

All Weather Wind Coverage Table

Runway	10.0 Knots	13 Knots	16 Knots	20 Knots
Runway 18-36	94.56%	97.52%	99.52%	99.50%
Runway 18	97.15%	98.37%	99.35%	99.50%
Runway 36	92.83%	94.16%	95.29%	95.42%

VFR Wind Coverage Table

Runway	10.0 Knots	13 Knots	16 Knots	20 Knots
Runway 18-36	94.56%	97.52%	99.52%	99.72%
Runway 18	98.18%	40.94%	40.81%	41.01%
Runway 36	73.46%	75.25%	78.38%	78.65%

IFR Wind Coverage Table

Runway	10.0 Knots	13 Knots	16 Knots	20 Knots
Runway 18-36	94.56%	97.52%	99.24%	99.72%
Runway 18	39.18%	40.94%	40.81%	41.01%
Runway 36	73.46%	75.25%	78.38%	78.65%

Taxway Data Table

Description	Airfield Taxilanes		Commercial Apron Taxilanes		GA Apron Taxilanes	
	Existing ¹	Existing ²	Existing ¹	Existing ²	Existing ¹	Existing ²
Taxiway Design (ADG - TDG)	IV - 5	IV	IV	IV	I, B II	I, B II
Taxiway Pavement Width (Straight)	75'	N/A	N/A	N/A	N/A	N/A
Taxiway Safety Area Width	171'	47'	171'	47'	78' & 115'	78' & 115'
Taxiway Object Free Area Width	250'	64'	250'	64'	112.2'	39.8' & 57.5'
Distance to Front or Obstacle Object	30'	N/A	N/A	N/A	N/A	N/A
Taxiway Shoulder Width	30'	N/A	N/A	N/A	N/A	N/A
Taxiway Edge Safety Margin	15'	N/A	N/A	N/A	N/A	N/A
Taxiway Lighting	MTL	N/A	N/A	N/A	N/A	N/A

