

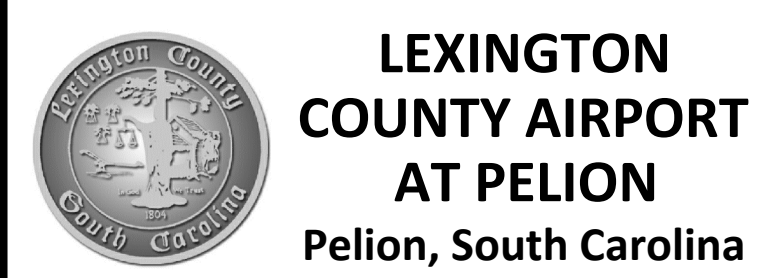
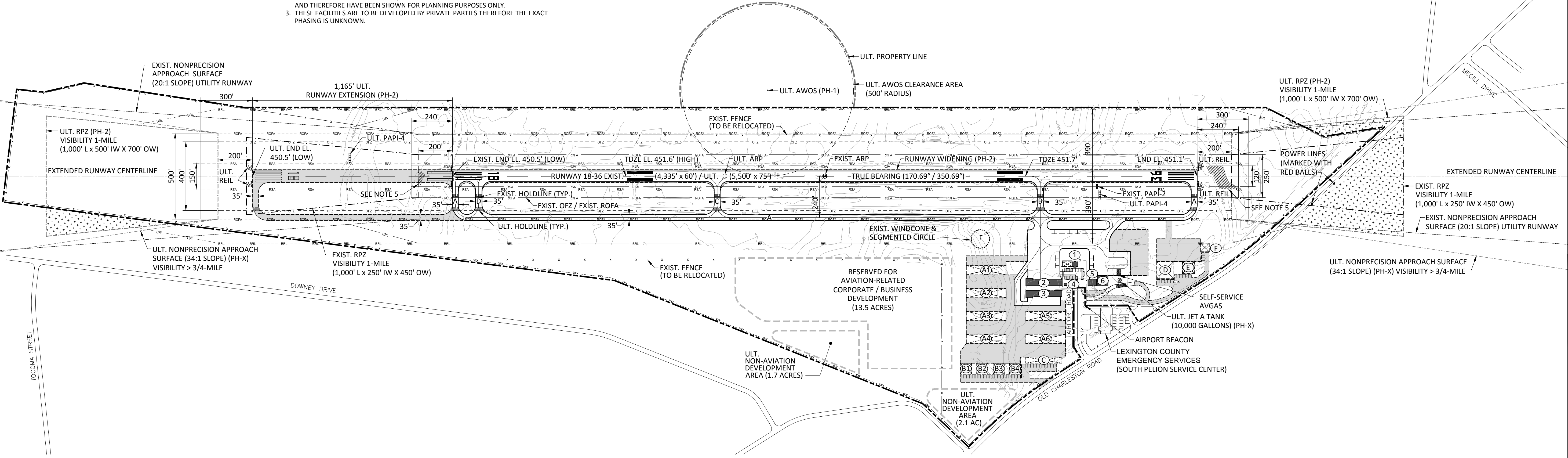
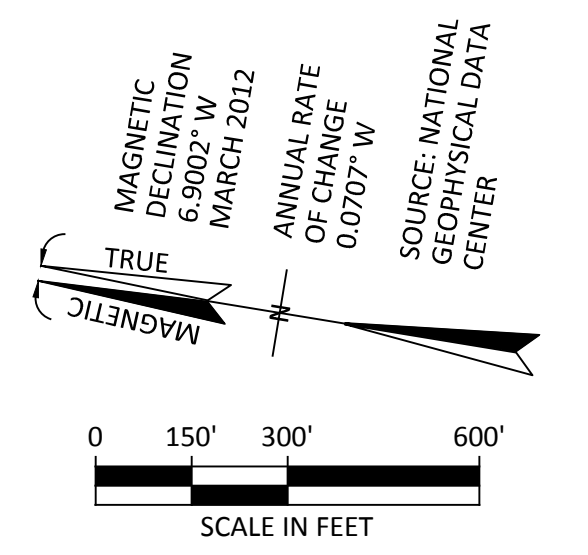
DESCRIPTION	EXISTING	ULTIMATE
PROPERTY LINE	---	---
BUILDINGS	▬	▬
PAVEMENT	▬	▬
RUNWAY MARKINGS	▬	▬
RSA	---	---
ROFA	---	---
OFZ	---	---
BRL	---	---
NAVAIDS / LIGHTING	••••	••••
FENCE	---	---
EASEMENT	---	---
DEVELOPMENT AREAS	N/A	▬
SAFETY AREA DEFICIENCY	▬	N/A

