

ABBR.	DESCRIPTION	RUNWAY		
		EXISTING		
		4	22	
RWY	RUNWAY LENGTH	4,400'	4,400'	
	RUNWAY WIDTH	75'	75'	
	RUNWAY SHOULDER WIDTH	0'	0'	
TDG	TAXIWAY DESIGN GROUP	2	2	
TWY	TAXIWAY WIDTH TAXILANE WIDTH	35' 15'	40' N/A	
				TESM
	TAXIWAY SHOULDER WIDTH	15'	15'	
TSA	TAXIWAY SAFETY AREA WIDTH	49'	49'	
TOFA	TAXIWAY OBJECT FREE AREA WIDTH	89'	89'	
	TAXILANE OBJECT FREE AREA WIDTH	115'	115'	
	RWY CLINE TO TWY HOLD LINE	125'	125'	
	RWY CLINE TO TWY CLINE	300'	200'	
BRL	RWY CLINE TO BUILDING RESTRICTION LINE 2	495'	495'	

POINT NGS 1 NGS 2 PACS 1 SACS 1 SACS 2

**SURVEY INFORMATION LATITUDE** LONGITUDE STATION OFFSET 33° 49' 57.94" N 79° 07' 09.84" N 102+20 176.7' L 32.1 33° 49' 56.56" N 79° 07' 10.86" N 31.3 101+02 103.7' L 33° 49' 48.54" N 79° 07' 16.76" N 31.1 91+50 98.5' L 33° 50' 00.71" N 79° 07' 07.80" N 32.4 105+94 105.0' L 33° 49' 31.67" N 79° 07' 29.18" N 30.7 71+50 89.6' L

1. AIRPORT PROPERTY IS LOCATED WITHIN HORRY COUNTY, SOUTH CAROLINA.

PROVIDED BY MEAD & HUNT, INC. WHERE NECESSARY.

DECLINATION AND VARIANCE CALCULATED: 09/06/2018.

BE FOUND ON THE "TERMINAL AREA PLAN" SHEET.

2. BASE INFORMATION, INCLUDING AERIAL, PROVIDED BY WOOLPERT (OCTOBER 2017) AND SUPPLEMENTED WITH FIELD SURVEY DATA

#DECLINATION. THESE CALCULATED FIGURES ARE BASED ON THE INTERNATIONAL GEOMAGNETIC REFERENCE FIELD MODEL, VERSION 11.

4. ADDITIONAL INFORMATION RELATED TO THE TERMINAL AND HANGAR DEVELOPMENT AREAS, TAXILANES, HOLD LINES, AND BUILDINGS CAN

3. THE NORTH MAGNETIC DECLINATION WAS CALCULATED USING INFORMATION FOUND ON WWW.NGDC.NOAA.GOV/GEOMAG-WEB/

Mead & Hunt, Inc. 2605 Port Lansing Road Lansing, MI 48906 phone: 517-321-8334 meadhunt.com

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**AIRPOR** 

**LEGEND EXISTING** BUILDING / HANGAR TREE / VEGETATION, ETC. GROUND CONTOUR (2' INTERVAL) CENTERLINE

TAXIWAY SAFETY AREA

JOHNSON SHORTCUT RD. (U.S. ROUTE 378)

**BUILDING DATA TABLE** DESCRIPTION Γ - HANGAR HANGAR (NOT OWNED BY HCDA) 57.3' HANGAR D 59.0' HANGAR B 61.1' 61.1' HANGAR A LASSROOM #1 CLASSROOM #2 62.5' FBO BUILDING STORAGE 40.5' TOP ELEVATION IS IN 'AMSL' OR 'ABOVE MEAN SEA

THRESHOLD -SITING SURFACE CAT 4 - 20:1 SLOPE

FAR PART-77

APPROACH SURFACE

5.	FENCE SURROUNDING THE AIRPORT IS COMPOSED PRIMARILY OF: AN 8' CHAIN LINK FENCE WITHIN THE MAJORITY OF THE PROPERTY LINE.		
6.	APRONS MAY VARY IN SHAPE, THEREFORE, THE SIZE SHOWN IS CALCULATED FROM POINTS THAT MAKE UP THE LARGEST RECTANGULAR SHAPE.	AIRPORT REFERENCE POINT	
		DESCRIPTION	EXISTING
7. THERE	E ARE NO SPECIAL USE AREAS (I.E., AGRICULTURAL SPRAYING, DEICING/CONTAINMENT).	LATITUDE	33° 49' 42.55" N
8.	THE NORTH AMERICAN DATUM OF 1983 (NAD83) COORDINATE SYSTEM WAS USED FOR ALL LATITUDE AND LONGITUDE COORDINATES.	LONGITUDE	079° 7' 19.83" W
9.	THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88) CONTROL SYSTEM WAS USED FOR ALL ELEVATIONS.	ELEVATION	34.8'