Abbreviations Table

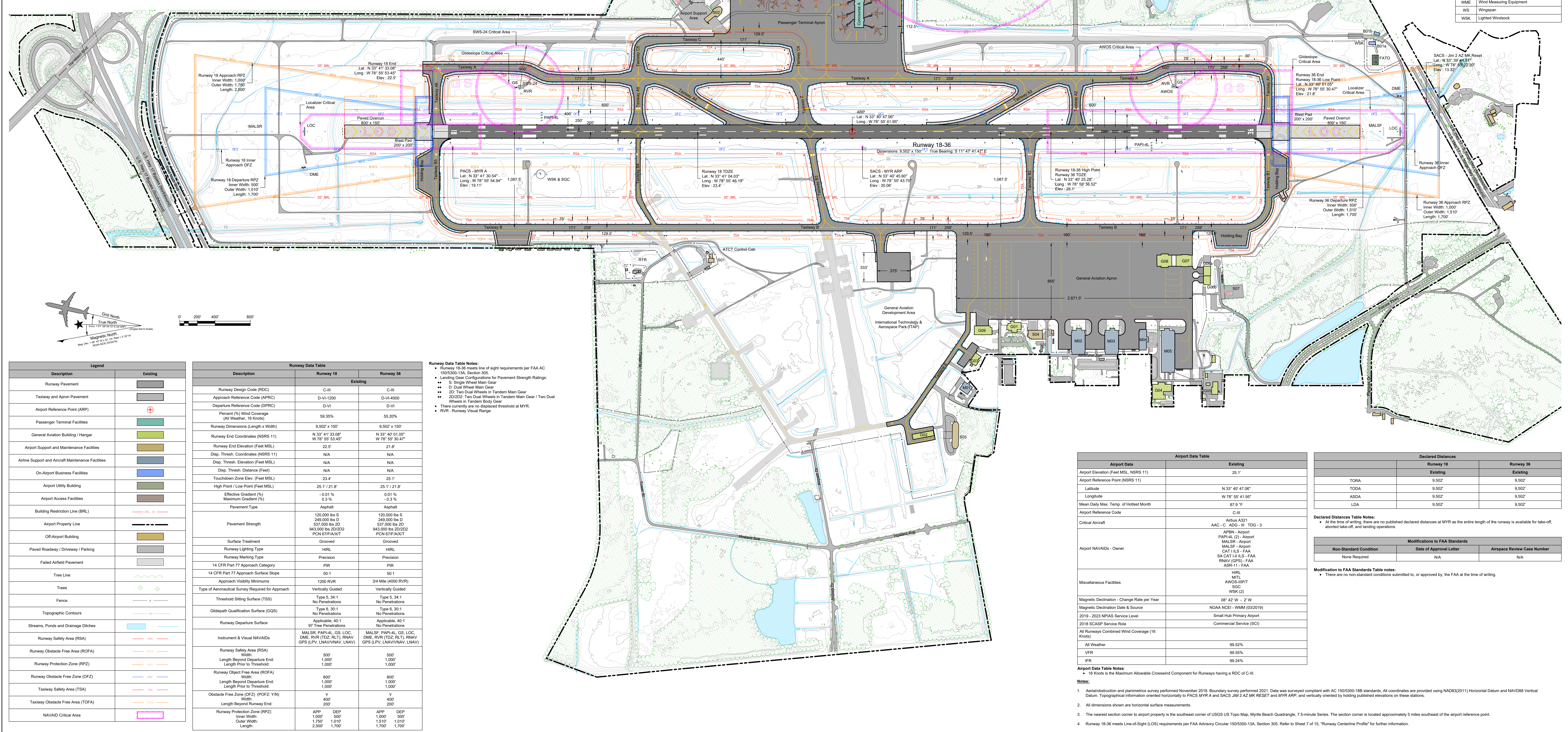
Abbr.	Description	Abbr.	Description
EIS	Environmental Impact Statement	NSA	National Security Area
EO	Environmental Overview	ODALS	Obstruction Data
EOST	Existing Obstacle Survey	OEI	Operating Empty Weight
FAA	Federal Aviation Administration	OFA	Obstacle Free Area
FAR	Federal Aviation Regulations	OFZ	Obstacle Free Zone
FBO	Fixed-Base Operator	OM	Obstacle Marker
FCT	Federal Contract Tower	PA	Precision Approach
FRT	Flight Restricted Zone	PAPIL	4-Box Precision Approach Path Indicator (4-Box ESI)
FRZ	General Aviation	PAPIL-AR	4-Box Precision Approach Path Indicator (4-Box AR ESI)
GA	General Aviation	PAPIL-AR	4-Box Precision Approach Path Indicator (4-Box AR ESI)
GNSS	Global Navigation Satellite System	PAR	Precision Approach Radar
GPS	Global Positioning System	PBN	Performance Based Navigation
GS	Grade Slope	PCD	Portland Cement Concrete
HRL	High Intensity Runway Edge Lights	PCF	Pavement Condition Index
IAP	Instrument Approach Procedure	PCN	Pavement Classification Number
ICAO	International Civil Aviation Organization	POFZ	Precision Obstacle Free Zone
IFR	Instrument Flight Rules	PPM	Precision Runway Monitor
ILS	Instrument Landing System	RAL	Runway Alignment Indicator Lights
IMC	Instrument Meteorological Conditions	Rd	Road
LAA	Local Airport Advisory	RDC	Runway Design Code
LAAS	Local Area Augmentation System	REL	Runway End Identifier Lights
LD	Light	RNAV	Area Navigation
LED	Light Emitting Diode	RNP	Required Navigation Performance
LEDA	Landing Distance Available	RCA	Runway Obstacle Free Area
LEO	Locator Beacon	ROW	Right-of-Way
LEZ	Locator Type Directional Aid	RPZ	Runway Protection Zone
LEI	Localizer	RSA	Runway Safety Area
LEO	Locator Beacon	RVR	Runway Visual Range
LEO	Locator Beacon	RVZ	Runway Visibility Zone
MAC	Missed Approach Course	RWY	Runway
MALS	Medium Intensity ALS	SFL	Sequenced Flashing Lights
MALS	Medium Intensity ALS with SFL	SGC	Segmented Circle
MALSR	Medium Intensity ALS with RAL	SD	Standard Instrument Departure
MDA	Minimum Descent Altitude	SOP	Standard Operating Procedure
MEL	Medium Intensity Runway Lights	SSALR	Sequenced Flashing ALS with RAL
MTL	Medium Intensity Taxiway Edge Lights	STAR	Standard Terminal Arrival Route
MLS	Medium Intensity ALS	TACAN	Tactical Air Navigation System
MALSF	Medium Intensity ALS with SFL	TAD	Taxiway Design Code
MALSR	Medium Intensity ALS with RAL	TIZ	Touchdown Zone
MIA	Minimum Instrument Altitude	TDZE	Touchdown Zone Elevation
MIPJ	Master Plan Update	TDZL	Touchdown Zone Lighting
MW	Maximum Ramp Weight	TERPS	Terminal Instrument Procedures
MTOW	Maximum Takeoff Weight	TF	Top Fuel
MTR	Military Training Route	TFR	Temporary Flight Restriction (TFR)
MEF	Maximum Zero Fuel Weight	TOGA	Takeoff Distance Available
DME	Distance Measuring Equipment	TORA	Takeoff Run Available
DNL	Day-Night Average Sound Level	TSA	Terminal Radar Service Area
DOT	Department of Transportation	TSV	Taxiway Safety Area
EA	Environmental Assessment	TWY	Taxiway
EA	Environmental Assessment	NDB	Non-Directional Beacon
EA	Environmental Assessment	UNLOC	Universal Communication
EA	Environmental Assessment	VA	Visual Approach
EA	Environmental Assessment	VASI	Visual Approach Slope Indicator
EA	Environmental Assessment	VFR	Visual Flight Rules
EA	Environmental Assessment	VHF	Very High Frequency
EA	Environmental Assessment	VMC	Visual Meteorological Conditions
EA	Environmental Assessment	VOR	VHF Omnidirectional Range
EA	Environmental Assessment	VORTAC	VOR & TACAN
EA	Environmental Assessment	W	West
EA	Environmental Assessment	WAAS	Wide Area Augmentation System
EA	Environmental Assessment	WME	Wind Measuring Equipment
EA	Environmental Assessment	WS	Wingspan
EA	Environmental Assessment	WSK	Lighted Windsock

