NOTES

1) SEE EXHIBIT "A? PROPERTY MAP FOR THE GREENVILLE–SPARTANBURG AIRPORT, DATED JUNE 10, 1997, FOR METES AND BOUNDS AND SPONSOR INTEREST HELD IN EACH TRACT.

2) LOCATION OF POSSIBLE FUTURE ATCT IS FOR PLANNING PURPOSES ONLY. THE ACTUAL SITE SELECTION WILL BE MADE BY THE FAA.

3) ALL TAXIWAYS EXISTING AND PROPOSED ARE 75' WIDE WITH THE EXCEPTIONS OF TAXIWAYS A, B, C AND J WHICH ARE 120' – 130' WIDE

4) LOCATION OF THE RELOCATED ASR IS NOT DETERMINED AT THIS TIME. THE SITE SHOWN IS PRELIMINARY AND SUBJECT TO CHANGE.

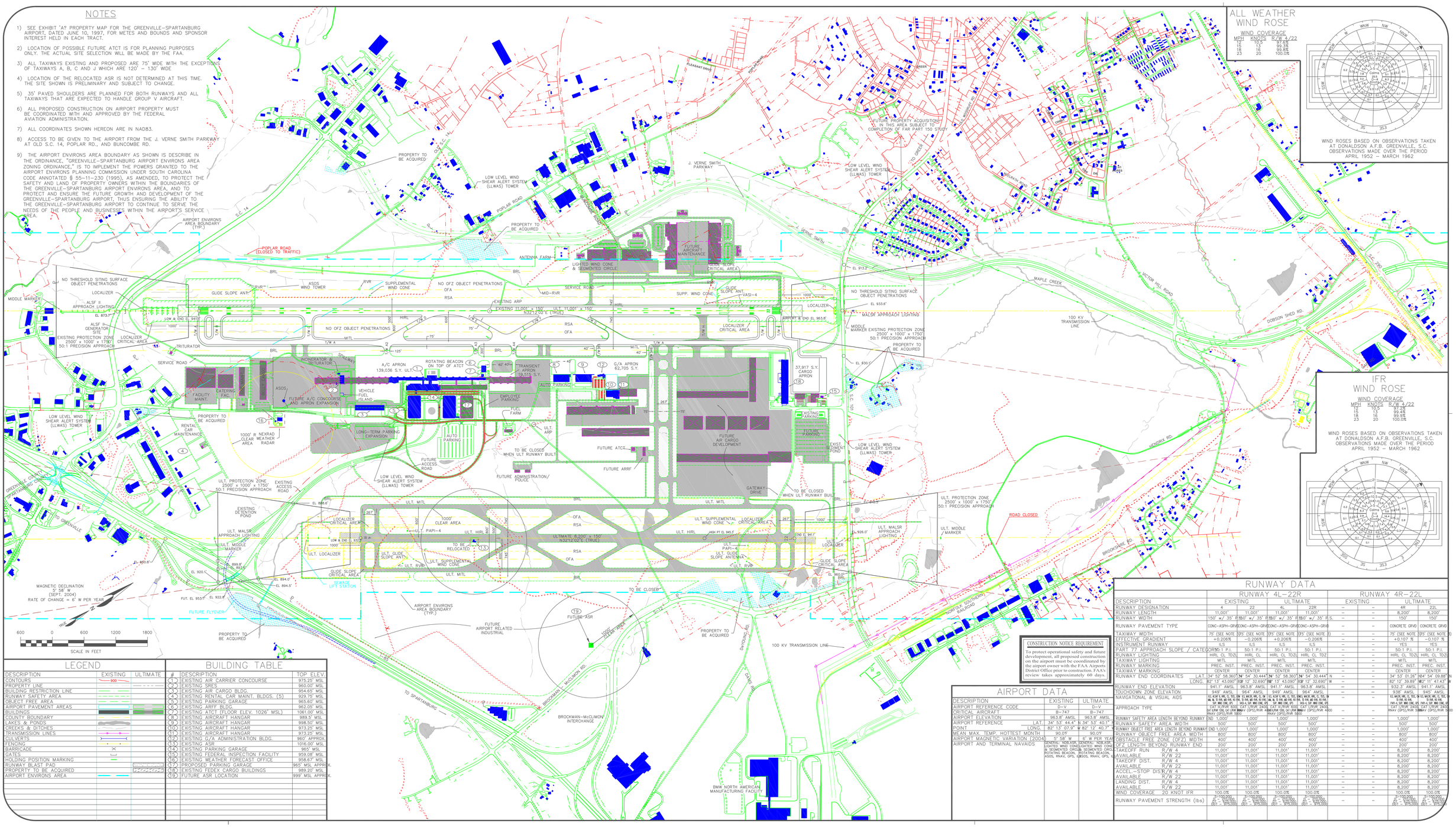
5) 35' PAVED SHOULDERS ARE PLANNED FOR BOTH RUNWAYS AND ALL TAXIWAYS THAT ARE EXPECTED TO HANDLE GROUP V AIRCRAFT.

