ALL WEATHER WIND ROSE

WIND COVERAGE	12 MPH / 10.5 KNOTS	15 MPH / 13 KNOTS	18 MPH / 16 KNOTS	23 MPH / 20 KNOTS
RUNWAY 6/24	94.6%	97.7%	99.9%	100%

WIND ROSE IS A COMBINATION

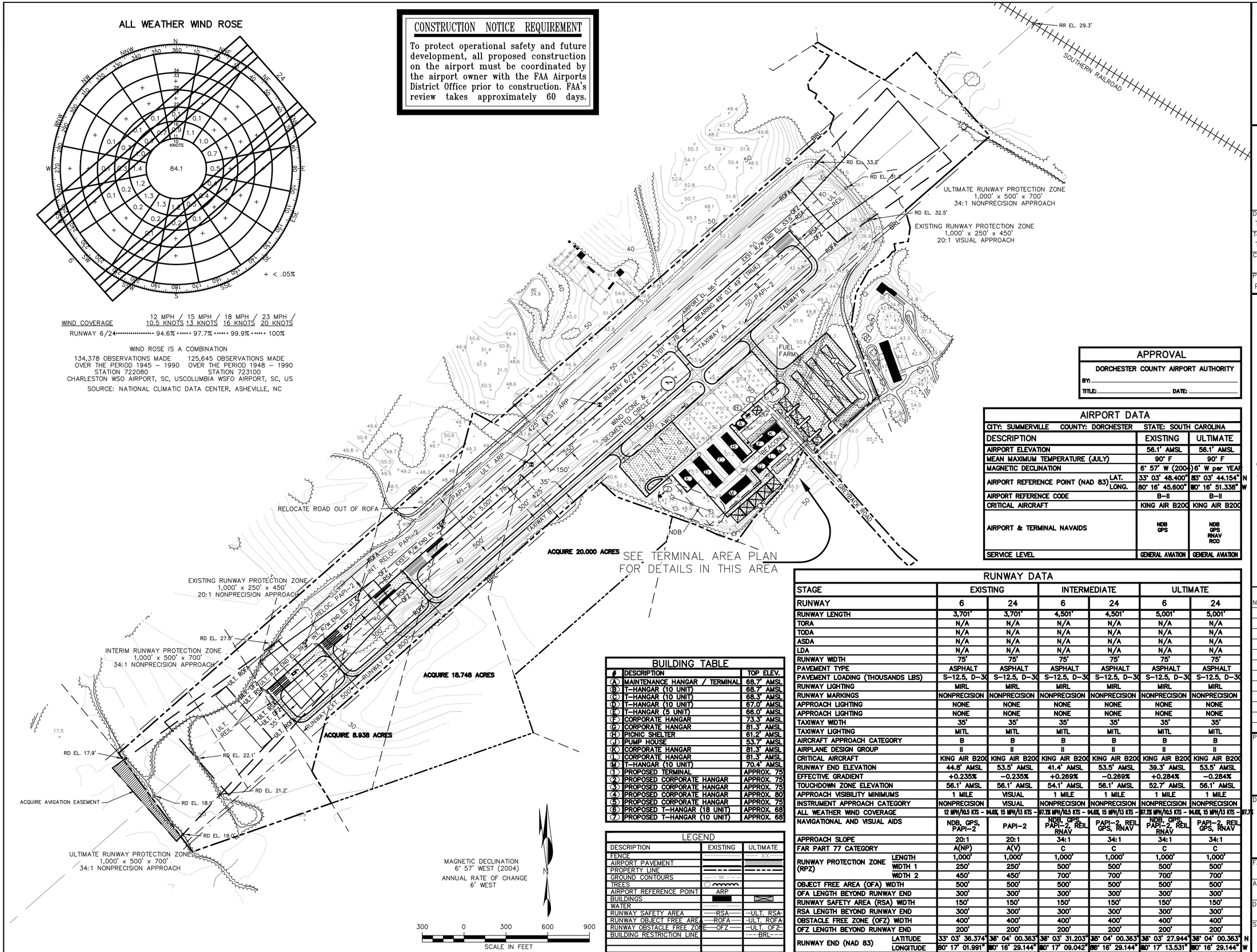
134,378 OBSERVATIONS MADE OVER THE PERIOD 1945 – 1990 STATION 722080 CHARLESTON WSO AIRPORT, SC, US

125,645 OBSERVATIONS MADE OVER THE PERIOD 1948 – 1990 STATION 723100 CHARLESTON WSO AIRPORT, SC, US

SOURCE: NATIONAL CLIMATIC DATA CENTER, ASHEVILLE, NC

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.