Existing Buildings / Facilities

Building ID	Usage	Operator / Tenant	Top Elevation (Feet MSL)	Obstruction Marking / Lighting
C01	Passenger Terminal Building	HCDA	77.7'	
C02	Rental Car Facility	Multiple	77.7'	
S01	ATCT	FAA	112.6'	
S02	ARFF	MYR Fire Department	51.5'	
S03	Airport Maintenance Facility	HCDA	45.3'	
S04	Airport Maintenance Facility	Tenant	59.0'	
S05	Airport Maintenance Storage Facility	HCDA	55.3'	
S06	Fuel Farm - Commercial	HCDA	-	
S07	Fuel Farm - General Aviation	HCDA	-	
S08	Rental Car Staging Facility	Avis / Budget	a. 38.9' b. 42.0'	
S09	Rental Car Staging Facility	Hertz	a. 38.3' b. 42.3'	
S10	Rental Car Staging Facility	Alamo / Enterprise / National	a. 38.0' b. 41.5'	
S11	Rental Car Staging Facility	Alamo / Enterprise / National	a. 38.0' b. 41.5'	
S12	Rental Car Staging Facility	Costa / Thrifty	a. 37.6' b. 41.4'	
M1	Aircraft Maintenance Shop	Airside Technical Services / Rampside Repair Services	93.2'	
M2	Aircraft Maintenance Shop	Tenant	86.0'	
M3	Aircraft Maintenance Shop	Myrtle Airline Services	86.0'	
M4	Aircraft Maintenance Shop	Tenant	58.4'	
M5	Aircraft Maintenance Shop	Tenant	73.2'	

Existing Buildings / Facilities

Building ID	Usage	Operator / Tenant	Top Elevation (Feet MSL)	Obstruction Marking / Lighting
B01	Helicopter Tour Business	Oceanford Helicopters	a. 29.5' b. 32.4'	
G01	General Aviation Terminal	HCDA	56.3'	
G02	T-Hanger	Multiple	55.3'	
G03	Flight School / Aircraft Hangar	Myrtle Beach Academy of Aviation	54.3'	
G04	Aviation Maintenance School	Pittsburgh Institute of Aeronautics (PIA)	48.5'	
G05	Maintenance Facility	Tenant	46.1'	
G06	Aircraft Hangar	Executive Heljet	a. 58.8' b. 58.5'	
G07	Aircraft Hangar	Tenant	61.8'	
G08	Aircraft Hangar	Tenant	61.9'	
G09	Transient Aircraft Hangar	HCDA	-	
A01	Parking Toll Gate	HCDA	40.9'	