6) ALL PROPOSED CONSTRUCTION ON AIRPORT PROPERTY MUST BE COORDINATED WITH AND APPROVED BY THE FEDERAL AVIATION ADMINISTRATION.

7) ALL COORDINATES SHOWN HEREON ARE IN NAD83.

8) ACCESS TO BE GIVEN TO THE AIRPORT FROM THE J. VERNE SMITH PARKWAY AT OLD S.C. 14, POPLAR RD., AND BUNCOMBE RD.

9) THE AIRPORT ENVIRONS AREA BOUNDARY AS SHOWN IS DESCRIBE IN THE ORDINANCE, "GREENVILLE–SPARTANBURG AIRPORT ENVIRONS AREA ZONING ORDINANCE," IS TO IMPLEMENT THE POWERS GRANTED TO THE AIRPORT ENVIRONS PLANNING COMMISSION UNDER SOUTH CAROLINA CODE ANNOTATED § 55–11–230 (1995), AS AMENDED, TO PROTECT THE SAFETY AND LAND OF PROPERTY OWNERS WITHIN THE BOUNDARIES OF THE GREENVILLE–SPARTANBURG AIRPORT ENVIRONS AREA, AND, TO PROTECT AND ENSURE THE FUTURE GROWTH AND DEVELOPMENT OF THE GREENVILLE–SPARTANBURG AIRPORT, THUS ENSURING THE ABILITY TO THE GREENVILLE–SPARTANBURG AIRPORT TO CONTINUE TO SERVE THE NEEDS OF THE PEOPLE AND BUSINESSES WITHIN THE AIRPORT'S SERVICE AREA.



LEGEND

DESCRIPTION	EXISTING	ULTIMATE
CONTOURS	905	
PROPERTY LINE		
BUILDING RESTRICTION LINE		
RUNWAY SAFETY AREA		
OBJECT FREE AREA		
AIRPORT PAVEMENT AREAS		
BUILDINGS		
COUNTY BOUNDARY		
LAKES & POND'S		
CREEKS & DITCHES		
TRANSMISSION LINES		
CULVERTS		
FENCING		
BARRICADE		
GATES		
HOLDING POSITION MARKING		
RUNWAY BLAST PAD		
PROPERTY TO BE ACQUIRED		
AIRPORT ENVIRONS AREA		