APPROVAL

DORCHESTER COUNTY AIRPORT AUTHORITY

BY: _____

TITLE: _____ DATE: _____

AIRPORT DATA

CITY: SUMMERVILLE COUNTY: DORCHESTER STATE: SOUTH CAROLINA

DESCRIPTION		EXISTING	ULTIMATE
AIRPORT ELEVATION		56.1' AMSL	56.1' AMSL
MEAN MAXIMUM TEMPERATURE (JULY)		90° F	90° F
MAGNETIC DECLINATION		6° 57' W (2004)	6' W per YEAR
AIRPORT REFERENCE POINT (NAD 83)	LAT.	33° 03' 48.400" N	33° 03' 44.154" N
	LONG.	80° 16' 45.600" W	80° 16' 51.338" W
AIRPORT REFERENCE CODE		B–II	B–II
CRITICAL AIRCRAFT		KING AIR B200	KING AIR B200
AIRPORT & TERMINAL NAVAIDS		NDB GPS	NDB GPS RNAV RCO
SERVICE LEVEL		GENERAL AVIATION	GENERAL AVIATION

RUNWAY DATA

STAGE		EXISTING		INTERMEDIATE		ULTIMATE	
RUNWAY		6	24	6	24	6	24
RUNWAY LENGTH		3,701'	3,701'	4,501'	4,501'	5,001'	5,001'
TORA		N/A	N/A	N/A	N/A	N/A	N/A
TODA		N/A	N/A	N/A	N/A	N/A	N/A
ASDA		N/A	N/A	N/A	N/A	N/A	N/A
LDA		N/A	N/A	N/A	N/A	N/A	N/A
RUNWAY WIDTH		75'	75'	75'	75'	75'	75'
PAVEMENT TYPE		ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT	ASPHALT
PAVEMENT LOADING (THOUSANDS LBS)		S–12.5, D–30	S–12.5, D–30	S–12.5, D–30	S–12.5, D–30	S–12.5, D–30	S–12.5, D–30
RUNWAY LIGHTING		MIRL	MIRL	MIRL	MIRL	MIRL	MIRL
RUNWAY MARKINGS		NONPRECISION	NONPRECISION	NONPRECISION	NONPRECISION	NONPRECISION	NONPRECISION
APPROACH LIGHTING		NONE	NONE	NONE	NONE	NONE	NONE
APPROACH LIGHTING		NONE	NONE	NONE	NONE	NONE	NONE
TAXIWAY WIDTH		35'	35'	35'	35'	35'	35'
TAXIWAY LIGHTING		MITL	MITL	MITL	MITL	MITL	MITL
AIRCRAFT APPROACH CATEGORY		B	B	B	B	B	B
AIRPLANE DESIGN GROUP		II	II	II	II	II	II
CRITICAL AIRCRAFT		KING AIR B200	KING AIR B200	KING AIR B200	KING AIR B200	KING AIR B200	KING AIR B200
RUNWAY END ELEVATION		44.8' AMSL	53.5' AMSL	41.4' AMSL	53.5' AMSL	39.3' AMSL	53.5' AMSL
EFFECTIVE GRADIENT		+0.235%	–0.235%	+0.269%	–0.269%	+0.284%	–0.284%
TOUCHDOWN ZONE ELEVATION		56.1' AMSL	56.1' AMSL	54.1' AMSL	56.1' AMSL	52.7' AMSL	56.1' AMSL
APPROACH VISIBILITY MINIMUMS		1 MILE	VISUAL	1 MILE	1 MILE	1 MILE	1 MILE
INSTRUMENT APPROACH CATEGORY		NONPRECISION	VISUAL	NONPRECISION	NONPRECISION	NONPRECISION	NONPRECISION
ALL WEATHER WIND COVERAGE		12 MPH/10.5 KTS – 94.6%, 15 MPH/13 KTS – 97.7%		12 MPH/10.5 KTS – 94.6%, 15 MPH/13 KTS – 97.7%		12 MPH/10.5 KTS – 94.6%, 15 MPH/13 KTS – 97.7%	
NAVIGATIONAL AND VISUAL AIDS		NDB, GPS, PAPI–2	PAPI–2	NDB, GPS, PAPI–2, REIL RNAV	PAPI–2, REIL GPS, RNAV	NDB, GPS, PAPI–2, REIL RNAV	PAPI–2, REIL GPS, RNAV
APPROACH SLOPE		20:1	20:1	34:1	34:1	34:1	34:1
FAR PART 77 CATEGORY		A(NP)	A(V)	C	C	C	C
RUNWAY PROTECTION ZONE (RPZ)	LENGTH	1,000'	1,000'	1,000'	1,000'	1,000'	1,000'
	WIDTH 1	250'	250'	500'	500'	500'	500'
	WIDTH 2	450'	450'	700'	700'	700'	700'
OBJECT FREE AREA (OFA) WIDTH		500'	500'	500'	500'	500'	500'
OFA LENGTH BEYOND RUNWAY END		300'	300'	300'	300'	300'	300'
RUNWAY SAFETY AREA (RSA) WIDTH		150'	150'	150'	150'	150'	150'
RSA LENGTH BEYOND RUNWAY END		300'	300'	300'	300'	300'	300'
OBSTACLE FREE ZONE (OFZ) WIDTH		400'	400'	400'	400'	400'	400'
OFZ LENGTH BEYOND RUNWAY END		200'	200'	200'	200'	200'	200'
RUNWAY END (NAD 83)	LATITUDE	33° 03' 36.374" N	33° 04' 00.363" N	33° 03' 31.203" N	33° 04' 00.363" N	33° 03' 27.944" N	33° 04' 00.363" N
	LONGITUDE	80° 17' 01.991" W	80° 16' 29.144" W	80° 17' 09.042" W	80° 16' 29.144" W	80° 17' 13.531" W	80° 16' 29.144" W