NAVIGATIONAL AIDS AIRFIELD LIGHTING RUNWAY / TAXIWAY / PARKING FAR PART-77 APPROACH SURFACE TSS THRESHOLD SITING SURFACE RPZ RUNWAY PROTECTION ZONE RSA RUNWAY SAFETY AREA ROFA RUNWAY OBJECT FREE AREA BUILDING RESTRICTION LINE

TAXIWAY OBJECT FREE AREA

AIRPORT PROPERTY LINE

LAND RELEASE

MAGNETIC DECLINATION: 8° 40' W, 0° 3' W PER YEAR AS OF 09/06/2018

> DESIGNED BY: AEF DRAWN BY: GAM CHECKED BY: SADW DO NOT SCALE DRAWINGS SHEET CONTENTS LAYOUT PLAN

FEDERAL NO: Value

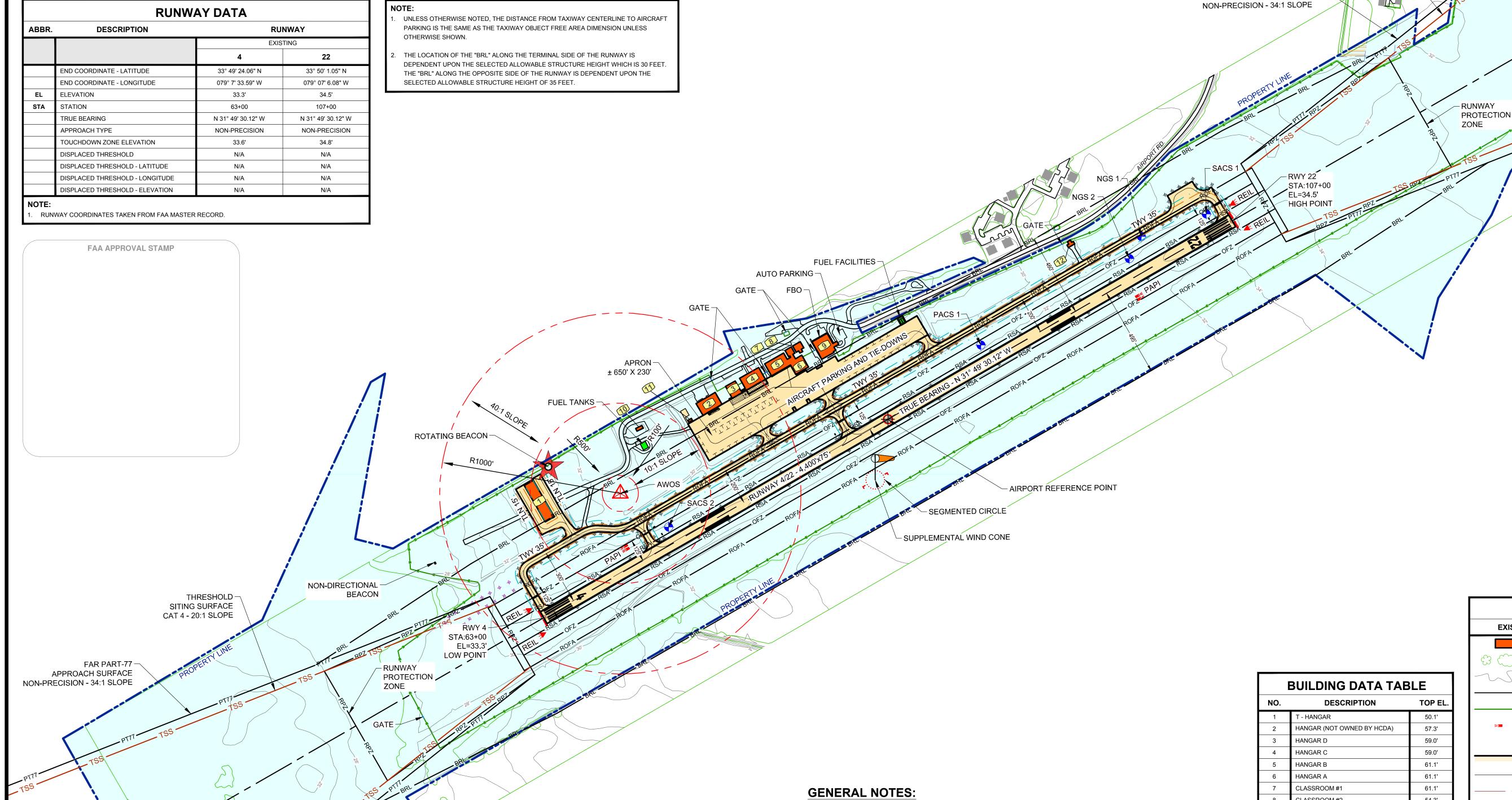
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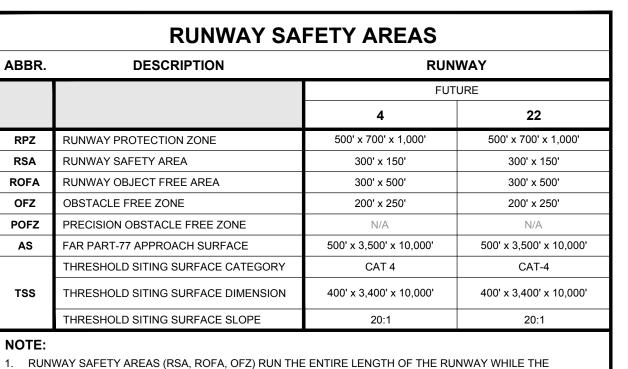
DATE: 9/18