BUILDING TABLE

#	DESCRIPTION	TOP ELEV.
1	EXISTING AIR CARRIER CONCOURSE	975.25' MSL
2	EXISTING SRES	960.00' MSL
3	EXISTING AIR CARGO BLDG.	954.65' MSL
4	EXISTING RENTAL CAR MAINT. BLDGS. (5)	929.75' MSL
5	EXISTING PARKING GARAGE	965.60' MSL
6	EXISTING ARFF BLDG.	962.05' MSL
7	EXISTING ATCT (FLOOR ELEV. 1026' MSL)	1061.00' MSL
8	EXISTING AIRCRAFT HANGAR	989.5' MSL
9	EXISTING AIRCRAFT HANGAR	998.50' MSL
10	EXISTING AIRCRAFT HANGAR	973.25' MSL
11	EXISTING AIRCRAFT HANGAR	973.25' MSL
12	EXISTING G/A ADMINISTRATION BLDG.	960' APPROX.
13	EXISTING ASR	1016.00' MSL
14	EXISTING PARKING GARAGE	965' MSL
15	EXISTING FEDERAL INSPECTION FACILITY	959.08' MSL
16	EXISTING WEATHER FORECAST OFFICE	958.67' MSL
17	PROPOSED PARKING GARAGE	965' MSL APPROX.
18	EXISTING FEDEX CARGO BUILDINGS	989.20' MSL
19	FUTURE ASR LOCATION	999' MSL APPROX.

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.

AIRPORT DATA

DESCRIPTION	EXISTING	ULTIMATE
AIRPORT REFERENCE CODE	D–V	D–V
CRITICAL AIRCRAFT	B–747	B–747
AIRPORT ELEVATION	963.8' AMSL	963.8' AMSL
AIRPORT REFERENCE POINT — LAT.	34° 53' 44.4" N	34° 53' 40.1" N
AIRPORT REFERENCE POINT — LONG.	82° 13' 07.9" W	82° 12' 40.7" W
MEAN MAX. TEMP. HOTTEST MONTH	90.0°F	90.0°F
AIRPORT MAGNETIC VARIATION (2004)	5° 58' W	6° W PER YEAR
AIRPORT AND TERMINAL NAVAIDS	GENERAL: NDB,ASR; LOCALIZER, GLIDESLOPE, INTERMEDIATE CIRCLE, INTERMEDIATE CIRCLE, ROTATING BEACON, ASOS, RNAV, GPS,	GENERAL: NDB,ASR; LOCALIZER, GLIDESLOPE, INTERMEDIATE CIRCLE, INTERMEDIATE CIRCLE, ROTATING BEACON, ASOS, RNAV, GPS,