FINAL DRAFT

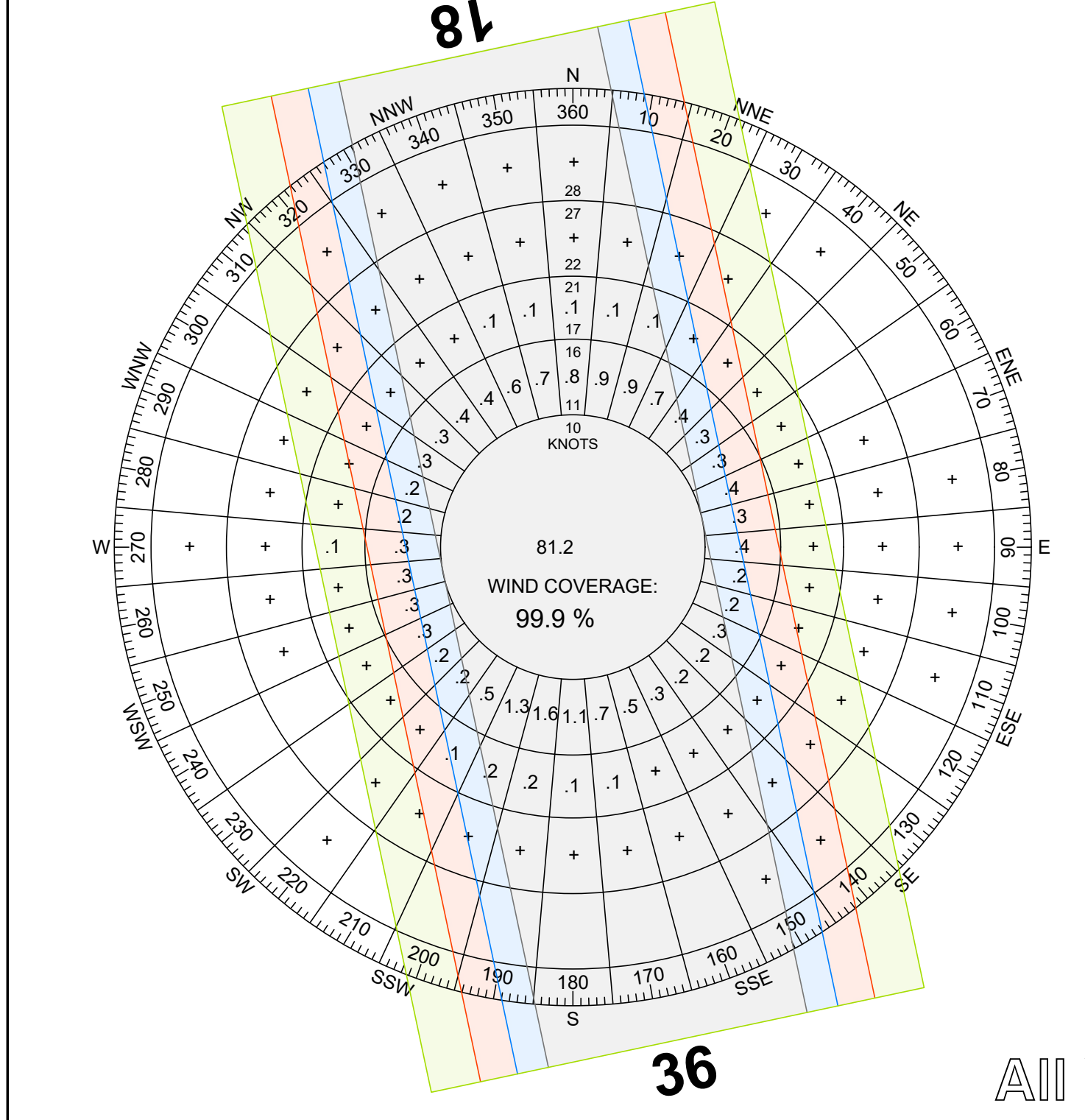
Airport Layout Drawing - Existing
 Myrtle Beach International Airport (MYR)
 AIRPORT LAYOUT PLAN

Abbreviation	Description	Abbreviation	Description
ABR	Fixed-Base Operator	OFZ	Obstacle Free Zone
AC	Advisory Circular	OM	Outer Marker
ACN	Accident Classification Number	OP	Obstruction Protection
AD	Airfield Design Group	PAPI	4-Bar Position Approach Path Indicator (Left-Hand Side)
ADZ	Air Defense Identification Zone	PAPI-R	4-Bar Position Approach Path Indicator (Right-Hand Side)
AEL	Above Ground Level	PBN	Performance-Based Navigation
ALP	Airport Layout Plan	PCN	Portland Cement Concrete
ALS	Approach Lighting System	PCN	Instrument Approach Procedure
ALT	Altitude	PCN	Performance-Based Navigation
AN	Approved Navigation	PCN	Obstacle Free Zone
AP	Approach	PRM	Precision Runway Monitor
APV	Approach with Vertical Guidance	RAL	Runway Alignment Indicator Lights
ARC	Airport Reference Code	Rd	Road
		RDC	Runway End Identifier Lights
		RIL	Runway End Identifier Lights
		RNAV	Area Navigation
		RNP	Required Navigation Performance
		ROFA	Runway Obstacle Free Area
		ROW	Right-of-Way
		RPRZ	Runway Protection Zone
		RSA	Runway Safety Area
		RVR	Runway Visual Range
		RWY	Runway
		RWY	Runway
		SA	Standard Instrument Approach
		SE	Standard Instrument Departure
		SOP	Standard Operating Procedure
		SSALR	Simplified Short ALS with RAIL
		STAR	Standard Terminal Arrival Route
		TACAN	Tactical Air Navigation System
		TADG	Taxiway Design Group
		TDOZ	Touchdown Zone
		TDOZ	Touchdown Zone Elevation
		TDOZ	Touchdown Zone Lighting
		TERPS	Terminal Instrument Procedures
		TR	Top Fuel
		TRF	Temporary Flight Restriction (TFR)
		TCDA	Taxiway Obstacle Avoidance
		TCDA	Taxiway Obstacle Avoidance
		TRSA	Terminal Radar Service Area
		TSA	Taxiway Safety Area
		TWY	Taxiway
		ULT	Ultimate
		UNCOM	Universal Communication
		VIA	Visual Approach
		VASIS	Visual Approach Slope Indicator
		ODALS	Obstruction-free ALS
		OEW	Operational Empty Weight
		OFA	Obstacle Free Area
		VHF	Very High Frequency
		VMC	Visual Meteorological Conditions
		VOR	VHF Omnidirectional Range
		VORTAC	VOR & TACAN
		W	Wind
		WAAS	Wide Area Augmentation System
		WME	Wind Measuring Equipment
		WS	Wingspan
		WSK	Lighted Windsock