REVISIONS

EXISTING AIRPORT

M&H PROJ. NO: 4055600-160019.01





DIMENSIONS SHOWN ARE FOR LENGTHS BEYOND THE RUNWAY END.

RUNWAY DATA					
ABBR.	DESCRIPTION	RUNWAY			
		FUTURE			
		4	22		
	END COORDINATE - LATITUDE	33° 49' 19.85" N	33° 50' 6.98" N		
	END COORDINATE - LONGITUDE	079° 7' 36.71" W	079° 07' 1.67" W		
EL	ELEVATION	29'	34'		
STA	STATION	58+00	114+04		
	TRUE BEARING	N 31° 49' 30.12" W	N 31° 49' 30.12" W		
	APPROACH TYPE	NON-PRECISION	NON-PRECISION		
	TOUCHDOWN ZONE ELEVATION	33.6'	34.8'		
	DISPLACED THRESHOLD	N/A	N/A		
	DISPLACED THRESHOLD - LATITUDE	N/A	N/A		
	DISPLACED THRESHOLD - LONGITUDE	N/A	N/A		
	DISPLACED THRESHOLD - ELEVATION	N/A	N/A		

FU-THRESHOLD SITING SURFACE

CAT 4 - 20:1 SLOPE

FU-FAR PART-77

FU-RUNWAY

PROTECTION ZONE

APPROACH SURFACE -

NON-PRECISION - 34:1 SLOPE

NON-DIRECTIONAL

BEACON

STA:58+00

LOW POINT

EL=29'

ABBR.	DESCRIPTION	RUNWAY FUTURE		
		4	22	
RWY	RUNWAY LENGTH	5,605'	5,605	
	RUNWAY WIDTH	75'	75'	
	RUNWAY SHOULDER WIDTH	10'	10'	
TDG	TAXIWAY DESIGN GROUP	2	2	
TWY	TAXIWAY WIDTH	35'	35'	
TLN	TAXILANE WIDTH	15'	N/A	
TESM	TAXIWAY EDGE SAFETY MARGIN	7.5'	7.5'	
	TAXIWAY SHOULDER WIDTH	15'	15'	
TSA	TAXIWAY SAFETY AREA WIDTH	79'	79'	
TOFA	TAXIWAY OBJECT FREE AREA WIDTH	131'	131'	
	TAXILANE OBJECT FREE AREA WIDTH	115'	115'	
	RWY CLINE TO TWY HOLD LINE	125'	125'	
	RWY CLINE TO TWY CLINE	240'	240'	
BRL	RWY CLINE TO BUILDING RESTRICTION LINE <sup>2</sup>	495'	495'	

UNLESS OTHERWISE NOTED, THE DISTANCE FROM TAXIWAY CENTERLINE TO AIRCRAFT PARKING IS THE SAME AS THE TAXIWAY OBJECT FREE AREA DIMENSION UNLESS OTHERWISE SHOWN.

