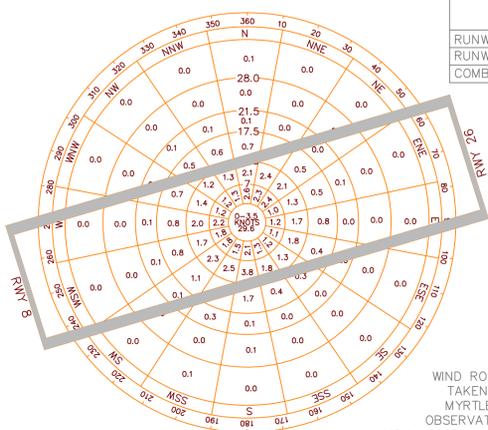


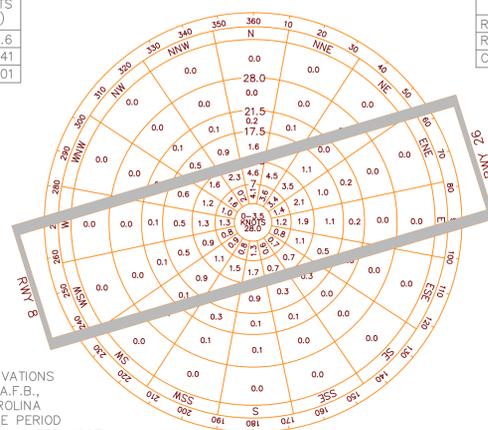
ALL WEATHER WIND ROSE



WIND COVERAGE

	10.5 KNOTS (12 MPH)
RUNWAY 26	45.6
RUNWAY 8	43.41
COMBINED	89.01

IFR WIND ROSE



WIND COVERAGE

	10.5 KNOTS (12 MPH)
RUNWAY 26	37.12
RUNWAY 8	52.11
COMBINED	89.23

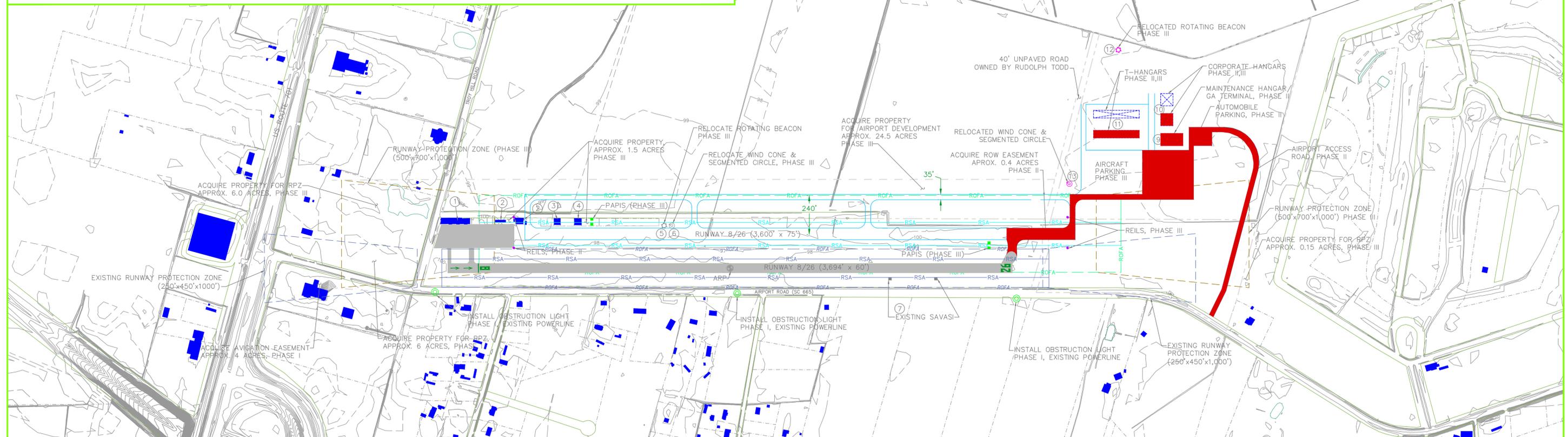
WIND ROSE BASED ON OBSERVATIONS TAKEN AT MYRTLE BEACH A.F.B., MYRTLE BEACH, SOUTH CAROLINA OBSERVATIONS MADE OVER THE PERIOD NOV. 1942 - JUNE 1947 : JAN. 1949 - FEB. 1967 SCOURCE: NATIONAL CLIMATIC CENTER - ASHVILLE, N.C.

