

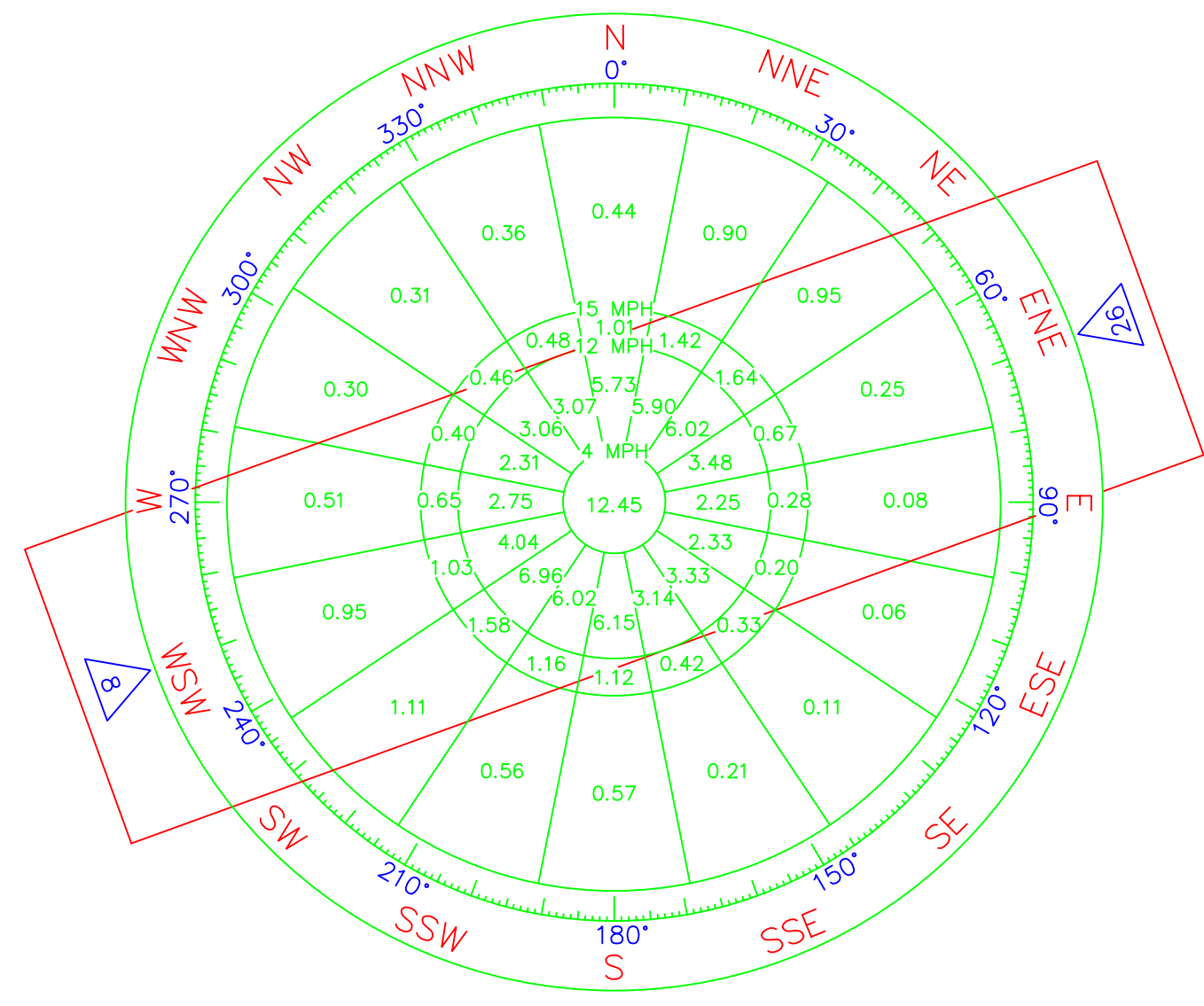
MODIFICATIONS TO DESIGN STANDARDS
1. SEPARATION BETWEEN RUNWAY 8/26 AND AIRCRAFT PARKING IS 200'. 250' IS REQUIRED.
REQUIREMENTS ARE FROM AC 150/5300-13, CHANGE 6, AIRPORT DESIGN, BASED ON A "B-II" APPROACH CATEGORY FOR RUNWAY 8/26