BUILDING NUMBER	DESCRIPTION	± TOP ELEVATION
1	TERMINAL (TO BE EXPANDED)	475.0'
2	T-HANGARS (5-UNIT)	469.0'
3	T-HANGARS (5-UNIT)	469.0'
4	ELECTRICAL VAULT	464.0'
5	CORPORATE HANGAR (1,750 SF)	476.0'
6	CORPORATE HANGAR (3,600 SF)	482.0'

NOTE:
1. EXISTING BUILDING TOP ELEVATIONS TAKEN FROM LPA SITE SURVEY DATA & OTHER HISTORICAL DATA.

BUILDING NUMBER	DESCRIPTION	± TOP ELEVATION	PHASE
A1	10 UNIT NESTED T-HANGAR	483.0'	1
A2	10 UNIT NESTED T-HANGAR	481.0'	2
A3	10 UNIT NESTED T-HANGAR	475.0'	3
A4	10 UNIT NESTED T-HANGAR	471.0'	SEE NOTE 2
A5	10 UNIT NESTED T-HANGAR	465.0'	SEE NOTE 2
A6	10 UNIT NESTED T-HANGAR	463.0'	SEE NOTE 2
B1	4,000 SF BOX HANGAR	477.0'	SEE NOTE 2
B2	4,000 SF BOX HANGAR	477.0'	SEE NOTE 2
B3	4,000 SF BOX HANGAR	477.0'	SEE NOTE 2
B4	4,000 SF BOX HANGAR	477.0'	SEE NOTE 2
C	4.5 UNIT ONE-SIDED HANGAR	460.0'	SEE NOTE 2
D	10,000 SF BOX HANGAR	486.0'	SEE NOTE 3
E	5,000 SF BOX HANGAR	482.0'	SEE NOTE 3
F	2,500 SF BOX HANGAR	472.0'	SEE NOTE 3

NOTE:
1. ULTIMATE BUILDING TOP ELEVATIONS WERE ESTIMATED BASED ON GROUND ELEVATIONS AND TYPICAL BUILDING HEIGHTS.
2. THESE FACILITIES EXCEED THE REQUIREMENTS THROUGH THE 20-YEAR PLANNING PERIOD AND THEREFORE HAVE BEEN SHOWN FOR PLANNING PURPOSES ONLY.
3. THESE FACILITIES ARE TO BE DEVELOPED BY PRIVATE PARTIES THEREFORE THE EXACT PHASING IS UNKNOWN.



Designer:	Checked by:
APN	RWO
Technician:	Project Number:
APN	122633

- NOTES:**
- BASE MAPPING OBTAINED FROM APPROVED ALP, DATED 01/28/2005, AND EXISTING LEXINGTON COUNTY GIS/MAPPING ONLINE RESOURCES.
 - BUILDING RESTRICTION LINES (BRL) PARALLEL TO RUNWAY 18-36 ARE BASED ON A TRANSITIONAL SURFACE ELEVATION OF 20'.
 - ALL ELEVATIONS SHOWN ARE ABOVE MEAN SEA LEVEL (AMSL).
 - EXISTING HOLDLINES ARE LOCATED 125' FROM RUNWAY CENTERLINE AND ULTIMATE HOLDLINES ARE LOCATED 200' FROM RUNWAY CENTERLINE.
 - EXISTING NON-STANDARD RSA TO BE CORRECTED (PH-1).

FAA DISCLAIMER
THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICIES OF THE FAA. THE ACCEPTANCE OF THIS PLAN BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH PUBLIC LAWS.

CONSTRUCTION NOTICE REQUIREMENT
TO PROTECT OPERATIONAL SAFETY AND ULTIMATE 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.