BUILDING TABLE

#	DESCRIPTION	TOP ELEV.
A	MAINTENANCE HANGAR / TERMINAL	68.7' AMSL
B	T–HANGAR (10 UNIT)	68.7' AMSL
C	T–HANGAR (10 UNIT)	68.3' AMSL
D	T–HANGAR (10 UNIT)	67.0' AMSL
E	T–HANGAR (5 UNIT)	66.0' AMSL
F	CORPORATE HANGAR	73.3' AMSL
G	CORPORATE HANGAR	81.3' AMSL
H	PICNIC SHELTER	61.2' AMSL
J	PUMP HOUSE	53.7' AMSL
K	CORPORATE HANGAR	81.3' AMSL
L	CORPORATE HANGAR	81.3' AMSL
M	T–HANGAR (10 UNIT)	70.4' AMSL
1	PROPOSED TERMINAL	APPROX. 75
2	PROPOSED CORPORATE HANGAR	APPROX. 75
3	PROPOSED CORPORATE HANGAR	APPROX. 75
4	PROPOSED CORPORATE HANGAR	APPROX. 80
5	PROPOSED CORPORATE HANGAR	APPROX. 75
6	PROPOSED T–HANGAR (18 UNIT)	APPROX. 68
7	PROPOSED T–HANGAR (10 UNIT)	APPROX. 68

LEGEND

DESCRIPTION	EXISTING	ULTIMATE
FENCE		XX
AIRPORT PAVEMENT		
PROPERTY LINE		
GROUND CONTOURS	50	
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

SUMMERVILLE AIRPORT
SUMMERVILLE, SOUTH CAROLINA

THE LPA GROUP
TRANSPORTATION CONSULTANTS

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

Designer: TGM
Technician: TGM
Checked by:
Project Number: PL010039

NOTES

1. ALL EXISTING HOLDING POSITION MARKINGS FOR RUNWAY/TAXIWAY INTERSECTIONS ARE 200' FROM RUNWAY CENTERLINE AND PERPENDICULAR TO TAXIWAY CENTERLINE. AL ULTIMATE HOLDING POSITION MARKINGS FOR RUNWAY/TAXIWAY INTERSECTIONS ARE 200' 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" AIRPORT PROPERTY MAP (DRAWING 7) 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.

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: FEBRUARY 2007
Division: PLANNING
Scale: 1" = 300'
Drawing Number: 2