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THE INFORMATION CONTAINED HEREIN IS PRESENTED BY THE FAA DOES NOT IN ANY MANNER 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.

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.

**E.W. GIBSON FARM
PROPERTY**

**ULTIMATE
RUNWAY PROTECTION ZONE
2,500' x 1,000' x 1,750'
LOWER THAN 3/4 MILE VISIBILITY**

RUNWAY PROTECTION ZONE
1,000' x 500' x 700'
NOT LOWER THAN 1 MILE VISIBILITY

DUKE POWER CO.
PROPERTY

10' PERIMETER
WILDLIFE FENCE

EXST. & ULT. ARP

~~NON-D
RADIO BEA~~

DUKE POWER CO.
PROPERTY

SEGMENTED CIRC

10' PERIMETER
WILDLIFE FENCE

EXISTING 50' R.O.W.

RUNWAY PROTECTION ZONE
1,000' x 500' x 700'
NOT LOWER THAN 1 MILE VISIBILITY

ULT. LOCALIZ

ULTIMATE
RUNWAY PROTECTION ZONE
1,700' x 500' x 1,010'
NOT LOWER THAN 1 MILE VISIBILITY















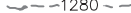


<u>WIND COVERAGE</u>	<u>12 MPH / 10.5 KNOTS</u>	<u>15 MPH / 13 KNOTS</u>	<u>18 MPH / 16 KNOTS</u>	<u>23 MPH / 20 KNOTS</u>
RUNWAY 8/26	95.93%	98.18%	99.90%	100.00%

125,563 OBSERVATIONS MADE
OVER THE PERIOD 1948 - 1990
STATION 723140 CHARLOTTE WSO AP, NC, US

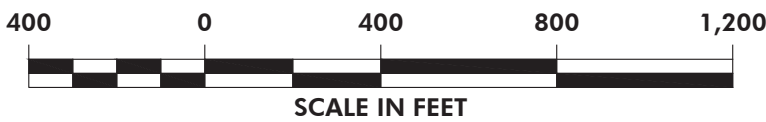
APPROVALS	
FEDERAL AVIATION ADMINISTRATION	
BY: _____	_____
TITLE: _____	DATE: _____
LANCASTER COUNTY AIRPORT	
BY: _____	_____
TITLE: _____	DATE: _____



BUILDING TABLE		
#	DESCRIPTION	TOP ELEV.
(A)	T-HANGAR (10 UNIT)	476.9' AMSL
(B)	SHADE HANGAR (8 UNIT)	481.2' AMSL
(C)	SHADE HANGAR (8 UNIT)	480.6' AMSL
(D)	SHADE HANGAR (8 UNIT)	481.2' AMSL
(E)	SHADE HANGAR (8 UNIT)	480.8' AMSL
(F)	MAINTENANCE HANGAR	486.2' AMSL
(G)	MAINT./COMMUNITY HANGAR	481.2' AMSL
(H)	TERMINAL	476.5' AMSL
(1)	PROPOSED TERMINAL	498' APPROX.
(2)	PROPOSED MAINTENANCE HANGAR	580' APPROX.
(3)	PROPOSED MAINT./COMMUNITY HANGAR	502' APPROX.
(4)	PROPOSED T-HANGAR (16 UNIT)	502' APPROX.
(5)	PROPOSED T-HANGAR (12 UNIT)	504' APPROX.
(6)	PROPOSED T-HANGAR (18 UNIT)	501' APPROX.
(7)	PROPOSED T-HANGAR (12 UNIT)	503' APPROX.

