED PROPERTY LINE
EASEMENTS
OBSTRUCTION GROUP AREAS
EXISTING TERRAIN
TERRAIN OBSTRUCTION AREA
APPROXIMATE TOWER ANTENNA LOCATION
TREE

1. ALL ELEVATIONS ARE IN FEET ABOVE MEAN SEA LEVEL (MSL).
2. THIS EXHIBIT DEPICTS AIRPORT IMAGINARY SURFACES AS DEFINED IN FEDERAL AVIATION REGULATION PART 77 SECTION 25.
3. ALL FAR PART 77 SURFACES DEPICTED REPRESENT ULTIMATE AIRPORT DEVELOPMENT PLAN.
4. PLEASE REFER TO INNER PORTION OF THE APPROACH SURFACE DRAWINGS FOR DETAILS ON ANY CLOSE-IN OBSTRUCTIONS TO THE RUNWAY APPROACH, PRIMARY, AND TRANSITIONAL SURFACES AS WELL AS RUNWAY DATA AND PENETRATIONS TO OTHER CRITICAL SURFACES.
5. ALL OBSTRUCTIONS SHOULD BE EITHER LIGHTED OR REMOVED.
6. CFR TITLE 14, PART 77 REQUIRES THAT A FAA 7460-1 FORM BE SUBMITTED FOR ANY CONSTRUCTION OR ALTERATION WITHIN 20,000 FEET OF THE CLOSEST POINT OF THE RUNWAY. WHICH PENETRATES A SLOPE OF 100' (H):1' (V)
7. BASE MAPS TAKEN FROM USGS 7.5 MINUTE SERIES QUADS:

	DATE
JAMES ISLAND, S.C.	1979
CHARLESTON, S.C.	1994
KIAWAH ISLAND, S.C	1971
ROCKVILLE, S.C	1971
LEGAREVILLE, S.C.	1971
WADMALAW ISLAND, S.C	1971
JOHNS ISLAND, S.C.	1979
RAVENEL, S.C.	1971

2000 0 2000 4000
SCALE: 1"=2000' FEET



MAGNETIC DECLINATION
7° 11'W (2008)
RATE OF CHANGE:
0° 3'W PER YEAR

	EXTENDED RUNWAY CENTERLINE
	PART 77 SURFACE ELEVATIONS
	MOST DEMANDING PART 77 SURFACE
	FUTURE RUNWAY PROTECTION ZONE
	PROPOSED PROPERTY LINE
	EASEMENTS
	OBSTRUCTION GROUP AREAS
	EXISTING TERRAIN
	TERRAIN OBSTRUCTION AREA
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