GENERAL NOTES

1. EXISTING AIRPORT REFERENCE POINT – BEGINNING AT THE SOUTHWEST END OF THE NORTHEAST–SOUTHWEST RUNWAY 3/21, THENCE ALONG THE CENTERLINE N22°25'27"E (TRUE) 2,500' TO THE ARP COORDINATES: LATITUDE NORTH 34°24'11.07" LONGITUDE WEST 80°07'09.22".

2. ULTIMATE AIRPORT REFERENCE POINT – BEGINNING AT THE SOUTHWEST END OF THE NORTHEAST–SOUTHWEST RUNWAY 3/21, THENCE ALONG THE CENTERLINE N22°25'27"E (TRUE) 2,750' TO THE ARP COORDINATES: LATITUDE NORTH 34°24'08.77" LONGITUDE WEST 80°07'10.36".

3. BUILDING RESTRICTION LINE (BRL) ESTABLISHED TO PROVIDE 35' OBSTACLE CLEARANCE WITH RESPECT TO FAR PART 77 SURFACES. BRL ALTERED WITHIN TERMINAL AREA TO ALLOW HANGAR AND TERMINAL BUILDING CONSTRUCTION MEETING FAR PART 77 REQUIREMENTS.

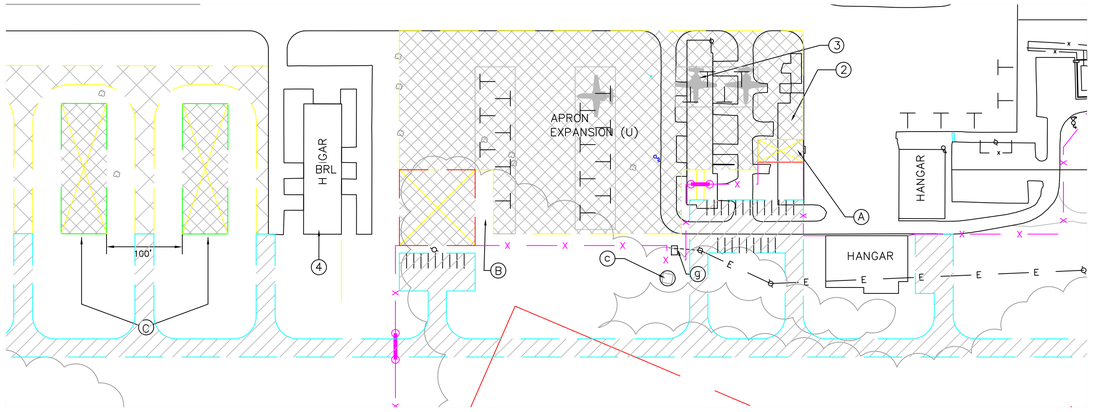
REFERENCES

1. OBSTRUCTION SURVEY DATA PROVIDED BY MCKIM & CREED, BOLIVA, NC, DATED: MAY 1, 2005.

2. CONTOUR DATA PREPARED BY AERO–DYNAMICS, CORP, CHARLOTTE, NC. PHOTOGRAMMETRIC METHODS USING AERIAL PHOTOGRAPHY DATED OCTOBER 04, 2000.
GROUND CONTROL SURVEY BY AERO–DYNAMICS, CORP. HORIZONTAL CONTROL SURVEYS BASED ON SOUTH CAROLINA STATE PLANE COORDINATES, NAD83, INTERNATIONAL FOOT.
VERTICAL CONTROL SURVEYS BASED ON NAVD88.

3. GEODETIC COORDINATE AND ELEVATION DATA FOR RUNWAY PROVIDED BY; AERO–DYNAMICS, CORP, CHARLOTTE, NC.

The preparation of this document was financed in part through a planning grant from the federal aviation administration as provided under section 505 of the airport and airway improvement act of 1982. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of this document by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therin nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate laws.