RUNWAY DATA

DESCRIPTION	RUNWAY 4L–22R EXISTING		RUNWAY 4L–22R ULTIMATE		RUNWAY 4R–22L EXISTING		RUNWAY 4R–22L ULTIMATE	
RUNWAY DESIGNATION	4	22	4L	22R	–	–	4R	22L
RUNWAY LENGTH	11,001'	11,001'	11,001'	11,001'	–	–	8,200'	8,200'
RUNWAY WIDTH	150' w/ 35' F.S.	150' w/ 35' F.S.	150' w/ 35' F.S.	150' w/ 35' F.S.	–	–	150'	150'
RUNWAY PAVEMENT TYPE	CONC–ASPH–GRVD	CONC–ASPH–GRVD	CONC–ASPH–GRVD	CONC–ASPH–GRVD	–	–	CONCRETE GRVD	CONCRETE GRVD
TAXIWAY WIDTH	75' (SEE NOTE 3)	75' (SEE NOTE 3)	75' (SEE NOTE 3)	75' (SEE NOTE 3)	–	–	75' (SEE NOTE 3)	75' (SEE NOTE 3)
EFFECTIVE GRADIENT	+0.206%	–0.206%	+0.206%	–0.206%	–	–	+0.107 %	–0.107 %
INSTRUMENT RUNWAY	ILS	ILS	ILS	ILS	–	–	YES	YES
PART 77 APPROACH SLOPE / CATEGORY	50:1 P.I.	50:1 P.I.	50:1 P.I.	50:1 P.I.	–	–	50:1 P.I.	50:1 P.I.
RUNWAY LIGHTING	HIRL CL TDZL	HIRL CL	HIRL CL TDZL	HIRL CL TDZ	–	–	HIRL CL TDZL	HIRL CL TDZ
TAXIWAY LIGHTING	MITL	MITL	MITL	MITL	–	–	MITL	MITL
RUNWAY MARKING	PREC. INST.	PREC. INST.	PREC. INST.	PREC. INST.	–	–	PREC. INST.	PREC. INST.
TAXIWAY MARKING	CENTER	CENTER	CENTER	CENTER	–	–	CENTER	CENTER
RUNWAY END COORDINATES — LAT.	34° 53' 58.360" N	34° 54' 30.444" N	34° 53' 58.360" N	34° 54' 30.444" N	–	–	34° 53' 01.26" N	34° 54' 09.88" N
RUNWAY END COORDINATES — LONG.	82° 13' 43.090" W	82° 12' 32.690" W	82° 13' 43.090" W	82° 12' 32.690" W	–	–	82° 12' 39.89" W	82° 11' 47.43" W
RUNWAY END ELEVATION	941.1' AMSL	963.8' AMSL	941.1' AMSL	963.8' AMSL	–	–	932.3' AMSL	941.1' AMSL
TOUCHDOWN ZONE ELEVATION	949' AMSL	964' AMSL	949' AMSL	964' AMSL	–	–	938' AMSL	945' AMSL
NAVIGATIONAL & VISUAL AIDS	ILS, MALSR, GS, DME, TDZL, CL, HIRL, REIL, PAPI, RVR, RVV, SSALR, SSALS, SFL, TWY EDGE LIGHTS, RWY END LIGHTS, RWY GUARD LIGHTS, RWY EDGE LIGHTS, RWY CENTERLINE LIGHTS, RWY GUARD LIGHTS, RWY EDGE LIGHTS, RWY CENTERLINE LIGHTS, RWY GUARD LIGHTS, RWY EDGE LIGHTS, RWY CENTERLINE LIGHTS, RWY GUARD LIGHTS, RWY EDGE LIGHTS, RWY CENTERLINE LIGHTS, RWY GUARD LIGHTS,		ILS, MALSR, GS, DME, TDZL, CL, HIRL, REIL, PAPI, RVR, RVV, SSALR, SSALS, SFL, TWY EDGE LIGHTS, RWY END LIGHTS, RWY GUARD LIGHTS, RWY EDGE LIGHTS, RWY CENTERLINE LIGHTS, RWY GUARD LIGHTS, RWY EDGE LIGHTS, RWY CENTERLINE LIGHTS, RWY GUARD LIGHTS, RWY EDGE LIGHTS, RWY CENTERLINE LIGHTS, RWY GUARD LIGHTS,		–	–	ILS, MALSR, GS, DME, TDZL, CL, HIRL, REIL, PAPI, RVR, RVV, SSALR, SSALS, SFL, TWY EDGE LIGHTS, RWY END LIGHTS, RWY GUARD LIGHTS, RWY EDGE LIGHTS, RWY CENTERLINE LIGHTS, RWY GUARD LIGHTS,	
APPROACH TYPE	CAT I/RVR 2400, CAT II/RVR 1200, CAT III/RVR 1200, RNAV (GPS)/RVR 5000	CAT I/RVR 2400, CAT II/RVR 1200, CAT III/RVR 1200, RNAV (GPS)/RVR 5000	CAT I/RVR 2400, CAT II/RVR 1200, CAT III/RVR 1200, RNAV (GPS)/RVR 5000	CAT I/RVR 2400, CAT II/RVR 1200, CAT III/RVR 1200, RNAV (GPS)/RVR 5000	–	–	CAT I/RVR 2400, CAT II/RVR 1200, CAT III/RVR 1200, RNAV (GPS)/RVR 5000	CAT I/RVR 2400, CAT II/RVR 1200, CAT III/RVR 1200, RNAV (GPS)/RVR 5000
RUNWAY SAFETY AREA LENGTH BEYOND RUNWAY END	1,000'	1,000'	1,000'	1,000'	–	–	1,000'	1,000'
RUNWAY SAFETY AREA WIDTH	500'	500'	500'	500'	–	–	500'	500'
RUNWAY OBJECT FREE AREA LENGTH BEYOND RUNWAY END	1,000'	1,000'	1,000'	1,000'	–	–	1,000'	1,000'
RUNWAY OBJECT FREE AREA WIDTH	800'	800'	800'	800'	–	–	800'	800'
OBSTACLE FREE ZONE (OFZ) WIDTH	400'	400'	400'	400'	–	–	400'	400'
OFZ LENGTH BEYOND RUNWAY END	200'	200'	200'	200'	–	–	200'	200'
TAKEOFF RUN R/W 4	11,001'	11,001'	11,001'	11,001'	–	–	8,200'	8,200'
AVAILABLE R/W 22	11,001'	11,001'	11,001'	11,001'	–	–	8,200'	8,200'
TAKEOFF DIST. R/W 4	11,001'	11,001'	11,001'	11,001'	–	–	8,200'	8,200'
AVAILABLE R/W 22	11,001'	11,001'	11,001'	11,001'	–	–	8,200'	8,200'
ACCEL–STOP DIST. R/W 4	11,001'	11,001'	11,001'	11,001'	–	–	8,200'	8,200'
AVAILABLE R/W 22	11,001'	11,001'	11,001'	11,001'	–	–	8,200'	8,200'
LANDING DIST. R/W 4	11,001'	11,001'	11,001'	11,001'	–	–	8,200'	8,200'
AVAILABLE R/W 22	11,001'	11,001'	11,001'	11,001'	–	–	8,200'	8,200'
WIND COVERAGE 20 KNOT IFR	100.0%	100.0%	100.0%	100.0%	–	–	100.0%	100.0%
RUNWAY PAVEMENT STRENGTH (lbs)	S–100,000; D–150,000; DT – 525,000; DDT – 975,000	S–100,000; D–150,000; DT – 525,000; DDT – 975,000	S–100,000; D–150,000; DT – 525,000; DDT – 975,000	S–100,000; D–150,000; DT – 525,000; DDT – 975,000	–	–	S–100,000; D–150,000; DT – 525,000; DDT – 975,000	S–100,000; D–150,000; DT – 525,000; DDT – 975,000