THE LOCATION OF THE "BRL" ALONG THE TERMINAL SIDE OF THE RUNWAY IS DEPENDENT UPON THE SELECTED ALLOWABLE STRUCTURE HEIGHT WHICH IS 30 FEET. THE "BRL" ALONG THE OPPOSITE SIDE OF THE RUNWAY IS DEPENDENT UPON THE SELECTED ALLOWABLE STRUCTURE HEIGHT OF 35 FEET.

SURVEY INFORMATION					
POINT	LATITUDE	LONGITUDE	EL.	STATION	OFFSET
NGS 1	33° 49' 57.94" N	79° 07' 09.84" N	32.1	102+20	176.7' L
NGS 2	33° 49' 56.56" N	79° 07' 10.86" N	31.3	101+02	103.7' L
PACS 1	33° 49' 48.54" N	79° 07' 16.76" N	31.1	91+50	98.5' L
SACS 1	33° 50' 00.71" N	79° 07' 07.80" N	32.4	105+94	105.0' L
SACS 2	33° 49' 31.67" N	79° 07' 29.18" N	30.7	71+50	89.6' L



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FU-THRESHOLD SITING

CAT 4 - 20:1 SLOPE

- SURFACE

FU-RUNWAY - PROTECTION

FU-FAR PART-77

APPROACH SURFACE -

NON-PRECISION - 34:1 SLOPE

**FUTURE LAND** ACQUISITION -

± 0.8 ACRES

**FUTURE** 

\_x\_\_\_x\_\_\_x\_\_\_

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------ F-PT77

F-TSS —

F-RPZ

F-RSA

F-OFZ

F-ROFA

\_\_\_ . \_\_\_ .

**BUILDING DATA TABLE** 

57.3'

59.0'

54.3'

40.5'

**FUTURE** 

33° 49' 43.42" N

079° 7' 19.19" W

34.8'

DESCRIPTION

HANGAR (NOT OWNED BY HCDA)

TOP ELEVATION IS IN 'AMSL' OR 'ABOVE MEAN SEA

BUILDINGS PLANNED TO BE REMOVED AT TIME OF

AIRPORT REFERENCE POINT

COMMUNITY HANGAR CONSTRUCTION.

HANGAR D<sup>2</sup>

HANGAR C<sup>2</sup>

HANGAR B<sup>2</sup>

HANGAR A

CLASSROOM #1

CLASSROOM #2

FBO BUILDING

STORAGE

STORAGE

HANGAR

DESCRIPTION

LONGITUDE

ELEVATION

NO.

**EXISTING** 

—X——X——X—— FENCE

N/A

N/A

N/A

N/A

N/A

N/A

N/A

\_\_\_\_\_

BUILDING / HANGAR

NAVIGATIONAL AIDS

AIRFIELD LIGHTING

**RUNWAY MARKING** 

CENTERLINE

TREE / VEGETATION, ETC.

GROUND CONTOUR (2' INTERVAL)

