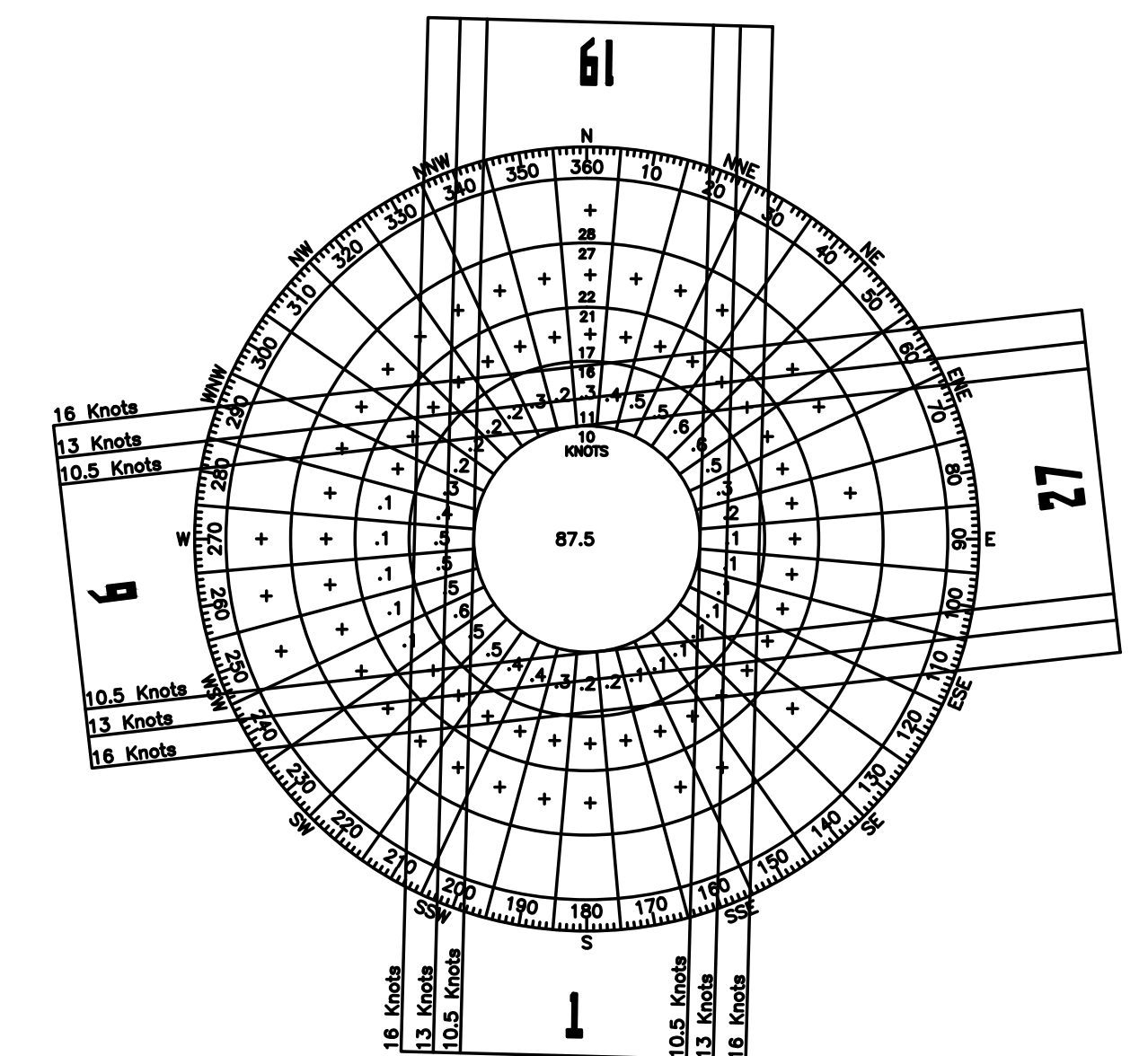


AIRPORT DATA

	EXISTING	ULTIMATE
AIRPORT ELEVATION	146.4'	146.4'
AIRPORT REFERENCE POINT (ARP) COORDINATES	34° 11' 07.31" N 79° 43' 25.98" W	34° 11' 07.88" N 79° 43' 22.53" W
MEAN MAX. TEMP. OF HOTTEST MONTH	90° F	90° F
AIRPORT AND TERMINAL NAVIGATIONAL AIDS	ASR, GLIDE SLOPE, LOCALIZER, MALS-R	SAME.
AIRPORT REFERENCE CODE	D-III	D-III



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 APPROPRIATE PUBLIC LAWS.