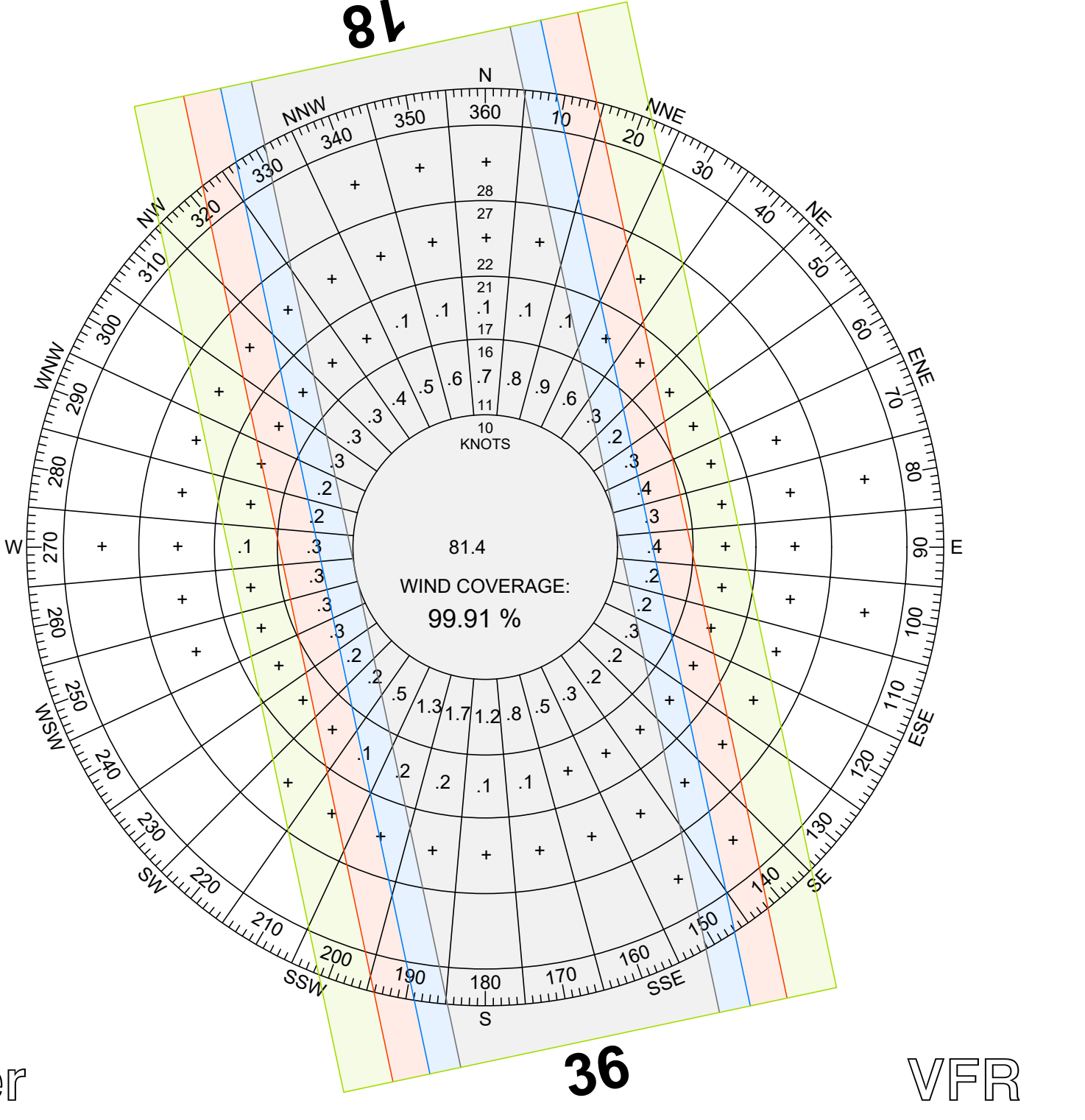
Description	Airfield Taxiways			T-Hanger Taxiways			Commercial Apron Taxiways			GA Apron Taxiways		
	Existing	Future	Ultimate	Existing	Future	Ultimate	Existing	Future	Ultimate	Existing	Future	Ultimate
Taxiway Design (ADC - TDG)	IV-5	III-3	Same	I	Same	Same	IV	III	Same	I & II	Same	Same
Taxiway Placement Width (Straight)	75'	50'	Same	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Taxiway Safety Area Width	177'	118'	Same	49'	Same	Same	177'	118'	Same	49' & 79'	Same	Same
Taxiway Object Free Area Width	258'	196'	Same	64'	79'	Same	225'	162'	Same	79' & 115'	Same	Same
Distance to Fixed or Movable Object	128.5'	93'	Same	32'	39.5'	Same	112.5'	81'	Same	39.5' & 57.5'	Same	Same
Taxiway Shoulder Width	30'	20'	Same	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Taxiway Edge Safety Margin	15'	10'	Same	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Taxiway Lighting	MTL	Same	Same	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Taxiway Data Table Notes:

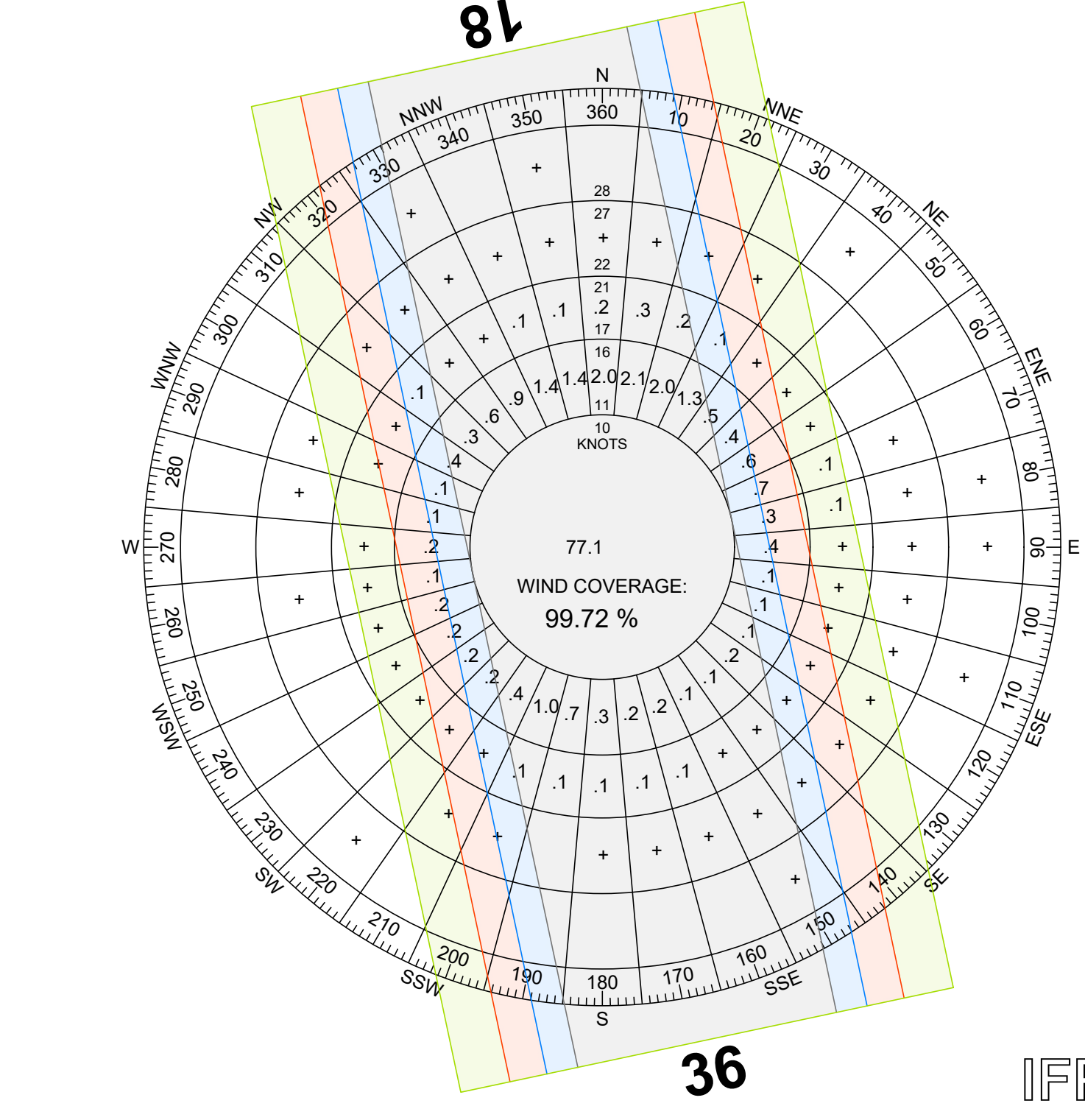
- Orientation to TORA Note:**
 - The final geometry of existing Taxiway B and its Connections (B1 through B5) and Taxiway 2 do not comply with updated FAA standards and will be AC 150/5300-13A. Airport Design because changes were built before the standards were updated.
 - If the future critical aircraft, future taxiways will be designed using 13. However, Taxiway B is currently under design by others and the geometry shown matches the most current design. TSA and TOFA shown on the plans meet a 5:1 ratio.
 - Existing T-Hanger Taxiways are built for a specific design aircraft, and allow use by aircraft with a maximum wingspan of 28'.
 - South Taxiway to ADG IV standards. North Taxiway restricted to use by aircraft with a maximum wingspan of 90'.