REVISIONS			
No.	Description	Date	By

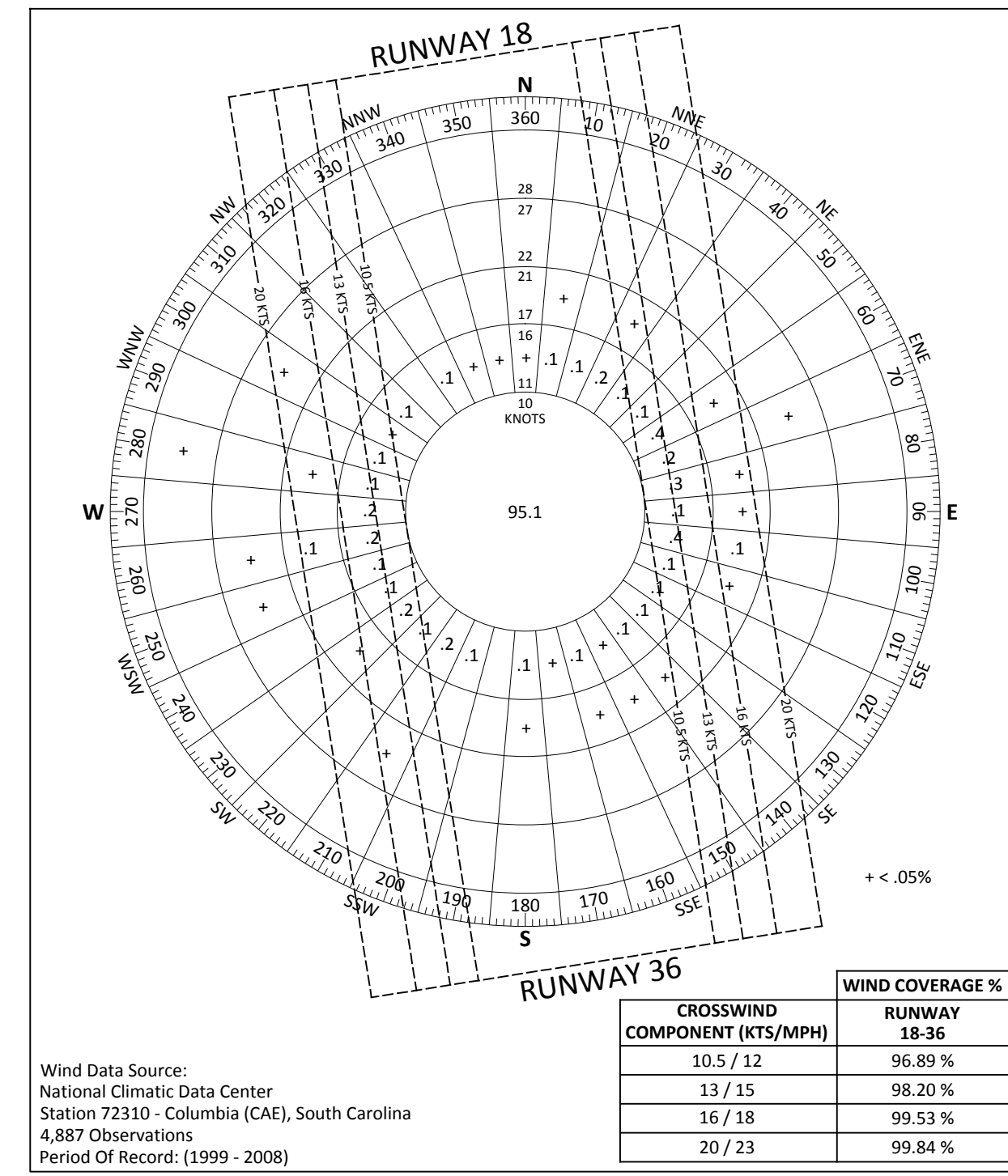
