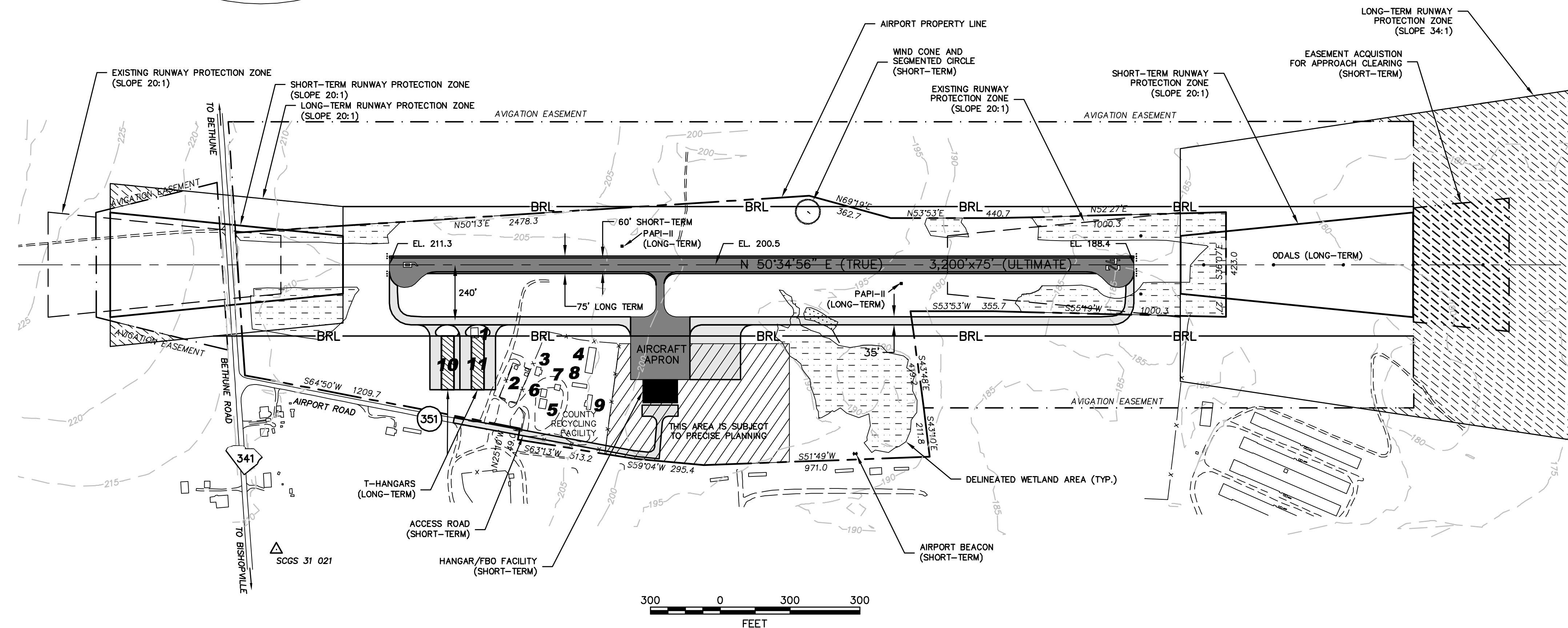
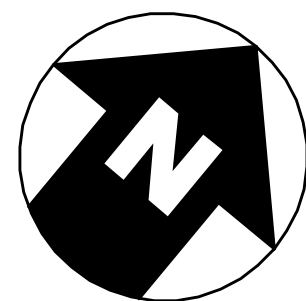


**ALL WEATHER WIND COVERAGE
RUNWAY 6/24**

12 MPH	10.5 KNOTS	94.00%
15 MPH	13.0 KNOTS	97.32%

SOURCE: RECORD DATA FROM FLORENCE REGIONAL AIRPORT, PROVIDED BY THE NATIONAL WEATHER RECORDS CENTER, ASHEVILLE, N.C., AS REPORTED ON THE PREVIOUS AIRPORT LAYOUT PLAN.