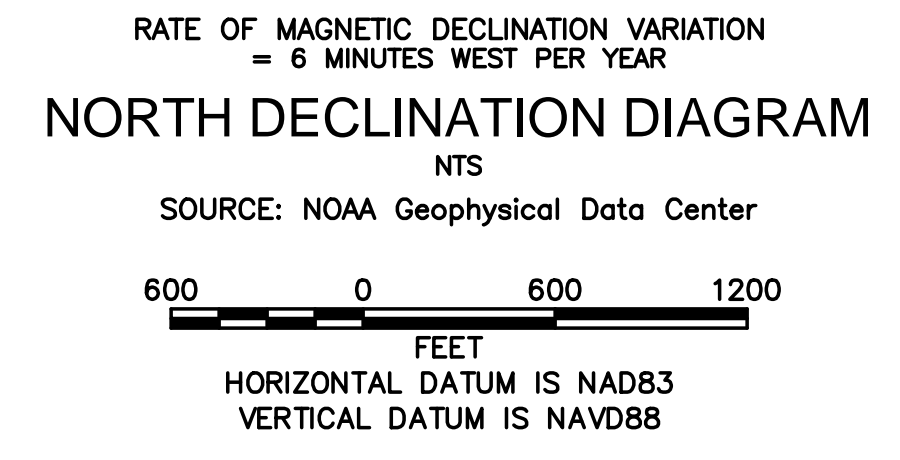
ALL WEATHER WIND ROSE
(CEILING = ALL AND VISIBILITY = ALL)

	PERCENT COVERAGE WITH CROSSWIND COMPONENT		
	10.5 KNOTS	13 KNOTS	16 KNOTS
RUNWAY 1/19	94.43%	97.18%	99.34%
RUNWAY 9/27	95.32%	97.73%	99.58%
COMBINED	99.59%	99.52%	99.99%

DATA SOURCE: NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL CLIMATIC DATA CENTER
DATA RECORD PERIOD: 2000 - 2009

RUNWAY DATA

DESCRIPTION	RUNWAY 1-19		RUNWAY 9-27	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE
RUNWAY LENGTH & WIDTH	5,999.5' X 150'	5,995.5' X 150'	6501.5' X 150'	7,500' X 150'
EFFECTIVE GRADIENT	0.52%	0.52%	0.38%	0.40%±
PAVEMENT STRENGTH	150,000 LBS. DUAL GEAR 250,000 LBS. DUAL TANDEM	150,000 LBS. DUAL GEAR 250,000 LBS. DUAL TANDEM	150,000 LBS. DUAL GEAR 250,000 LBS. DUAL TANDEM	210,000 DUAL GEAR 350,000 LBS. DUAL TANDEM
DESIGN AIRCRAFT	B-737	B-737	B-737	B-737
AIRCRAFT APPROACH/DESIGN GROUP	C-III	C-III	C-III	C-III
RUNWAY SAFETY AREA	WIDTH	500'	500'	500'
	LENGTH	1,000' BEYOND THRESHOLD	1,000' BEYOND THRESHOLD	1,000' BEYOND THRESHOLD
OBJECT FREE AREA	WIDTH	800'	800'	800'
	LENGTH	1,000' BEYOND THRESHOLD	1,000' BEYOND THRESHOLD	1,000' BEYOND THRESHOLD
RUNWAY LIGHTING	MIRL	MIRL	HIRL	HIRL
TAXIWAY LIGHTING	MITL	MITL	MITL	MITL
RUNWAY MARKING TYPE	NON-PRECISION	NON-PRECISION	RUNWAY-9 PRECISION RUNWAY-27 NON-PRECISION	RUNWAY-9 PRECISION RUNWAY-27 NON-PRECISION
PAVEMENT TYPE	ASPHALT		ASPHALT	
	LATITUDE		LATITUDE	
	LONGITUDE		LONGITUDE	
	TRUE BEARING		TRUE BEARING	
	LATITUDE		LATITUDE	
	LONGITUDE		LONGITUDE	
NAD 83 RUNWAY THRESHOLD COORDINATES	ASPHALT		ASPHALT	
	LATITUDE		LATITUDE	
	LONGITUDE		LONGITUDE	
	TRUE BEARING		TRUE BEARING	
	LATITUDE		LATITUDE	
	LONGITUDE		LONGITUDE	