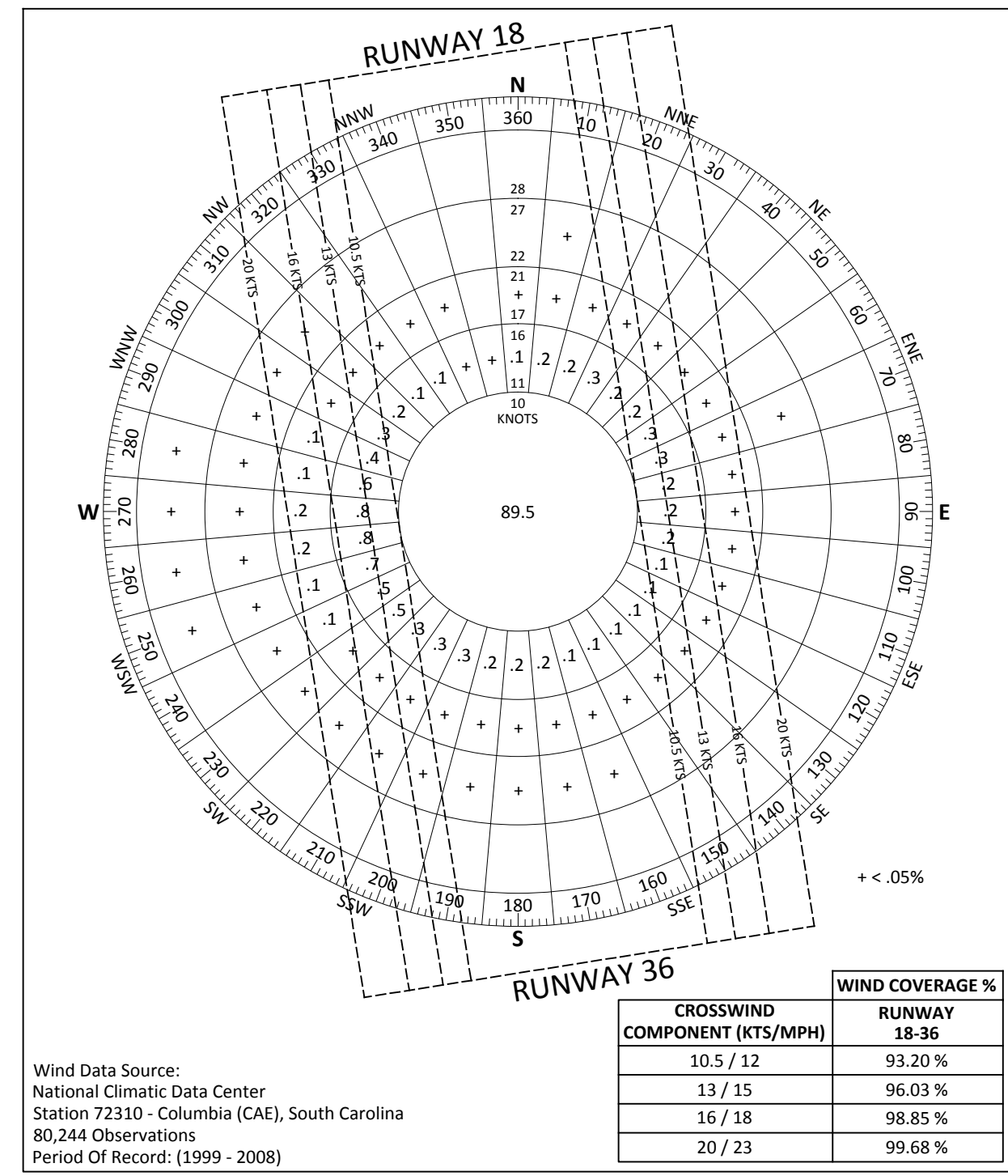
Project Name: **AIRPORT LAYOUT PLAN UPDATE**

