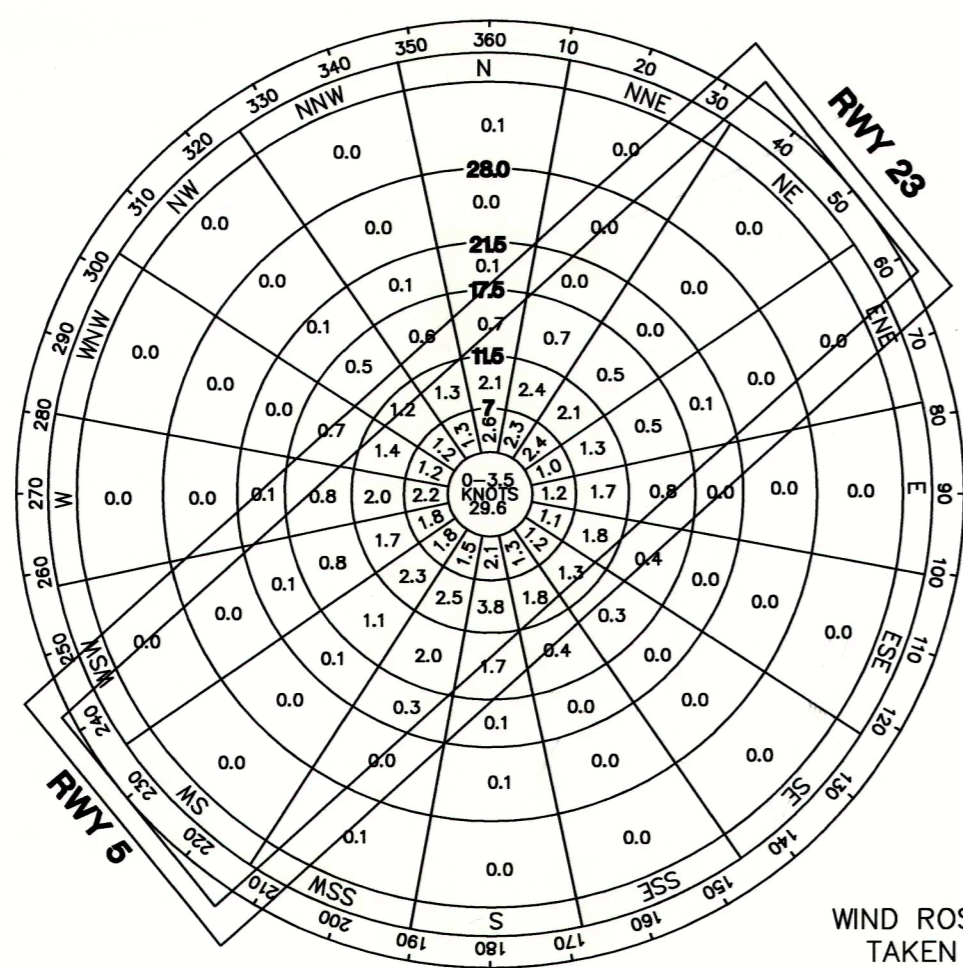


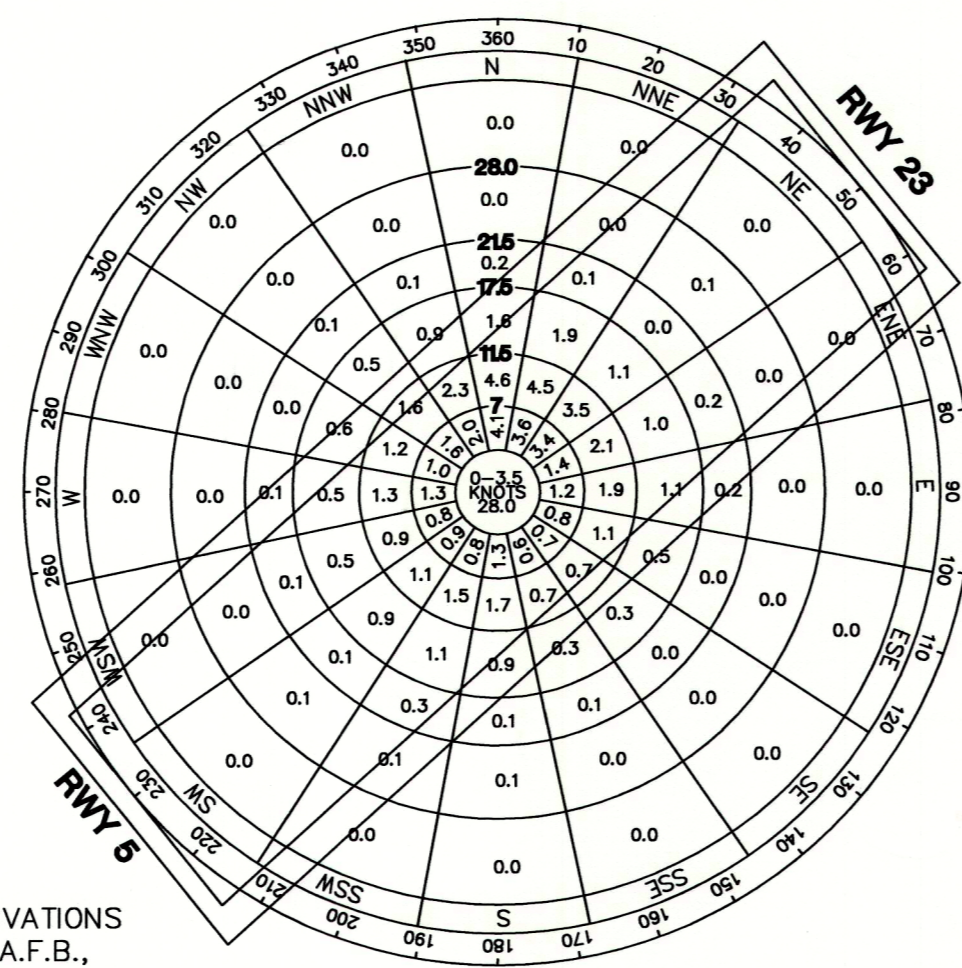
WIND COVERAGE

	10.5 KNOTS (12 MPH)	13 KNOTS (15 MPH)
RUNWAY 23	50.22	52.33
RUNWAY 5	43.62	45.65
COMBINED	93.84	97.98

ALL WEATHER WIND ROSE



IFR WIND ROSE



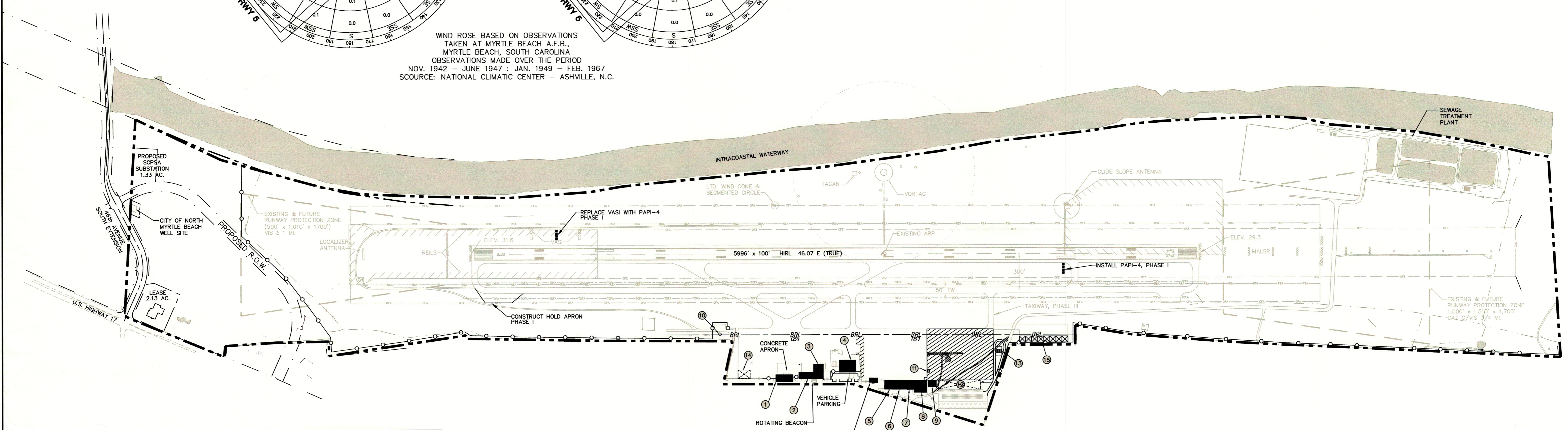
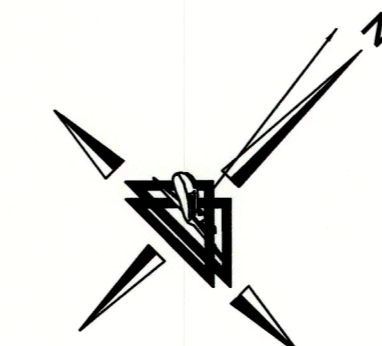
WIND ROSE BASED ON OBSERVATIONS TAKEN AT MYRTLE BEACH A.F.B., MYRTLE BEACH, SOUTH CAROLINA OBSERVATIONS MADE OVER THE PERIOD NOV. 1942 - JUNE 1947 ; JAN. 1949 - FEB. 1967 SOURCE: NATIONAL CLIMATIC CENTER - ASHVILLE, N.C.

WIND COVERAGE

	10.5 KNOTS (12 MPH)	13 KNOTS (15 MPH)
RUNWAY 23	35.30	35.85