NOTES

- EXISTING RUNWAY END ELEVATIONS WERE SUPPLIED BY THE SOUTH CAROLINA DEPARTMENT OF COMMERCE, DIVISION OF AERONAUTICS, BASED ON FIELD SURVEYS PERFORMED FOR THEM BY AERO-DYNAMICS CORPORATION IN MARCH OF 1995. RUNWAY END COORDINATES SHOWN ARE BASED ON DATA ALSO PROVIDED BY THE DIVISION OF AERONAUTICS. PLANIMETRIC MAP FEATURES, CONTOURS, SPOT ELEVATIONS, TABLE DATA, RUNWAY BEARINGS, AND RUNWAY END ELEVATIONS SHOWN IN PLAN ARE BASED ON THIS DATA. THE HORIZONTAL DATUM IS NAD83(86) AND THE VERTICAL DATUM IS NAVD88.
- THE MAGNETIC DECLINATION SHOWN IS A MEAN VALUE PROVIDED BY THE NOAA NATIONAL GEOPHYSICAL DATA CENTER. DECLINATION VALUES MAY VARY FROM PLACE TO PLACE OR TIME TO TIME DUE TO LOCAL ATTRACTION OR OTHER NATURAL VARIATIONS.
- THERE ARE NO APPARENT OFZ OBJECT PENETRATIONS OR THRESHOLD SITING SURFACE OBJECT PENETRATIONS AT THIS TIME.
- WIND DATA AND WINDROSE WERE TAKEN FROM THE PREVIOUS ALP WITH NO MODIFICATIONS.

LEGEND

- AIRPORT PROPERTY LINE
- GROUND CONTOUR
- EXISTING RUNWAY PROTECTION ZONE LIMIT
- ULTIMATE RUNWAY PROTECTION ZONE LIMIT
- PROPOSED PAVEMENT (SHORT TERM)
- PROPOSED PAVEMENT (LONG TERM)
- STATE SECONDARY ROAD
- STATE PRIMARY HIGHWAY
- GOVERNMENT SURVEY CONTROL MONUMENT
- BUILDING NUMBER (SEE TABLE)
- BUILDING RESTRICTION LINE
- EXISTING RUNWAY SAFETY AREA
- FUTURE RUNWAY SAFETY AREA



VFR WIND ROSE

WIND COVERAGE

12 MPH	10.5 KNOTS
RUNWAY 7	38.51
RUNWAY 25	42.26
CALMS	12.45
TOTAL COVERED	93.22
NOT COVERED	5.78

WIND DATA PERIOD
1/60 - 12/64

DATA OBTAINED FROM
NATIONAL WEATHER
RECORDS CENTER
ASHEVILLE, N.C.
FOR FLORENCE, S.C.

AIRPORT DATA		
	EXISTING	ULTIMATE
AIRPORT ELEVATION	238.8'	238.8'
AIRPORT REFERENCE POINT COORDINATES	34°42'45.35" N 79°57'28.59" W	34°42'46.36" N 79°57'25.22" W
MEAN MAX. TEMP. OF HOTTEST MONTH	92° F	92° F
AIRPORT AND TERMINAL NAVIGATIONAL AIDS	BEACON, WIND CONE, SEGMENTED CIRCLE	SAME
AIRPORT REFERENCE CODE	B-II	B-II

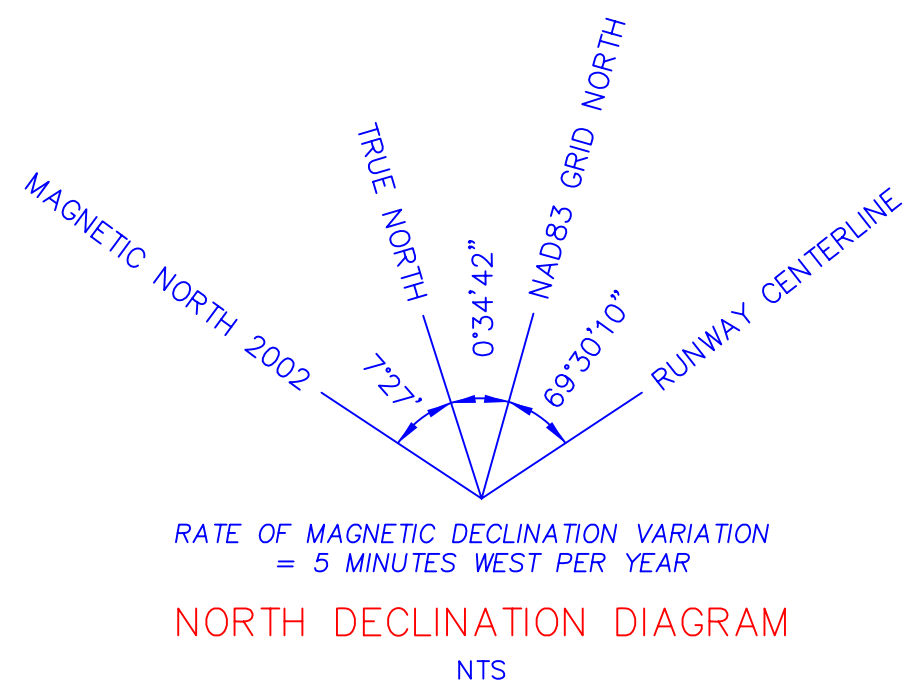
APPROACH DATA AND RPZ DIMENSIONS				
	RUNWAY 8		RUNWAY 26	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE
RPZ INNER WIDTH	500'	500'	500'	500'
RPZ OUTER WIDTH	700'	700'	700'	700'
RPZ LENGTH	1000'	1000'	1000'	1000'
REQUIRED APPROACH SLOPE	20:1	20:1	20:1	20:1
RW APPROACH CATEGORY	VISUAL NLT 1 MILE	SAME	VISUAL NLT 1 MILE	SAME
LANDING AIDS	NDB, PAPI GPS,VOR/DME	SAME	NDB, PAPI GPS,NDB	SAME