All Weather



VFR



IFR

Runway	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 18-36	94.96%	97.50%	99.52%	99.90%
Runway 18	97.15%	98.33%	99.53%	99.90%
Runway 36	92.83%	94.19%	95.26%	95.42%

Runway	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 18-36	94.95%	97.51%	99.52%	99.91%
Runway 18	96.99%	98.33%	99.53%	99.90%
Runway 36	90.97%	92.28%	93.31%	93.53%

Runway	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 18-36	94.95%	97.29%	99.24%	99.72%
Runway 18	96.99%	98.28%	99.24%	99.72%
Runway 36	73.46%	75.20%	76.38%	76.66%

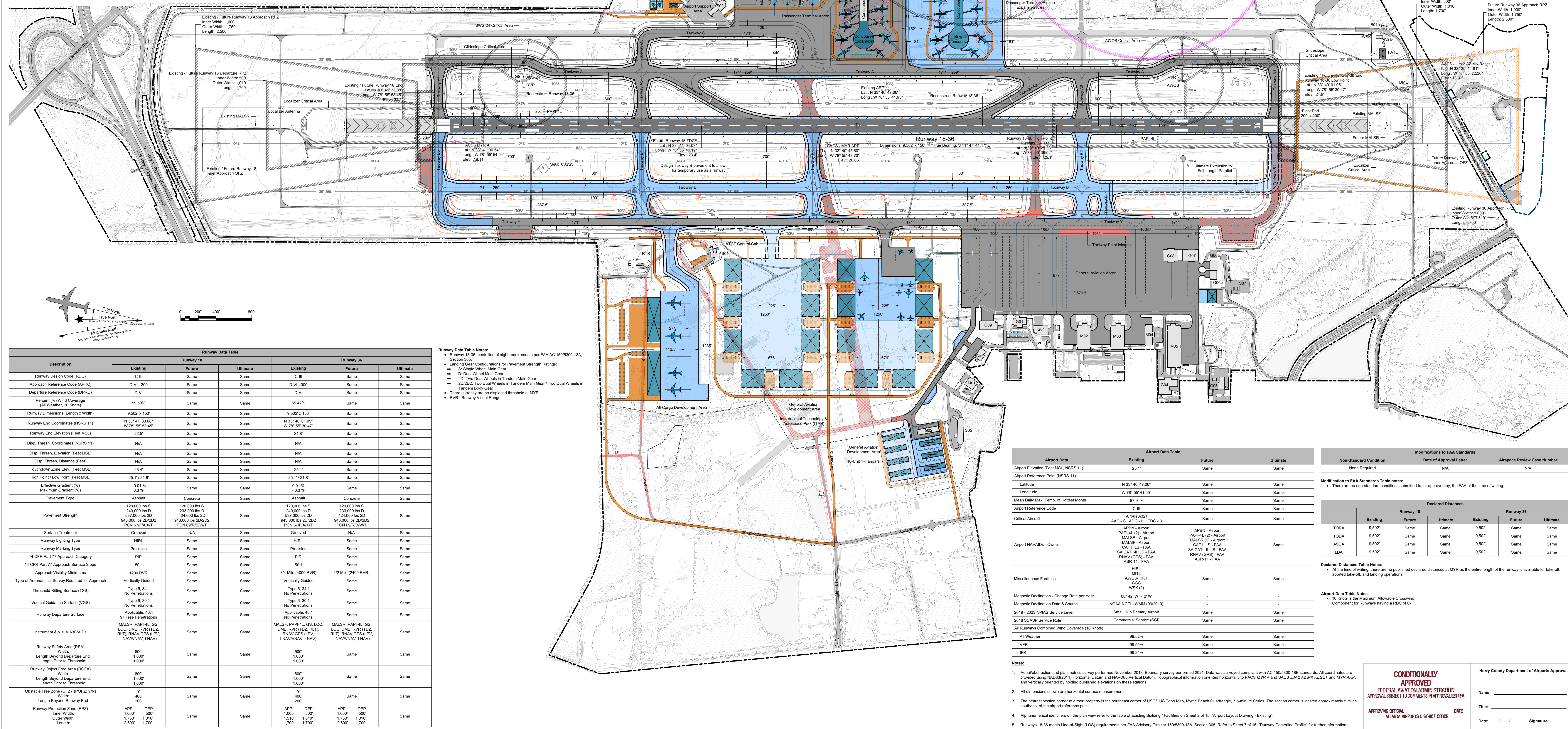
Wind Data Source:

- National Climate Data Center (NCDC) - National Oceanic and Atmospheric Administration (NOAA)
- Station: 747910 - Myrtle Beach International Airport
- Year of Data: 2008 - 2017

Wind Rose Tables Notes: NCDC wind directions are based on True North. Percent wind coverage is evaluated on the basis of crosswinds not exceeding 16 knots for runways having a ROC of C-II. Meteorological conditions.

- Visual flight rules are in effect when ceiling is at or above 1000' and visibility is greater than 3 miles.
- Instrument flight rules are in effect when ceiling is below 1,000', or visibility is lower than 3 miles.