RUNWAY 5	56.76	60.75
COMBINED	92.06	96.60

NOTES

1. THE LOCALIZER IN THE RUNWAY 5 SAFETY AREA WILL NEED TO BE ADDRESSED IN A RSA DETERMINATION. THE CURRENT LOCATION OF 900 FEET IS WITHIN THE 500'x1000' SAFETY AREA.



FACILITIES INDEX	
EXISTING	PROPOSED
1	STORAGE HANGAR 1
2	BARNSTORMER HANGAR
3	OLD LARGE HANGAR
4	RAMP 66 TERMINAL/HANGAR 4
5	MAINTENANCE HANGAR
6	HANGAR 6
7	LARGE HANGAR 7
8	HANGAR 8
9	SHEPHERD HANGAR 9
10	CONTROL TOWER
11	FUEL FARMS
PROPOSED	
12	HANGAR
13	FUEL FARM
14	HANGAR
15	SMALL HANGARS (HEIGHT <25)

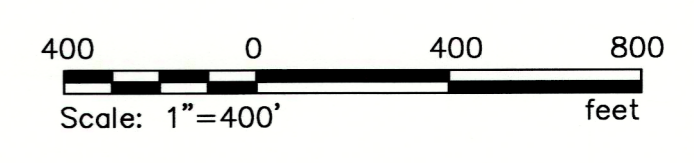
LEGEND		
	EXISTING	FUTURE
RUNWAY OBJECT FREE AREA	— OFA —	— OFA —
RUNWAY SAFETY AREA	— RSA —	— RSA —
TAXIWAY OBJECT FREE AREA	— TOFA —	— TOFA —
BUILDING RESTRICTION LINE	— BR —	SAME
OBJECT FREE ZONE	— OFZ —	N/A
AIRPORT PROPERTY LINE	— — — —	— — — —
SECURITY FENCE	— — — —	— — — —
BUILDINGS	— — — —	— — — —
APRON EXPANSION	— — — —	— — — —
DEMOLITION/RELOCATION	— — — —	— — — —
VORTAC CRITICAL AREA	— — — —	— — — —
OBSTRUCTION LIGHTS	— — — —	— — — —
ROTATING BEACON	— — — —	— — — —
GLIDER/LOCALIZER CRITICAL AREA	— — — —	— — — —
R/W END IDENTIFIER LIGHTS (EEL)	— — — —	— — — —
AIRPORT REFERENCE POINT	— — — —	— — — —
WIND CONE SEGMENTED CIRCLE	— — — —	— — — —
ULTIMATE CONSTRUCTION	— — — —	— — — —

