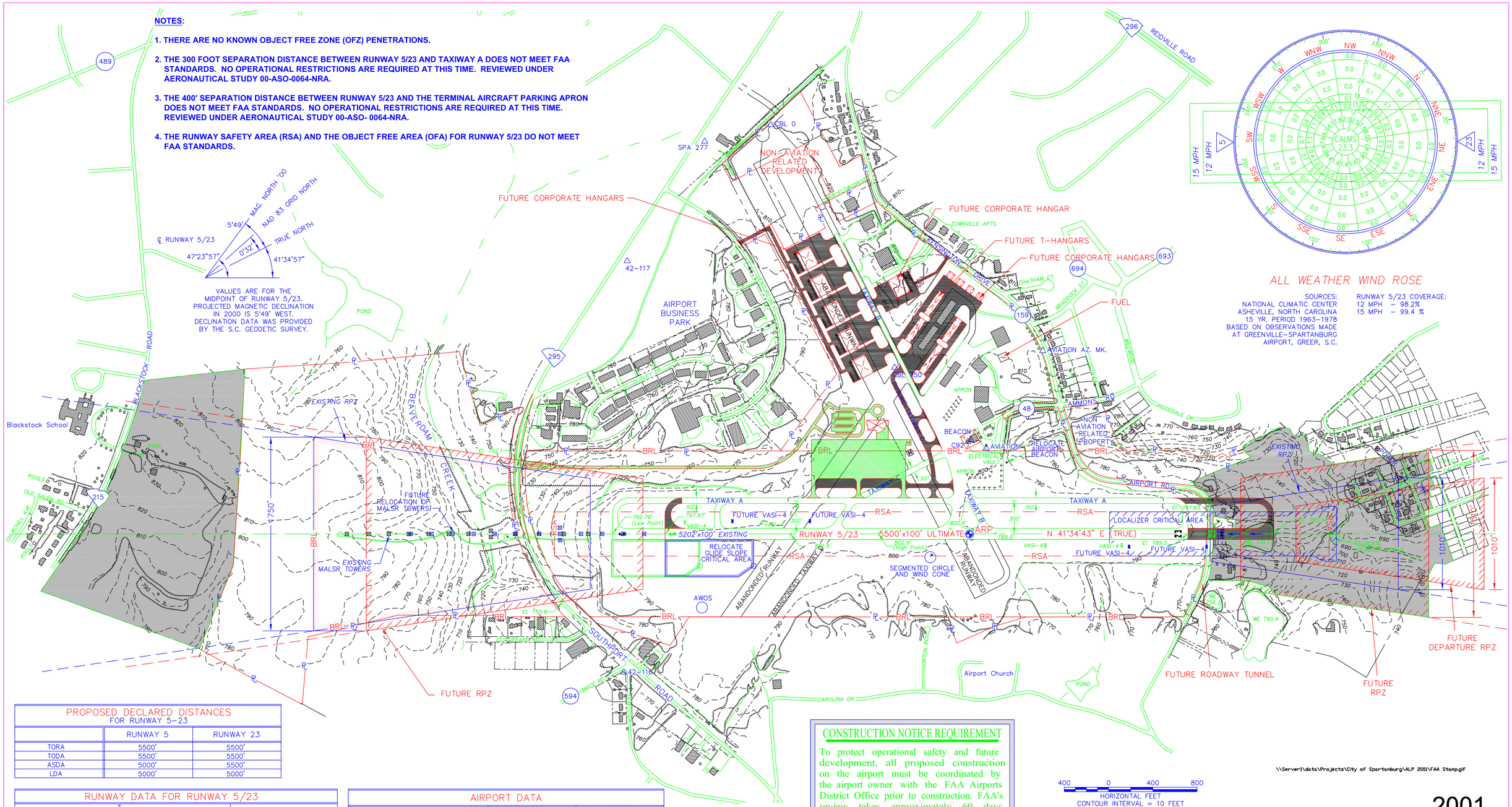
NOTES:

1. THERE ARE NO KNOWN OBJECT FREE ZONE (OFZ) PENETRATIONS.
2. THE 300 FOOT SEPARATION DISTANCE BETWEEN RUNWAY 5/23 AND TAXIWAY A DOES NOT MEET FAA STANDARDS. NO OPERATIONAL RESTRICTIONS ARE REQUIRED AT THIS TIME. REVIEWED UNDER AERONAUTICAL STUDY 00-ASO-0064-NRA.
3. THE 400' SEPARATION DISTANCE BETWEEN RUNWAY 5/23 AND THE TERMINAL AIRCRAFT PARKING APRON DOES NOT MEET FAA STANDARDS. NO OPERATIONAL RESTRICTIONS ARE REQUIRED AT THIS TIME. REVIEWED UNDER AERONAUTICAL STUDY 00-ASO- 0064-NRA.
4. THE RUNWAY SAFETY AREA (RSA) AND THE OBJECT FREE AREA (OFA) FOR RUNWAY 5/23 DO NOT MEET FAA STANDARDS.