Drawing Name: **AIRPORT LAYOUT PLAN DRAWING**

FAA A.I.P. Project Number: **3-45-0067-013-2011**

Date: **JUNE 2012** Division: **PLANNING**

Scale: (24x36) Drawing Number: **2**



MODIFICATION TO FAA DESIGN STANDARDS			
DESCRIPTION	DESIGN STANDARD	AERONAUTICAL STUDY NUMBER	FAA APPROVAL
		NONE	

AIRPORT SPONSOR APPROVAL

THIS AIRPORT DRAWING IS APPROVED BY:

(SIGNATURE) _____ DATE: _____

NAME: _____

TITLE: _____

AIRPORT DATA		
DESCRIPTION	EXISTING	ULTIMATE
SERVICE LEVEL (NPAS)	GENERAL AVIATION	SAME
AIRPORT REFERENCE CODE (ARC)	A-I (SMALL AIRPLANES EXCLUSIVELY)	B-II
AIRPORT ELEVATION (MSL)	451.7'	SAME
MEAN MAX. TEMP. (HOTTEST MONTH)	90° JULY	SAME
AIRPORT REFERENCE POINT (NAD 83)	LATITUDE N 33° 47' 40.7000"	N 33° 47' 46.3580"
	LONGITUDE W 81° 14' 45.1000"	W 81° 14' 46.2220"
MAGNETIC DECLINATION	6.9002° W	0.0707° W / YEAR
AIRPORT IDENTIFIER	6I0	SAME
TAXIWAY LIGHTING	MITL	SAME
AIRPORT NAVAIDS	BEACON, PAPI-2, WINDCONE, GPS, SEGMENTED CIRCLE	BEACON, PAPI-4, WINDCONE, GPS, SEGMENTED CIRCLE, REIL

DESCRIPTION	RUNWAY DATA TABLE			
	RUNWAY 18-36		RUNWAY 36	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE
RUNWAY LENGTH	4,335'	5,500'	300'	341'
RUNWAY WIDTH	60'	75'	300'	341'
AIRPORT REFERENCE CODE	A-1 (SMALL AIRPLANES EXCLUSIVELY)	B-II	1-MILE	1-MILE
CRITICAL AIRCRAFT	CESSNA 182	KING AIR 350I	GPS	GPS
TRUE BEARING	170.69° / 350.69°	SAME	GPS	GPS
EFFECTIVE GRADIENT (%)	0.0%	SAME	GPS	GPS
RSA DIMENSIONS (RUNWAY END)	240' x 120'	300' x 150'	GPS	GPS
ROFA DIMENSIONS (RUNWAY END)	240' x 250'	300' x 500'	GPS	GPS
OFZ DIMENSIONS (RUNWAY END)	200' x 250'	200' x 400'	GPS	GPS
RUNWAY LIGHTING	MIRL	SAME	GPS	GPS
PAVEMENT STRENGTH:			GPS	GPS
SINGLE WHEEL GEAR (LBS)	12,500	20,000*	GPS	GPS
DOUBLE WHEEL GEAR (LBS)	N/A	40,000*	GPS	GPS
SURFACE COMPOSITION	ASPHALT	SAME	GPS	GPS
FAR PART 77 PRIMARY SURFACE WIDTH	500'	SAME	GPS	GPS
	EXISTING	ULTIMATE	EXISTING	ULTIMATE
FAR PART 77 APPROACH CATEGORY	NONPRECISION A	NONPRECISION B(C)	NONPRECISION A	NONPRECISION B(C)
APPROACH SURFACE SLOPE	20:1	34:1	20:1	34:1
APPROACH MINIMUMS	1-MILE	1-MILE	1-MILE	1-MILE
TYPE OF APPROACH TO RUNWAY END	GPS	SAME	GPS	SAME
RUNWAY END COORDINATES:				
LATITUDE (NAD 83)	33° 48' 01.8305" N	33° 48' 13.2057" N	33° 47' 19.5123" N	SAME
LONGITUDE (NAD 83)	81° 14' 49.2623" W	81° 14' 51.4977" W	81° 14' 40.9476" W	SAME
RUNWAY END ELEVATION (NAVD 88)	450.5'	SAME	451.1'	SAME
TOUCHDOWN ZONE EL. (NAVD 88)	451.6'	SAME	451.7'	SAME
RUNWAY MARKINGS	NONPRECISION	SAME	NONPRECISION	SAME
NAVAIDS	GPS	GPS, PAPI-4, REIL	GPS, PAPI-2	GPS, PAPI-4, REIL
RUNWAY PROTECTION ZONE:				
LENGTH	1,000'	1,000'	1,000'	1,000'
INNER WIDTH	250'	500'	250'	500'
OUTER WIDTH	450'	700'	450'	700'
ACRES	8.035	13.770	8.035	13.770
DISPLACED THRESHOLD COORDINATES:				
LATITUDE (NAD 83)	N/A	N/A	N/A	N/A
LONGITUDE (NAD 83)	N/A	N/A	N/A	N/A
DISPLACED THRESHOLD ELEVATION	N/A	N/A	N/A	N/A
DISPLACED THRESHOLD DISTANCE	N/A	N/A	N/A	N/A

*ESTIMATED PAVEMENT STRENGTHS TO ACCOMMODATE A RANGE OF ARC B-II AIRCRAFT.

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