	RUNWAY 5		RUNWAY 23	
	EXISTING	FUTURE	EXISTING	FUTURE
PAVEMENT TYPE	ASPHALT	SAME	ASPHALT	SAME
PAVEMENT STRENGTH (LBS)	9-30,000 D-80,000	SAME	9-30,000 D-80,000	SAME
FAR PART 77 APPROACH SLOPE	34:1	SAME	50:1	SAME
FAR PART 77 APPROACH TRAPEZOID	500' X 10,000' X 3,500'	SAME	1000' X 10,000' X 4,000'	SAME
RUNWAY LIGHTING	HIRL	SAME	HIRL	SAME
RUNWAY MARKING	PRECISION	SAME	PRECISION	SAME
VISUAL APPROACH AIDS	VASI, REILS	PAPI	MALSR	PAPI, MALSR
GRADIENT (%)	.033	SAME	.033	SAME
R/W END LATITUDE	33° 48' 21.72" N	SAME	33° 49' 02.87" N	SAME
R/W END LONGITUDE	78° 43' 51.78" W	SAME	78° 43' 00.81" W	SAME
END ELEVATION (MSL)	31.6'	SAME	29.3'	SAME
ELECTRONIC NAVAIDS	VOR, GPS	-	ILS, LOC, VORTAC, ND, GPS	SAME
RSA DIMENSIONS (FEET) WIDTH, LENGTH	500' X 7,996'	SAME	500' X 7,996'	SAME
OFA DIMENSIONS (FEET) WIDTH, LENGTH	800' X 7,996'	SAME	800' X 7,996'	SAME
OFZ DIMENSIONS (FEET) WIDTH, LENGTH	400' X 8,796'	SAME	400' X 8,796'	SAME

AIRPORT DATA		
DESCRIPTION	EXISTING	FUTURE
AIRPORT REFERENCE CODE	C-II	SAME
CRITICAL AIRCRAFT	GULFSTREAM III	SAME
AIRPORT ELEVATION - MSL	32'	SAME
AIRPORT REFERENCE POINT (ARP)	33° 48' 42.3" 78° 43' 26.2"	SAME
MEAN MAX DAILY TEMPERATURE	89°	SAME
AIRPORT VISUAL NAVAIDS	ROTATING BEACON WIND SOCK	SAME
NPIAS SERVICE LEVEL	GENERAL AVIATION	SAME
TAXIWAY LIGHTING	MITL	SAME
TAXIWAY MARKING	YES	SAME
AIRPORT MAGNETIC VARIATION	8° 03' W (9/26/01)	-5°/YR

MODIFICATIONS TO FAA STANDARDS						
NO.	DESCRIPTION	EXISTING CONDITION	FAA STANDARD	MITIGATION	REFERENCE/COMMENT	APPROVAL DATE
1.						
2.						
3.						
4.						
5.						

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 FAA PROJECT NO. 3-45-0044-07



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AIRPORT LAYOUT PLAN
 GRAND STRAND AIRPORT
 MYRTLE BEACH, SOUTH CAROLINA

DELTA AIRPORT CONSULTANTS, INC.
 Charlotte, NC • Fort Worth, TX
 Harrisburg, PA • Richmond, VA

DRAWN BY: MEB/CLB
 CHECKED BY: ELB
 SCALE: 1" = 400'
 DATE: JULY 2002

EXHIBIT OF 143

CONDITIONALLY APPROVED
 FEDERAL AVIATION ADMINISTRATION
 APPROVAL SUBJECT TO COMMENTS IN APPROVAL LETTER
 APPROVING OFFICIAL: *[Signature]* DATE: *[Date]*
 ATLANTA AIRPORTS DISTRICT OFFICE