DECLARED DISTANCES (EXISTING RW ONLY)

RUNWAY END ID	TORA	TODA	ASDA	LDA	LDA		ASDA	DATE OF APPROVAL
					APPROACH END RSA LENGTH	STOP END RSA LENGTH		
EXISTING								
8	3694'	3694'	3694'	3494'	240'	240'	240'	
26	3494'	3494'	3494'	3494'	240'	240'	240'	

NOTES:

- INSTALL OBSTRUCTION LIGHTS ON EXISTING POWER LINE ALONG SR 665 FOR FAR PART 77 COMPLIANCE.
- DISPLACE RW 8 THRESHOLD 200 FEET TO PROVIDE SAFETY AREA FOR ARRIVALS RW8 AND ARRIVALS AND DEPARTURES RW26 UNTIL NEW RUNWAY IS CONSTRUCTED IN PHASE III.
- REMOVE EXISTING BUILDINGS IN PHASE III TO ALLOW CONSTRUCTION OF NEW RUNWAY AND TAXIWAY.



NON-STANDARD CONDITIONS		FACILITIES INDEX		FACILITIES INDEX		RUNWAY DATA				LEGEND		NO.		REVISIONS		BY/DATE FAA/DATE		APPROVALS MAA/DATE		MCRA/DATE	
1. 300' displacement of RW 8 provides 15' clearance over Troy Hill road and provide runway safety area for runway 8.		NO.	EXISTING	NO.	PROPOSED	PHASE	EXISTING	ULTIMATE	EXISTING	ULTIMATE											
		1	BLUE SKY AVIATION	9	FBO HANGAR/GA TERMINAL	II	RW 8	RW 26	RW 8	RW 26	RUNWAY OBJECT FREE AREA	ROFA	ROFA								
		2	BLUE SKY AVIATION	10	CORPORATE HANGARS	II-III	VISUAL	VISUAL	1 MILE	1 MILE	RUNWAY SAFETY AREA	RSA	RSA								
		3	BLUE SKY AVIATION	11	T-HANGARS	II-III	FAR PART 77 APPROACH SLOPE	20:1	20:1	20:1	TAXIWAY OBJECT FREE AREA	TOFA	TOFA								
		4	SARVIS AVIATION	12	ROTATING BEACON (10")	III	FAR PART 77 APPROACH TRAPEZOID	250' X 5,000' X 1,250'		SAME	TAXIWAY SAFETY AREA	TSA	TSA								
		5	ROTATING BEACON (10")	13	WINDCONE & SEGMENTED CIRCLE	III	MARKING	BASIC	BASIC	NPI	NPI	BUILDING RESTRICTION LINE	BRL	BRL							
		6	WINDCONE & SEGMENTED CIRCLE	14	WINDCONE & SEGMENTED CIRCLE	III	VISUAL APPROACH AIDS	NONE	SAVASI	PAPI	PAPI	TAXIWAY SAFETY AREA	TSA	TSA							
		7	SAVASI (RW26)	15	WINDCONE & SEGMENTED CIRCLE	III	INSTRUMENT APPROACH AIDS	NONE	NONE	NONE	NONE	AIRPORT PROPERTY LINE	APL	APL							
		NOTES		1. FAA'S APPROVAL OF THIS AIRPORT LAYOUT PLAN (ALP) REPRESENTS ACCEPTANCE OF THE GENERAL LOCATION OF THE FUTURE FACILITIES DEPICTED. DURING THE PRELIMINARY DESIGN PHASE, THE AIRPORT OWNER IS REQUIRED TO SUBMIT FOR APPROVAL THE FINAL LOCATIONS, HEIGHTS AND EXTERIOR FINISHES OF STRUCTURES. FAA'S CONCERNS ARE OBSTRUCTIONS, IMPACT ON ELECTRONIC AIDS AND ADVERSE EFFECT ON CONTROLLER VIEW OF AIRCRAFT APPROACHES AND GROUND MOVEMENTS, WHICH COULD ADVERSELY AFFECT THE SAFETY, EFFICIENCY OR UTILITY OF THE AIRPORT.		2. ALL LATITUDE AND LONGITUDE COORDINATES ARE NORTH AMERICAN DATUM OF 1983 (NAD 83).		3. ELEVATIONS AND GROUND ELEVATIONS ARE DERIVED FROM GIS PROVIDED BY Horry COUNTY AND ARE APPROXIMATE ONLY. GROUND SURVEYS ARE RECOMMENDED TO VERIFY ACCURACY.		