PERIOD OF RECORD FROM JAN. 1960 TO DEC. 1964



LEGEND

	SHORT-TERM AVIGATION EASEMENT ACQUISITION		STATE SECONDARY ROAD
	LONG-TERM AVIGATION EASEMENT ACQUISITION		STATE PRIMARY HIGHWAY
	SHORT-TERM PAVEMENT (0 - 5 YEARS)		GOVERNMENT SURVEY CONTROL MONUMENT
	LONG-TERM PAVEMENT (GREATER THAN 5 YEARS)		EXISTING AIRPORT PROPERTY LINE
	DELINEATED WETLAND AREA		EXISTING AIRPORT AVIGATION EASEMENT LINE
	SHORT-TERM BUILDING (0 - 5 YEARS)		ULTIMATE AIRPORT AVIGATION EASEMENT LINE
	LONG TERM BUILDING (GREATER THAN 5 YEARS)		EXISTING GROUND CONTOUR
			EXISTING RUNWAY PROTECTION ZONE LIMIT
			SHORT-TERM RUNWAY PROTECTION ZONE LIMIT
			LONG-TERM RUNWAY PROTECTION ZONE LIMIT
		5	BUILDING NUMBER (SEE TABLE)
			BUILDING RESTRICTION LINE

NOTES

- EXISTING RUNWAY END ELEVATIONS ARE BASED ON TOPOGRAPHY SUPPLIED BY THE SOUTH CAROLINA DEPARTMENT OF COMMERCE, DIVISION OF AERONAUTICS, PRODUCED FOR THEM BY CONTINENTAL AERIAL SURVEYS, INC. IN APRIL OF 2002.
- EXISTING RUNWAY END COORDINATES SHOWN ARE BASED ON SURVEY CONTROL DATA PROVIDED BY THE DIVISION OF AERONAUTICS, SUPPLEMENTED BY FIELD SURVEYS PERFORMED BY PEARSON ENGINEERING. RUNWAY SPOT ELEVATIONS ARE FROM PROPOSED RUNWAY CONSTRUCTION PLANS BY PEARSON ENGINEERING.
- ALL EXISTING AND PROPOSED PLANIMETRIC MAP FEATURES, CONTOURS, SPOT ELEVATIONS, TABLE DATA, RUNWAY BEARINGS, AND RUNWAY END ELEVATIONS SHOWN IN PLAN ARE BASED ON THE CITED REFERENCES. THE HORIZONTAL DATUM IS NAD83(CORS) AND THE VERTICAL DATUM IS NAVD88.
- THE MAGNETIC DECLINATION SHOWN IS A MEAN VALUE PROVIDED BY THE NOAA NATIONAL GEOPHYSICAL DATA CENTER. DECLINATION VALUES MAY VARY FROM PLACE TO PLACE OR TIME TO TIME DUE TO LOCAL ATTRACTION, SECULAR CHANGE, OR OTHER NATURAL VARIATIONS.

BUILDING TABLE

BLDG.	DESCRIPTION	TOP ELEV.
1	EXISTING HANGAR	231.7
2	RECYCLING CENTER	219.5
3	COUNTY MAINTENANCE	UNKNOWN
4	COUNTY MAINTENANCE	221.7
5	COUNTY MAINTENANCE	UNKNOWN
6	COUNTY MAINTENANCE	UNKNOWN
7	COUNTY MAINTENANCE	UNKNOWN
8	COUNTY MAINTENANCE	219.5
9	COUNTY MAINTENANCE	UNKNOWN
10	FUTURE T-HANGAR	UNKNOWN
11	FUTURE T-HANGAR	UNKNOWN

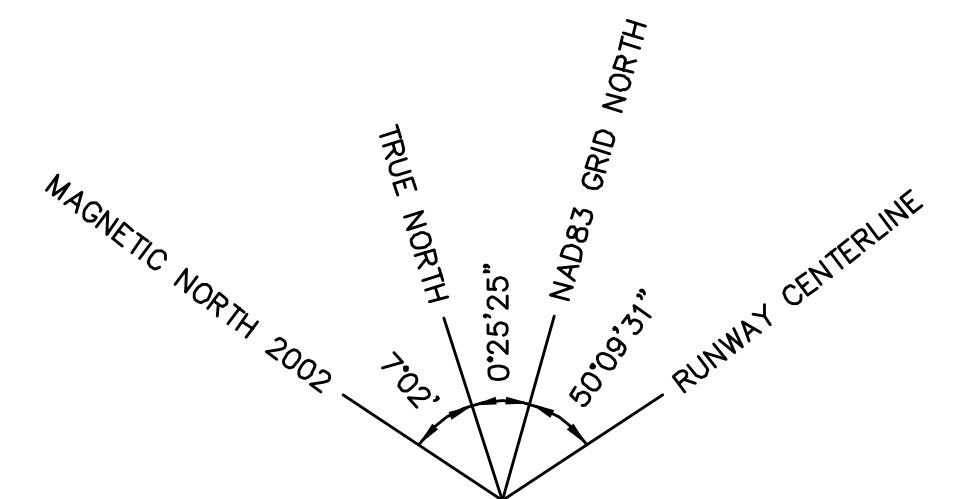
CONSTRUCTION NOTICE REQUIREMENT

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.