RUNWAY DATA					
STAGE		EXISTING		ULTIMATE	
RUNWAY		6	24	6	24
RUNWAY LENGTH		6,003'	6,003'	6,003'	6,003'
DISPLACE THRESHOLD		100'	N/A	N/A	N/A
TORA		6,003'	6,003'	N/A	N/A
TODA		6,003'	6,003'	N/A	N/A
ASDA		6,003'	5,903'	N/A	N/A
LDA		5,903'	5,903'	N/A	N/A
RUNWAY WIDTH		100'	100'	100'	100'
PAYEMENT TYPE		ASPHALT	ASPHALT	ASPHALT	ASPHALT
PAYEMENT LOADING (THOUSANDS)		5-19, D-28	5-19, D-28	5-30, D-57	5-30, D-57
RUNWAY LIGHTING		MIRL	MIRL	HIRL	HIRL
RUNWAY MARKINGS		NONPRECISION	NONPRECISION	NONPRECISION	PRECISION
APPROACH LIGHTING		NONE	NONE	NONE	MALSR
TAXIWAY WIDTH		35'	35'	35'	35'
TAXIWAY LIGHTING		MITL	MITL	MITL	MITL
AIRCRAFT APPROACH CATEGORY		B	B	C	C
AIRPLANE DESIGN GROUP		II	II	II	II
CRITICAL AIRCRAFT		CITATION III	CITATION III	CITATION X	CITATION X
RUNWAY END ELEVATION		460.0' AMSL	486.57' AMSL	460.0' AMSL	486.57' AMSL
EFFECTIVE GRADIENT		+0.442%	-0.442%	+0.440%	-0.440%
TOUCHDOWN ZONE ELEVATION		470.5' AMSL	486.57' AMSL	470.2' AMSL	486.57' AMSL
DISPLACED THRESHOLD ELEVATION		460.38' AMSL	N/A	N/A	N/A
APPROACH VISIBILITY MINIMUMS		1 MILE	1 MILE	1 MILE	3/4 MILE
NAVIGATIONAL AND VISUAL AIDS		PAPI-2	PAPI-2	PAPI-2, REIL	PAPI-2, GS, LOC, MALSR, MM, OM
APPROACH SLOPE		34:1	34:1	34:1	50:1
FAR PART 77 CATEGORY		C	C	C	PIR
RUNWAY PROTECTION ZONE (RPZ)	LENGTH	1,000'	1,000'	1,700'	2,500'
	INNER WIDTH	500'	500'	500'	1,000'
	OUTER WIDTH	700'	700'	1,010'	1,750'
OBJECT FREE AREA (OFA) WIDTH		500'	500'	800'	800'
OFA LENGTH BEYOND RUNWAY END		300'	300'	1,000'	1,000'
RUNWAY SAFETY AREA (RSA) WIDTH		150'	150'	500'	500'
RSA LENGTH BEYOND RUNWAY END		300'	300'	1,000'	1,000'
OBSTACLE FREE ZONE (OFZ) WIDTH		400'	400'	400'	400'
OFZ LENGTH BEYOND RUNWAY END		200'	200'	200'	200'
RUNWAY END (NAD 83)	LATITUDE	34° 43' 06.949" N	34° 43' 37.959" N	34° 43' 06.949" N	34° 43' 37.959" N
	LONGITUDE	80° 51' 47.190" W	80° 50' 45.856" W	80° 51' 47.190" W	80° 50' 45.856" W
DISPLACED THRESHOLD (NAD 83)	LATITUDE	34° 43' 07.46" N	N/A	N/A	N/A
	LONGITUDE	80° 51' 46.16" W	N/A	N/A	N/A

LEGEND		
DESCRIPTION	EXISTING	ULTIMATE
FENCE		
AIRPORT PAVEMENT		
PROPERTY LINE		
GROUND CONTOURS	 1280	
TREES		
AIRPORT REFERENCE POINT	ARP 	
BUILDINGS		
WATER		
RUNWAY SAFETY AREA	RSA	ULT. RSA
RUNWAY OBJECT FREE AREA	ROFA	ULT. ROFA
RUNWAY OBSTACLE FREE ZONE	OFZ	ULT. OFZ
BUILDING RESTRICTION LINE		BRL

MAGNETIC DECLINATION
6° 48' WEST (2003)
ANNUAL RATE OF CHANGE
6' WEST



 <p>LANCASTER COUNTY McWHIRTER FIELD AIRPORT LANCASTER, SOUTH CAROLINA</p>	
<div> <div> THE LPA GROUP </div> <div>  </div> </div> <p>TRANSPORTATION CONSULTANTS</p> <p>ATLANTA, GA • BATON ROUGE, LA • CHARLESTON, SC CHARLOTTE, NC • CHICAGO, IL • COLUMBIA, SC GREENSBORO, NC • JACKSONVILLE, FL • KNOWLIE, TN MOBILE, AL • ORLANDO, FL • RALEIGH, NC • RICHMOND, VA SARASOTA, FL • TALLAHASSEE, FL • TAMPA, FL • WEST PALM BEACH, FL</p>	
<p>Designer:</p> <p>TGM</p> <p>Technician:</p> <p>TGM</p> <p>Checked by:</p> <p>JD</p> <p>Project Number:</p> <p>PL474001</p>	

1. ALL EXISTING HOLD POSITION MARKINGS FOR RUNWAY ARE 250' FROM RUNWAY CENTERLINE AND PERPENDICULAR TO TAXIWAY CENTERLINE. ALL ULTIMATE HOLDING POSITION MARKINGS FOR RUNWAY/TAXIWAY INTERSECTIONS ARE 250' FROM RUNWAY CENTERLINE AND PERPENDICULAR TO TAXIWAY CENTERLINE.
2. COORDINATES SHOWN HEREON ARE IN NAD83.
3. ELEVATIONS SHOWN HEREON ARE IN NAVD88 AND ARE ABOVE MEAN SEA LEVEL (AMSL).
4. SEE EXHIBIT "A" PROPERTY MAP (DRAWING 8) FOR PROPERTY LINE METES AND BOUNDS.
5. THERE ARE NO MODIFICATION OF STANDARDS.
6. NO OFZ OBJECT PENETRATIONS.
7. NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS.
8. THE BUILDING RESTRICTION LINE SHOWN IS 640' FROM THE RUNWAY CENTERLINE. THIS ASSUMES A 20' BUILDING HEIGHT ALLOWANCE.
9. ALL REDLINE ALP CHANGES HAVE BEEN ADDED BY HOLT CONSULTING COMPANY, LLC.

[illegible]

Project Name:

AIRPORT LAYOUT PLAN UPDATE

Drawing Name:

AIRPORT LAYOUT PLAN DRAWING

FAA A.I.P. Project Number:

Autocad Drawing Reference:

Date: _____

Scale:

$$1'' = 400$$
Division: **PLANNING**

Drawing Number:

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