RUNWAY 8/26 DATA		
	EXISTING	ULTIMATE
RUNWAY LENGTH/WIDTH	5000' x 75'	5000' x 75'
RUNWAY BEARING (TRUE)	N 70°04'52" E	N 70°04'52" E
EFFECTIVE GRADIENT	1.02%	1.02%
PAVEMENT STRENGTH	60,000 LBS.(D.G.)	60,000 LBS.(D.G.)
AIRCRAFT APPROACH CATEGORY/ DESIGN GROUP	B-II	B-II
OBJECT FREE AREA	500' WIDTH 300' BEYOND THRESHOLD	500' WIDTH 300' BEYOND THRESHOLD
SAFETY AREA	150' WIDTH 300' BEYOND THRESHOLD	150' WIDTH 300' BEYOND THRESHOLD
OBSTACLE FREE ZONE	250' WIDTH 200' BEYOND THRESHOLD	250' WIDTH 200' BEYOND THRESHOLD
SEPARATIONS	PARALLEL TAXIWAY 240' AIRCRAFT PARKING 200'	PARALLEL TAXIWAY 240' AIRCRAFT PARKING 200'
RUNWAY LIGHTING	MIRL	MIRL
RUNWAY PAVEMENT MARKING	BASIC	BASIC
TAXIWAY LIGHTING	MITL	MITL
% WIND COVERAGE	93.22%	93.22%
PAVEMENT TYPE	ASPHALT	ASPHALT
RUNWAY THRESHOLD COORDINATES	R/W 8	R/W 8
	34°42'37.92" N	34°42'37.92" N
	79°57'53.37" W	79°57'53.37" W
	34°42'54.78" N	34°42'54.78" N
	R/W 26	R/W 26
	79°56'57.06" W	79°56'57.06" W

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.

BUILDING TABLE		
BLDG. No.	DESCRIPTION	TOP ELEV.
1	AIRCRAFT HANGAR	258.5'
2	AIRCRAFT HANGAR	241.5'
3	AIRCRAFT HANGAR	241.5'
4	AIRCRAFT HANGAR	244.4'
5	AIRCRAFT HANGAR	238.7'
6	AIRCRAFT HANGAR	UNKNOWN
7	AIRCRAFT HANGAR	240.1
8	TERMINAL	242.9
9	FUEL FARM	228.1
10	FUEL DISTRIBUTION	UNKNOWN
11	T-HANGAR	237.3



THE PREPARATION OF THIS DOCUMENT WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982. THE CONTENTS DOES NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS REPORT BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

2004

1	ADDED PROPOSED AWOS	FDL	WRP	5/6/04
NO.	REVISIONS	BY	APP.	DATE

TOWN OF CHERAW

CHERAW MUNICIPAL AIRPORT
LYNCH BELLINGER FIELD
CHERAW, SOUTH CAROLINA

P.O. Box 219 • Cheraw, S.C. 29520 • (843) 537-8400 • FAX (843) 537-8407

AIRPORT LAYOUT PLAN

PEARSON Engineering

WEST COLUMBIA, SOUTH CAROLINA

DATE:	JAN. 2004	SCALE:	1" = 300'	SHEET	2	OF	6
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