	RUNWAY DATA FOR RUNWAY 6/24					
	EXISTING	SHORT-TERM	LONG-TERM			
RUNWAY LENGTH/WIDTH	2,465' x 60'	3,200' x 60'	3,200' x 75'			
RUNWAY BEARING (TRUE)	N 50°34'56" E	N 50°34'56" E	N 50°34'56" E			
EFFECTIVE GRADIENT	-0.63%	-0.63%	-0.63%			
PAVEMENT STRENGTH	12,500 LBS.	12,500 LBS.	30,000 LBS.			
PAVEMENT TYPE	TURF	ASPHALT	ASPHALT			
AIRCRAFT APPROACH CATEGORY/ DESIGN GROUP	A-I	A-II	B-II			
OBJECT FREE AREA WIDTH	250'	500'	500'			
OBJECT FREE AREA LENGTH	240' BEYOND THRESHOLD	300' BEYOND THRESHOLD	300' BEYOND THRESHOLD			
SAFETY AREA WIDTH	120'	150'	150'			
SAFETY AREA LENGTH	240' BEYOND THRESHOLD	300' BEYOND THRESHOLD	300' BEYOND THRESHOLD			
SEPARATIONS PARALLEL TAXIWAY AIRCRAFT PARKING	150'	240'	240'			
RUNWAY LIGHTING	NONE	MIRL	MIRL			
RUNWAY PAVEMENT MARKING	N/A	BASIC	NON-PRECISION			
TAXIWAY LIGHTING	N/A	N/A	MITL			
% WIND COVERAGE 12 MPH/15 MPH	94.00%/97.32%	94.00%/97.32%	94.00%/97.32%			
RUNWAY THRESHOLD COORDINATES	R/W 6	34°14'28.43" N 80°14'26.89" W	R/W 6	34°14'30.10" N 80°14'24.44" W	R/W 6	34°14'30.10" N 80°14'24.44" W
	R/W 24	34°14'43.91" N 80°14'04.20" W	R/W 24	34°14'50.20" N 80°13'54.99" W	R/W 24	34°14'50.20" N 80°13'54.99" W

	APPROACH DATA AND RPZ DIMENSIONS					
	RUNWAY 6			RUNWAY 24		
	EXISTING	SHORT-TERM	LONG-TERM	EXISTING	SHORT-TERM	LONG-TERM
RPZ INNER WIDTH	250'	250'	500'	250'	250'	1,000'
RPZ OUTER WIDTH	450'	450'	700'	450'	450'	1,510'
RPZ LENGTH	1,000'	1,000'	1,000'	1,000'	1,000'	1,700'
REQUIRED APPROACH SLOPE	20:1	20:1	20:1	20:1	20:1	34:1
RW APPROACH CATEGORY	VISUAL	VISUAL	NPI NLT 1 MILE	VISUAL	VISUAL	NPI NLT 3/4 MILE
LANDING AIDS	NONE	NONE	PAPI, GPS	NONE	NONE	PAPI, ODAL GPS

	AIRPORT DATA		
	EXISTING	SHORT-TERM	LONG-TERM
AIRPORT ELEVATION	210.3'	211.3'	211.3'
AIRPORT REFERENCE POINT COORDINATES	34°14'36.17" N 80°14'15.54" W	34°14'40.15" N 80°14'09.72" W	34°14'40.15" N 80°14'09.72" W
MEAN MAX. TEMP. OF HOTTEST MONTH	91° F	91° F	91° F
AIRPORT AND TERMINAL NAVIGATIONAL AIDS	NONE	BEACON, WIND CONE SEGMENTED CIRCLE	BEACON, AWOS, WIND CONE, SEGMENTED CIRCLE
AIRPORT REFERENCE CODE	A-I	A-II	B-II



RATE OF MAGNETIC DECLINATION VARIATION = 5 MINUTES WEST PER YEAR

NORTH DECLINATION DIAGRAM

NTS

NO.	REVISIONS	BY	APP.	DATE

LEE COUNTY AIRPORT
LEE COUNTY
BISHOPVILLE, SOUTH CAROLINA

AIRPORT LAYOUT PLAN

PEARSON Engineering PLANNERS ENGINEERS SURVEYORS
WEST COLUMBIA, SOUTH CAROLINA

DATE: SEP. 2003 SCALE: 1" = 300' SHEET 2 OF 6