RUNWAY / TAXIWAY / PARKING

FAR PART-77 APPROACH SURFACE

THRESHOLD SITING SURFACE

RUNWAY PROTECTION ZONE

RUNWAY OBJECT FREE AREA

BUILDING RESTRICTION LINE

TAXIWAY OBJECT FREE AREA

AERONAUTICAL DEVELOPMENT

TAXIWAY SAFETY AREA

AIRPORT PROPERTY LINE

LAND RELEASE

TO BE REMOVED

RUNWAY SAFETY AREA

OBSTACLE FREE ZONE

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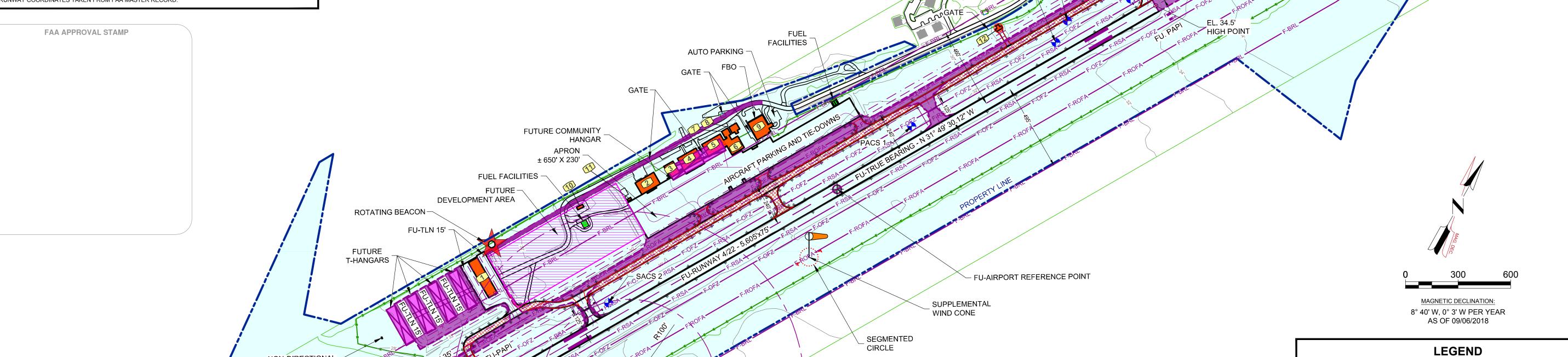
**AIRPOR** 

REVISIONS

M&H PROJ. NO: 4055600-160019.01 FEDERAL NO: Value LOC ID: HYW DATE: 9/18

DESIGNED BY: AEF DRAWN BY: GAM CHECKED BY: SADW DO NOT SCALE DRAWINGS

SHEET CONTENTS **FUTURE AIRPORT** LAYOUT PLAN



**GENERAL NOTES:** 

CALCULATED: 09/06/2018.

DEICING/CONTAINMENT).

HUNT, INC. WHERE NECESSARY.

1. AIRPORT PROPERTY IS LOCATED WITHIN HORRY COUNTY, SOUTH CAROLINA.

2. BASE INFORMATION, INCLUDING AERIAL, PROVIDED BY WOOLPERT (OCTOBER

3. THE NORTH MAGNETIC DECLINATION WAS CALCULATED USING INFORMATION FOUND ON WWW.NGDC.NOAA.GOV/GEOMAG-WEB/ #DECLINATION. THESE

REFERENCE FIELD MODEL, VERSION 11. DECLINATION AND VARIANCE

4. ADDITIONAL INFORMATION RELATED TO THE TERMINAL AND HANGAR DEVELOPMENT AREAS, TAXILANES, HOLD LINES, AND BUILDINGS CAN BE

5. FENCE SURROUNDING THE AIRPORT IS COMPOSED PRIMARILY OF: AN 8'

CHAIN LINK FENCE WITHIN THE MAJORITY OF THE PROPERTY LINE.

FROM POINTS THAT MAKE UP THE LARGEST RECTANGULAR SHAPE.

7. THE AUTOMATED WEATHER OBSERVING SYSTEM (AWOS) WOULD BE

8. THERE ARE NO SPECIAL USE AREAS (I.E., AGRICULTURAL SPRAYING,

USED FOR ALL LATITUDE AND LONGITUDE COORDINATES.

SYSTEM WAS USED FOR ALL ELEVATIONS.

6. APRONS MAY VARY IN SHAPE, THEREFORE, THE SIZE SHOWN IS CALCULATED

RELOCATED DUE TO FUTURE DEVELOPMENT IN ITS EXISTING LOCATION.

9. THE NORTH AMERICAN DATUM OF 1983 (NAD83) COORDINATE SYSTEM WAS

11. THE FUTURE RUNWAY LENGTH SHOULD SUPPORT C-II AIRCRAFT; HOWEVER,

CANNOT SUPPORT THE SAFETY AREAS (SPECIFICALLY THE PRIMARY

SURFACE AND BUILDING RESTRICTION LINE) OF A C-II AIRPORT.

THE AIRPORT WOULD BE CLASSIFIED AS A B-II AIRPORT SINCE THE AIRPORT

10. THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88) CONTROL

FOUND ON THE "FUTURE TERMINAL AREA PLAN" SHEET.

CALCULATED FIGURES ARE BASED ON THE INTERNATIONAL GEOMAGNETIC

2017) AND SUPPLEMENTED WITH FIELD SURVEY DATA PROVIDED BY MEAD &

- FU-AWOS