PROPOSED DECLARED DISTANCES FOR RUNWAY 5-23

	RUNWAY 5	RUNWAY 23
TORA	5500'	5500'
TODA	5500'	5500'
ASDA	5000'	5500'
LDA	5000'	5000'

RUNWAY DATA FOR RUNWAY 5/23

	EXISTING	ULTIMATE
RUNWAY LENGTH x WIDTH	5202' x 100'	5500' x 100'
EFFECTIVE GRADIENT	0.07 %	0.04 %
PAVEMENT STRENGTH (D.G.)	30,000 SG, 45,000 DG	60,000 DG
NAVIGATIONAL AIDS	MALSR, LOCALIZER, VASI-4 NDB, VORTAC, REILS, RNAV GLIDE SLOPE	SAME
APPROACH SLOPE	R/W 5 50:1 R/W 23 20:1	R/W 5 50:1 R/W 23 34:1
RUNWAY APPROACH CATEGORY	R/W 5 CAT I R/W 23 VISUAL	R/W 5 CAT I R/W 23 NPI >3/4 Mi.
AIRCRAFT APPROACH CATEGORY / DESIGN GROUP	C II	C II
OBJECT FREE AREA	800' x 5,458' (ACTUAL) 800' x 7,202' (REQUIRED)	800' x 7,000'
RUNWAY SAFETY AREA	400' x 5,458 (ACTUAL) 400' x 7,202' (REQUIRED)	400' x 7,000'
RUNWAY LIGHTING	HIRL	HIRL
RUNWAY MARKING	P	P
PAVEMENT TYPE	ASPHALT	ASPHALT
THRESHOLD COORDINATES (NAD 1983)	R/W 5 LAT. 34°54'37.40" N LONG. 81°57'44.11" W R/W 23 LAT. 34°55'15.88" N LONG. 81°57'02.65" W R/W 23 OVERRUN NA	R/W 5 LAT. 34°54'40.95" N LONG. 81°57'40.27" W R/W 23 LAT. 34°55'15.90" N LONG. 81°57'02.61" W R/W 23 OVERRUN LAT. 34°55'21.63" N LONG. 81°56'56.43" W

AIRPORT DATA

	EXISTING	ULTIMATE
AIRPORT ELEVATION	801.5' M.S.L.	801.5' M.S.L.
AIRPORT REFERENCE POINT COORDINATES	N 34° 54' 56.67" W 81° 57' 23.34"	N 34° 55' 01.29" W 81° 57' 18.35"
MEAN MAX. TEMP. OF HOTTEST MONTH	90° F	90° F

RPZ DIMENSIONS AND THRESHOLD ELEVATIONS

	RUNWAY 5		RUNWAY 23	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE
INNER WIDTH	1000'	1000'	1000'	1000'
OUTER WIDTH	1750'	1750'	1010'	1510'
LENGTH	2500'	2500'	1700'	1700'
APPROACH SLOPE	50:1	50:1	20:1	34:1
THRESHOLD ELEVATION	792.79'	797.97'	789.30'	787.83'
THRESHOLD DISPLACEMENT	0	0	0	274.83'

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.

400 0 400 800
HORIZONTAL FEET
CONTOUR INTERVAL = 10 FEET

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2001

LEGEND

- 205.8 — EXISTING GROUND SPOT ELEVATION
- 810 — EXISTING GROUND CONTOUR
- STREAM CENTERLINE
- EXISTING FENCELINE
- 820.01 — EXISTING TREE OR TREELINE W/TOP ELEVATION
- ℄ — EXISTING PROPERTY LINE
- EXISTING PROPERTY ADJOINERS
- BRL — ULTIMATE BUILDING RESTRICTION LINE
- RSA — RUNWAY SAFETY AREA
- OBSTACLE FREE ZONE
- 295 — GOVERNMENT CONTROL POINT OR BENCHMARK
- MALSR TOWER
- △C 90 — GOVERNMENT CONTROL POINT
- LONG-TERM PROPOSED DEVELOPMENT
- SHORT-TERM PROPOSED DEVELOPMENT
- PROPERTY TO BE ACQUIRED
- EXISTING BUILDING
- FUTURE BUILDING
- ARP — ULTIMATE AIRPORT REFERENCE POINT
- 159 — GOVERNMENT CONTROL POINT OR BENCHMARK
- PROPOSED AVIGATION EASEMENT

NO.	REVISIONS	BY	APP.	DATE

THE CITY OF SPARTANBURG

SPARTANBURG DOWNTOWN MEMORIAL AIRPORT

Spartanburg, South Carolina

AIRPORT LAYOUT PLAN

PEARSON Engineering — PLANNERS ENGINEERS SURVEYORS — WEST COLUMBIA, SOUTH CAROLINA

DATE: JULY 2001 | SCALE: 1" = 400' | SHEET: 2 OF 8