LEGEND

- EXISTING BUILDING
- PROPOSED BUILDING (SHORT TERM DEVELOPMENT)
- ULTIMATE BUILDING (LONG TERM DEVELOPMENT)
- PROPOSED PAVEMENT (SHORT TERM DEVELOPMENT)
- ULTIMATE PAVEMENT (LONG TERM DEVELOPMENT)
- ABANDONED PAVEMENT
- EXISTING LOCALIZER, GLIDESCOPE, OR ASR CRITICAL AREA
- PROPERTY OR EASEMENT ACQUISITION REQUIRED
- EXISTING RPZ
- ULTIMATE RPZ
- GROUND CONTOUR (5 FOOT INTERVAL)
- EXISTING SURVEY MONUMENTS
- COUNTY ROAD
- STATE HIGHWAY
- EXISTING AIRPORT REFERENCE POINT
- ULTIMATE AIRPORT REFERENCE POINT
- AIRPORT PROPERTY LINE
- FENCE LINE
- EXISTING BUILDING RESTRICTION LINE
- ULTIMATE BUILDING RESTRICTION LINE
- EXISTING RUNWAY VISUAL ZONE
- ULTIMATE RUNWAY VISUAL ZONE
- EXISTING RUNWAY SAFETY AREA
- ULTIMATE RUNWAY SAFETY AREA
- EXISTING RUNWAY OBJECT FREE AREA
- ULTIMATE RUNWAY OBJECT FREE AREA

NOTES

1) EXISTING RUNWAY END COORDINATES AND ELEVATIONS WERE SUPPLIED BY THE S.C. DEPARTMENT OF COMMERCE, DIVISION OF AERONAUTICS, AND WERE MODIFIED FOR USE IN THIS DOCUMENT BY PEARSON ENGINEERING. ALL TABLE DATA, RUNWAY BEARINGS, AND RUNWAY END ELEVATIONS SHOWN IN PLAN ARE BASED ON THIS DATA. THE HORIZONTAL DATUM IS NAD83 AND THE VERTICAL DATUM IS NAVD88.

2) PLANIMETRIC MAP FEATURES, CONTOURS, AND SPOT ELEVATIONS ARE BASED ON PHOTOGRAMMETRIC MAPPING PERFORMED BY CONTINENTAL AERIAL SURVEYS, INC. DATED SEPTEMBER 13, 2002, PROVIDED BY THE SOUTH CAROLINA DEPARTMENT OF COMMERCE, DIVISION OF AERONAUTICS. THE HORIZONTAL DATUM IS NAD83 AND THE VERTICAL DATUM IS NAVD88.

RUNWAY APPROACH DATA

	APPROACH REFERENCE CODE (ARC)	FAR PART 77 APPROACH SLOPE	APPROACH MINIMUMS	RUNWAY END ELEVATION	TOUCHDOWN ZONE ELEVATION	RUNWAY PROTECTION ZONE (RPZ) DIMENSIONS			LANDING AIDS
						INNER WIDTH	OUTER WIDTH	LENGTH	
RUNWAY 1									
EXISTING	D-III	34:1	GPS, 1-MI (AC A, B & C) GPS, 1-1/4-MI (AC D)	112.1'	134'	500'	1,010'	1,700'	MIRL, PAPI-4, REILS
ULTIMATE	D-III	34:1	NON-PREC. INSTR. < 1-MI	112.1'	134'	1,000'	1,510'	1,700'	MIRL, PAPI-4, REILS
RUNWAY 9									
EXISTING	D-III	50:1	ILS, CAT I (AC A, B, C & D)	146.4'	147'	1,000'	1,750'	2,500'	HIRL, ILS SYSTEM, MALS-R, PAPI-4
ULTIMATE	D-III	50:1	ILS, CAT I (AC A, B, C & D)	146.4'	147'	1,000'	1,750'	2,500'	HIRL, ILS SYSTEM, MALS-R, PAPI-4
RUNWAY 19									
EXISTING	D-III	34:1	GPS, 1-MI (AC A & B) GPS, 1-1/4-MI (AC C) GPS, 1-1/2-MI (AC D)	143.3'	144'	500'	1,010'	1,700'	MIRL, PAPI-4, REILS
ULTIMATE	D-III	34:1	NON-PREC. INSTR. NLT 3/4-MI	143.3'	144'	1,000'	1,510'	1,700'	MIRL, PAPI-4, REILS, ODALS
RUNWAY 27									
EXISTING	D-III	34:1	GPS, 1-MI (AC A & B) GPS, 1-1/4-MI (AC C & D)	121.4'	139'	500'	1,010'	1,700'	HIRL, PAPI-4, REILS
ULTIMATE	D-III	34:1	NON-PREC. INSTR. NLT 3/4-MI	116.4'±	132'	1,000'	1,510'	1,700'	HIRL, PAPI-4, REILS, ODALS

APPROVED BY THE PEE DEE REGIONAL AIRPORT DISTRICT

BY: DATE: 8/22/2013
CHARLES M. HENDERSON
EXECUTIVE DIRECTOR

NO.	REVISIONS	BY	APP.	DATE

PEE DEE REGIONAL AIRPORT DISTRICT
FLORENCE REGIONAL AIRPORT
Florence, South Carolina

Airport Layout Plan

PEARSON Engineering
Post Office Box 1354, Irmo, South Carolina 29063-1354

DATE: 02/03/2009 SCALE: 1" = 600' SHEET 2 OF 12