4. ALL ELEVATIONS ARE IN FEET ABOVE MEAN SEA LEVEL.		5. NO SURVEYS WERE OBTAINED FOR THIS UPDATE. THE BASE MAP WAS DEVELOPED FROM THE COUNTY'S GIS FILES.		6. MUCH OF THE INFORMATION IN THE DATA TABLES WAS OBTAINED FROM A FAA WEBSITE AS FOLLOWS: <a href="http://avnwww.fccbi.gov/pis/datasheet">http://avnwww.fccbi.gov/pis/datasheet</a> . USING AIRPORT CODE K5J9.		FEDERAL AVIATION ADMINISTRATION		TWIN CITY AIRPORT			
		MODIFICATION OF STANDARDS		1. DECLARED DISTANCES FOR EXISTING RUNWAY 8/26 PROVIDE FOR NECESSARY RUNWAY SAFETY AREA AND RUNWAY OBJECT FREE AREA LENGTH BEYOND THE END OF RUNWAY 8.		RUNWAY END COORDINATES (NAD 83)		LATITUDE		LONGITUDE		BUILDINGS		APPROVED		DATE APPROVED		DATE			
						RUNWAY THRESHOLD COORDINATES		LATITUDE		LONGITUDE		PAVEMENT EDGES		APPROVED							
						RUNWAY END ELEVATION		99.2'		99.3'		DEMOLITION/RELOCATION		APPROVED							
						RUNWAY HIGH POINT/LOW POINT ELEVATION		99.3'		100.0'		ROTATING BEACON		APPROVED							
						AIRPORT REFERENCE CODE (ARC)		B-I (SMALL)		B-II (SMALL)		RW END IDENTIFIER LIGHTS (REL)		APPROVED							
						TRUE BEARING		73.63		253.63		AIRPORT REFERENCE POINT		APPROVED							
						DIMENSIONS (LENGTH X WIDTH)		3,694' x 60'		3,600' x 75'		WIND CONE & SEGMENTED CIRCLE		APPROVED							
						PAVEMENT TYPE		BITUMINOUS		SAME		AWOS (LIGHTED)		APPROVED							
						PAVEMENT DESIGN STRENGTH (LBS)		8,000		12,500		AVIGATION EASEMENT		APPROVED							
						LIGHTING / SIGNAGE		LIRL		MIRL		NON-DIRECTIONAL BEACON (LIGHTED)		APPROVED							
						PERCENT GRADIENT		0%		0%		OBSTRUCTION LIGHT		APPROVED							
						MAXIMUM GRADE		0%		0%		SAVASI/PAPI		APPROVED							
						ROFA DIMENSIONS BEYOND THRESHOLD		250' x 240'		500' x 300'		RUNWAY PROTECTION ZONE		APPROVED							
						OFZ (WIDTH X LENGTH)		250' x 4,094'		250' x 4,000'		EXISTING PAVEMENT		APPROVED							
						RSA DIMENSIONS BEYOND THRESHOLD		120' x 240'		150' x 300'		PHASE I DEVELOPMENT (2002-2007)		APPROVED							
						CRITICAL AIRCRAFT		BARON		KING AIR 200		PHASE II DEVELOPMENT (2008-2012)		APPROVED							
						WIND COVERAGE (ALL WEATHER)		99.3		NONE		PHASE III DEVELOPMENT (2013-2022)		APPROVED							
						DISPLACED THRESHOLD ELEV. (MSL)		3,694'		3,600'		EXISTING PAVEMENT		APPROVED							
						USEABLE RUNWAY LENGTH		3,694'		3,600'		PHASE I DEVELOPMENT (2002-2007)		APPROVED							
						DISPLACED THRESHOLD		RW8-200'		NONE		PHASE II DEVELOPMENT (2008-2012)		APPROVED							
												PHASE III DEVELOPMENT (2013-2022)		APPROVED							



AIRPORT LAYOUT PLAN  
TWIN CITY AIRPORT  
LORIS, SOUTH CAROLINA

DRAWN BY:	MEB	SCALE:	1"=300'
CHECKED BY:	ELB	DATE:	JULY 2002

DRAWING: k21922002\_Airport Layout Planning LAYOUT: ALP