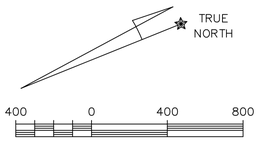


TERMINAL AREA INSET

200 0 100 200

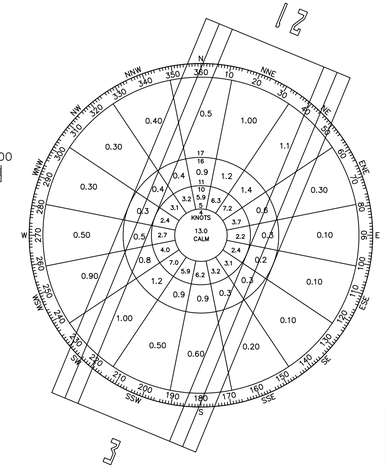
1"=100'
SCALE IN FEET

MAG.DEC. 7°22'W (JANUARY 2006)
3' PER YEAR



400 0 400 800

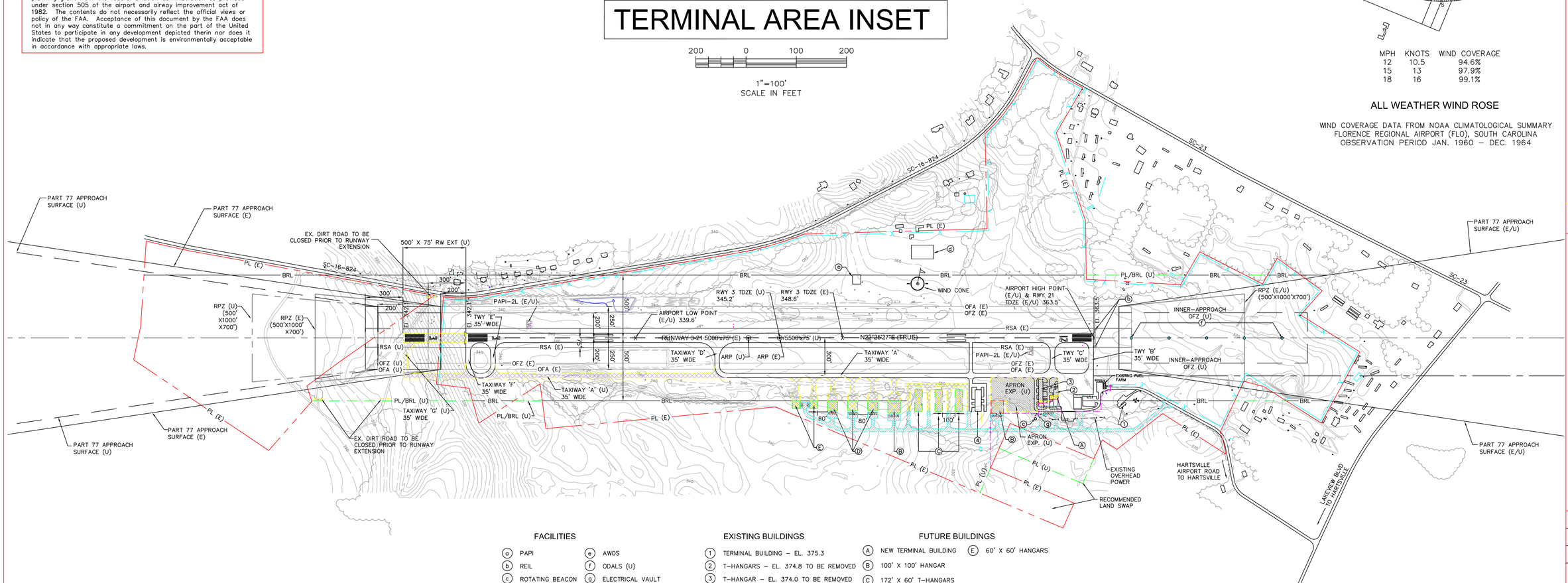
1"=400'
SCALE IN FEET



MPH	KNOTS	WIND COVERAGE
12	10.5	94.6%
15	13	97.9%
18	16	99.1%

ALL WEATHER WIND ROSE

WIND COVERAGE DATA FROM NOAA CLIMATOLOGICAL SUMMARY
FLORENCE REGIONAL AIRPORT (FLO), SOUTH CAROLINA
OBSERVATION PERIOD JAN. 1960 – DEC. 1964



FACILITIES

- (a) PAPI
- (b) REIL
- (c) ROTATING BEACON
- (d) NON–DIRECTIONAL BEACON
- (e) AWOS
- (f) ODALS (U)
- (g) ELECTRICAL VAULT

EXISTING BUILDINGS

1. TERMINAL BUILDING – EL. 375.3
2. T–HANGARS – EL. 374.8 TO BE REMOVED
3. T–HANGAR – EL. 374.0 TO BE REMOVED
4. T–HANGAR – EL. 371.5

FUTURE BUILDINGS

- (A) NEW TERMINAL BUILDING
- (B) 100' X 100' HANGAR
- (C) 172' x 60' T–HANGARS
- (D) 80' X 80' HANGARS
- (E) 60' X 60' HANGARS

AIRPORT DESIGN STANDARDS DIMENSIONAL DATA

AIRPORT REFERENCE CODE (ARC) ITEM	ARC B–II
RUNWAY SAFETY AREA (RSA) WIDTH	150'
RSA BEYOND R/W 3 END	300'
RSA BEYOND R/W 21 END	300'
RUNWAY OBSTACLE FREE ZONE (OFZ) WIDTH	400'
OFZ BEYOND R/W END	200'
RUNWAY OBJECT FREE AREA (ROFA)	500'
ROFA BEYOND R/W END	300'
RUNWAY / PARALLEL TAXIWAY SEPARATION	240'
TAXIWAY OBJECT FREE AREA (TOFA) WIDTH	131'
TAXILANE OBJECT FREE AREA	115'
MINIMUM AIRCRAFT PARKING (DIST. FROM R/W CENTERLINE)	250'
TAXIWAY / RUNWAY CENTERLINE HOLD POSITION	200'