THE LPA GROUP

THE LPA GROUP INCORPORATED
TRANSPORTATION CONSULTANTS

ATLANTA, GA ? BATON ROUGE, LA ? CASHIERS, NC ? CHARLESTON, SC ? CHARLOTTE, NC ? COLUMBIA, SC ? DAYTONA BEACH, FL ? GREENSBORO, NC ? JACKSONVILLE, FL ? KNOXVILLE, TN ? LITTLE ROCK, AR ? MYRTLE BEACH, SC ? ORLANDO, FL ? RALEIGH, NC ? SARASOTA, FL ? TALLAHASSEE, FL ? TAMPA, FL ? WEST PALM BEACH, FL

GSP INTERNATIONAL AIRPORT
ROGER MILLIKEN FIELD

GREENVILLE–SPARTANBURG INTERNATIONAL AIRPORT
GREER, SOUTH CAROLINA

AIRPORT LAYOUT PLAN

DESIGN TGM | DRAWN TGM | CHECK WBB RKH | PROJECT NO. CP005014

REVISION	DATE	DESCRIPTION	BY
7	4/16/07	UPDATE OF PROPOSED IMPROVEMENTS	TGM
6	6/12/03	GENERAL IMPROVEMENTS / REVISIONS	TB
5	9/4/98	UPDATE OF PROPOSED IMPROVEMENTS & LAND ACQUISITION	TGM
4	10/3/97	UPDATE OF PROPOSED IMPROVEMENTS	TGM
3	9/21/95	UPDATE OF PROPOSED IMPROVEMENTS	TGM
2	1/11/93	REVISIONS AS PER FAA REVIEW	FW
1	10/30/92	EXTENSION OF EXISTING RUNWAY	TGM

SPONSOR APPROVAL

J. Garrett Jackson
Executive Director
Greenville–Spartanburg Airport Commission

DATE: _____

DATE: DEC. 9, 1991

2
DRAWING NO.