Description	Existing	Future	Ultimate
Runway Pavement	ASPH	ASPH	ASPH
Taxiway and Apron Pavement	ASPH	ASPH	ASPH
Airport Reference Point (ARP)	⊕	⊕	⊕
On-Airport Hangar/Building	Ⓜ	Ⓜ	Ⓜ
Building Restriction Line (BRL)	— 30' BRL	— 30' BRL	— 30' BRL
Airport Property Line	—	—	—
Paved Roadway / Driveway / Parking / Service Road	—	—	—
Pavement Definition	—	—	—
Fence (6' x 3 Barbed Wire)	—	—	—
Runway Safety Area (RSA)	— RSA	— RSA	— RSA
Runway Obstacle Free Area (ROFA)	— ROFA	— ROFA	— ROFA
Approach Runway Protection Zone (ARPC)	— ARPC	— ARPC	— ARPC
Departure Runway Protection Zone (DRPC)	— DRPC	— DRPC	— DRPC
Runway Obstacle Free Zone (OFZ)	— OFZ	— OFZ	— OFZ
NAVAID Critical Area	—	—	—



Description	Runway 18			Runway 36		
	Existing	Future	Ultimate	Existing	Future	Ultimate
Runway Design Code (ROC)	C-II	Same	Same	C-II	Same	Same
Approach-Reference Code (APRC)	D-VI-1000	Same	Same	D-VI-4000	Same	Same
Departure-Reference Code (DRPC)	D-VI	Same	Same	D-VI	Same	Same
Percent (%) Wind Coverage (All Weather, 20 Knots)	99.50%	Same	Same	95.42%	Same	Same
Runway Dimensions (Length x Width)	9,502' x 150'	Same	Same	9,502' x 150'	Same	Same
Runway End Coordinates (NSRS 11)	N 33° 41' 33.08" W 78° 50' 53.45"	Same	Same	N 33° 40' 01.00" W 78° 50' 30.47"	Same	Same
Runway End Elevation (Feet MSL)	22.3'	Same	Same	21.6'	Same	Same
Disp. Thrash. Coordinates (NSRS 11)	N/A	Same	Same	N/A	Same	Same
Disp. Thrash. Elevation (Feet MSL)	N/A	Same	Same	N/A	Same	Same
Disp. Thrash. Distance (Feet)	N/A	Same	Same	N/A	Same	Same
Touchdown Zone Elev. (Feet MSL)	23.4'	Same	Same	25.1'	Same	Same
High Point / Low Point (Feet MSL)	25.1' / 21.8'	Same	Same	25.1' / 21.8'	Same	Same
Effective Gradient (%)	0.01 %	Same	Same	0.01 %	Same	Same
Maximum Gradient (%)	0.2 %	Same	Same	0.2 %	Same	Same
Pavement Type	Asphalt	Concrete	Same	Asphalt	Concrete	Same
Pavement Strength	120,000 lbs S 230,000 lbs D 537,000 lbs PD 843,000 lbs P20000 PCN 67FA/AC17	Same	Same	120,000 lbs S 230,000 lbs D 537,000 lbs PD 843,000 lbs P20000 PCN 67FA/AC17	Same	Same
Surface Treatment	Grooved	N/A	Same	Grooved	N/A	Same
Runway Lighting Type	HIRL	Same	Same	HIRL	Same	Same
Runway Marking Type	Precision	Same	Same	Precision	Same	Same
14 CFR Part 77 Approach Category	III	Same	Same	III	Same	Same
14 CFR Part 77 Approach Slope	50:1	Same	Same	50:1	Same	Same
Approach Visibility Minimums	1200 RVR	Same	Same	3/4 Mile (4000 RVR)	1/2 Mile (2400 RVR)	Same
Type of Aeronautical Survey Required for Approach	Vertically Guided	Same	Same	Vertically Guided	Same	Same
Threshold Sitting Surface (TSS)	Type 6, 34.1 No Penetrations	Same	Same	Type 6, 34.1 No Penetrations	Same	Same
Vertical Guidance Surface (VGS)	Type 6, 30.1 No Penetrations	Same	Same	Type 6, 30.1 No Penetrations	Same	Same
Runway Departure Surface	Applicable, 40:1 07 True Penetrations	Same	Same	Applicable, 40:1 No Penetrations	Same	Same
Instrument & Visual NAVAIDS	MALSR, PAPI-AL, GS, LOC, DME, RVR (TDZ, RL, T, R), RNAV (GPS), RNAV (LNAV, LNAV/VNAV, LNAV)	Same	Same	MALSR, PAPI-AL, GS, LOC, DME, RVR (TDZ, RL, T, R), RNAV (GPS), RNAV (LNAV, LNAV/VNAV, LNAV)	Same	Same
Runway Safety Area (RSA)	500'	Same	Same	500'	Same	Same
Length Beyond Departure End	1,000'	Same	Same	1,000'	Same	Same
Length Prior to Threshold	800'	Same	Same	800'	Same	Same
Runway Object Free Area (ROFA)	1,000'	Same	Same	1,000'	Same	Same
Length Beyond Departure End	1,000'	Same	Same	1,000'	Same	Same
Length Prior to Threshold	800'	Same	Same	800'	Same	Same
Obstacle Free Zone (OFZ) (POPCZ WN)	500'	Same	Same	500'	Same	Same
Length Beyond Departure End	400'	Same	Same	400'	Same	Same
Length Prior to Threshold						