RUNWAY DATA

ITEM		EXISTING 3	EXISTING 21	ULTIMATE 3	ULTIMATE 21
COORDINATES (NAD83)	LATITUDE NORTH	34°23'48.21"	34°24'33.92"	34°23'43.62"	34°24'33.92"
	LONGITUDE WEST	80°07'20.60"	80°06'57.84"	80°07'22.88"	80°06'57.84"
LENGTH X WIDTH		5,000'x75'		5,500'x75'	
EFFECTIVE GRADIENT		0.43%		0.43%	
PAVEMENT SURFACE		ASPHALT		ASPHALT	
PAVEMENT STRENGTH (THOUSANDS OF POUNDS)		30 SWG		30 SWG	
MARKING		NPI	NPI	NPI	NPI
RUNWAY EDGE LIGHTING		MIRL	MIRL	MIRL	MIRL
VISUAL APPROACH AIDS		PAPI–2L	PAPI–2L	PAPI–2L	PAPI–2L
		REIL	NONE	ODALS	ODALS
NAVAIDS		NDB/GPS	NDB/GPS	NDB/GPS	NDB/GPS
RUNWAY VISIBILITY MINIMUMS		1–MILE	1–MILE	1–MILE	1–MILE
TOUCHDOWN ZONE ELEVATION (TDZE)		348.6'	363.5'	345.2'	363.5'

AIRPORT DATA

ITEM	EXISTING	ULTIMATE
AIRPORT REFERENCE POINT (ARP) LATITUDE NORTH	34°24'11.07"	34°24'08.77"
ARP COORDINATES (NAD83) LONGITUDE WEST	80°07'09.22"	80°07'10.36"
ESTABLISHED AIRPORT ELEVATION (MEAN SEA LEVEL)	363.5'	363.5'
MEAN MAXIMUM TEMPERATURE – HOTTEST MONTH	91°F	91°F
AIRPORT REFERENCE CODE (ARC)	B–II	B–II
FAA NPIAS SERVICE LEVEL	G.A.	G.A.
CRITICAL AIRCRAFT / DESIGN AIRCRAFT	B–II (FAMILY)	B–II (FAMILY)
AIRPORT LIGHTING AND TERMINAL NAVAIDS	ROT. BEACON	ROT. BEACON
	AWOS	AWOS
SEGMENTED CIRCLE (SC) & LIGHTED WIND CONE (LWC)	SC/LWC	SC/LWC
TAXIWAY LIGHTING AND SIGNAGE	MITL	MITL

FAR PART 77 RUNWAY APPROACH AND RPZ DATA

RUNWAY END	EXISTING	ULTIMATE
3	NONPRECISION APPROACH (GPS) SURFACE VISIBILITY MINIMUMS NOT LESS THAN 1 MILE 500' X 10000' X 3500' 10000' @ 34:1 SLOPE RUNWAY PROTECTION ZONE (RPZ) 500' X 1000' X 700'	NONPRECISION APPROACH (GPS) SURFACE VISIBILITY MINIMUMS NOT LESS THAN 1 MILE 500' X 10000' X 3500' 10000' @ 34:1 SLOPE RUNWAY PROTECTION ZONE (RPZ) 500' X 1000' X 700'
21	NONPRECISION APPROACH (GPS) SURFACE VISIBILITY MINIMUMS NOT LESS THAN 1 MILE 500' X 10000' X 3500' 10000' @ 34:1 SLOPE RUNWAY PROTECTION ZONE (RPZ) 500' X 1000' X 700'	NONPRECISION APPROACH (GPS) SURFACE VISIBILITY MINIMUMS NOT LESS THAN 1 MILE 500' X 10000' X 3500' 10000' @ 34:1 SLOPE RUNWAY PROTECTION ZONE (RPZ) 500' X 1000' X 700'

LEGEND

ITEM	EXISTING	ULTIMATE
WOODED AREAS		
GROUND CONTOURS		
ROADS (UNPAVED)		
DRAINAGE FEATURES		
ROADS (PAVED)		
FENCE		x
BUILDINGS/STRUCTURES AS NOTED		
AIRPORT PAVED AREAS		
AIRPORT PROPERTY LINE (PL)		
AIRPORT BUILDING RESTRICTION LINE (BRL)	BRL	BRL
RUNWAY PROTECTION ZONE (RPZ)		
AUTOMATED WEATHER SYSTEM		
AIRPORT REFERENCE POINT (ARP)		
HOLDSHORT LINES		

TALBERT & BRIGHT
ENGINEERING & PLANNING CONSULTANTS
4810 SHELLEY DRIVE WILMINGTON, NC 28405
FAX: 910-762-6281 PHONE: 910-763-5350
EMAIL: TBILM@TBILM.COM

REV. NO.	DESCRIPTION	DATE
	REVISIONS	

HARTSVILLE MUNICIPAL AIRPORT
HARTSVILLE, SOUTH CAROLINA
AIRPORT LAYOUT DRAWING

Approved By

Title

Date

CITY OF HARTSVILLE APPROVAL BLOCK

Date	JULY 2007
Scale	1" = 400'
Drawn	KAC
Checked	JMM/LSM
Project No.	2706–0503
Sheet No.	1
OF	5