

RUNWAY END COORDINATES - NAD 83

	RUNWAY 18		RUNWAY 36		RUNWAY 01		RUNWAY 19	
	DISPLACED	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE
LATITUDE	42° 44'08.84" N	42° 44'10.81" N	42° 43'31.35" N	42° 43'31.35" N	42° 43'50.60" N	42° 43'50.60" N	42° 44'09.80" N	42° 44'09.80" N
LONGITUDE	95° 33'19.23" W	95° 33'19.10" W	95° 33'21.65" W	95° 33'21.65" W	95° 33'26.06" W	95° 33'26.06" W	95° 33'21.00" W	95° 33'21.00" W

THRESHOLD SITING SURFACE OBJECT PENETRATIONS

NO.	DESCRIPTION (PENETRATION)	DISPOSITION
1	RW 18 RPZ - BUILDING	SEE NOTE 1
2	RW 36 RPZ - BUILDING	SEE NOTE 2

HOLDING POSITION TABLE

HOLDING POSITION	HOLD TYPE	DISTANCE
HL 1	RUNWAY	200'
HL 2	RUNWAY	200'
HL 3	RUNWAY	200'
HL 4	RUNWAY	200'

NOTE: THE DISTANCE FROM THE HOLD LINE IS MEASURED PERPENDICULAR FROM THE RUNWAY CENTERLINE.

MODIFICATIONS TO AIRPORT DESIGN STANDARDS

APPROVAL DATE	AIRSPACE CASE NO.	STANDARD MODIFIED	DESCRIPTION
NONE REQUIRED			

BUILDING IDENTIFICATION

A. 8 UNIT TEE	E. 10 UNIT TEE
B. 10 UNIT TEE / SHOP	F. 4 UNIT TEE / SHOP
C. CORPORATE HANGAR	G. TERMINAL BUILDING
D. 10 UNIT TEE	

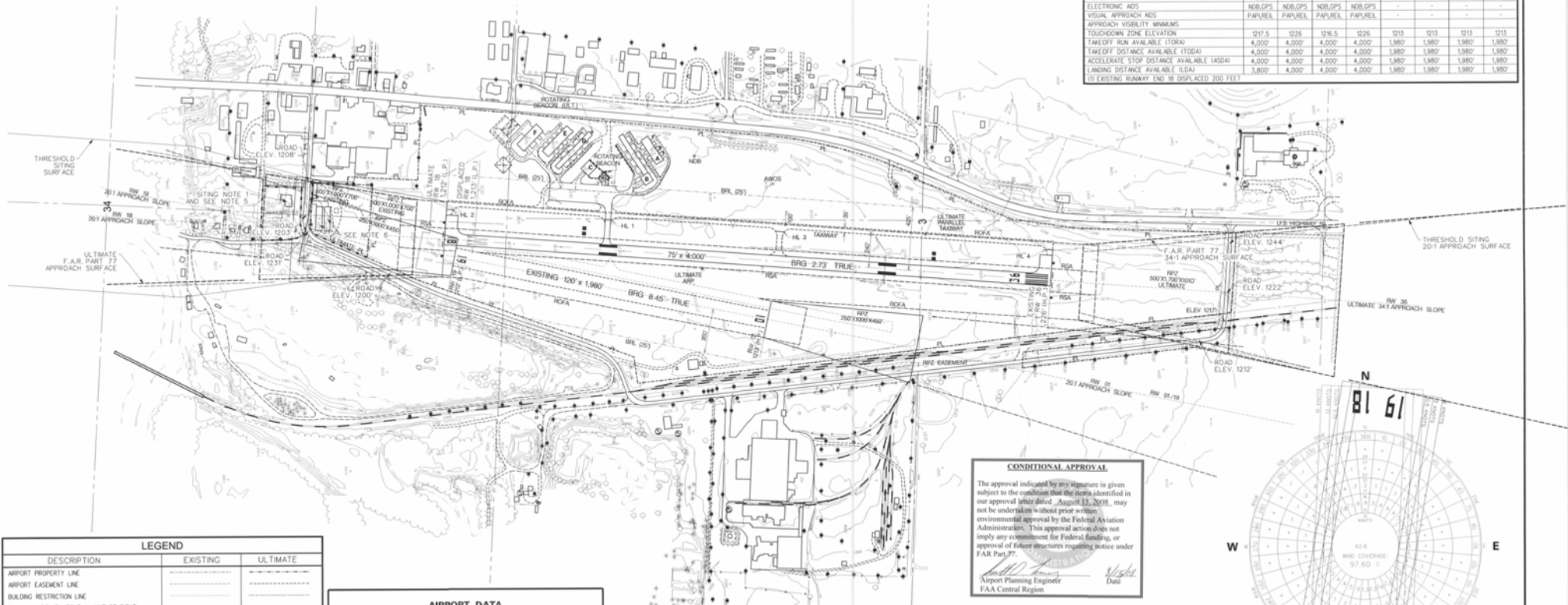
GRAPHIC SCALE



RUNWAY DATA TABLE

ITEM	RUNWAY 18/36		RUNWAY 1/19	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE
APPROACH CATEGORY - DESIGN GROUP	B-II	B-II	A-I	A-I
RUNWAY LENGTH x WIDTH	4,000'x75'	4,000'x75'	1,980'x120'	1,980'x120'
RUNWAY ELEVATION ABOVE MSL	1226	1226	1213	1213
RUNWAY MARKINGS	NP-V	NP-V	NONE	NONE
RUNWAY LIGHTING	MRL	MRL	NONE	NONE
PAVEMENT MATERIAL	PCC	PCC	TURF	TURF
PAVEMENT STRENGTH (K000)	12,500	12,500	58	58
RUNWAY SAFETY AREA (RSA) LENGTH	4,400'	4,400'	1,980'	1,980'
RUNWAY SAFETY AREA (RSA) WIDTH	150'	150'	120'	120'
RUNWAY OBJECT FREE AREA (ROFA) LENGTH	4,400'	4,400'	2,400'	2,400'
RUNWAY OBJECT FREE AREA (ROFA) WIDTH	500'	500'	250'	250'
RUNWAY OBSTACLE FREE ZONE (ROFZ) LENGTH	4,200'	4,200'	2,380'	2,380'
RUNWAY OBSTACLE FREE ZONE (ROFZ) WIDTH	400'	400'	250'	250'
TAXIWAY WIDTH	35'	35'	-	-
TAXIWAY LIGHTING	MTL	MTL	-	-
APPROACH TYPE	18 36 VISUAL NP-1MLE	18 36 VISUAL NP-1MLE	19 VISUAL VISUAL	19 VISUAL VISUAL
APPROACH SURFACE SLOPE	20:1	20:1	20:1	20:1
PERCENT EFFECTIVE GRADIENT	-0.3%	-0.3%	-0.3%	-0.3%
ELECTRONIC ADS	NDB/GPS	NDB/GPS	NDB/GPS	NDB/GPS
VISUAL APPROACH ADS	PAP/REL	PAP/REL	PAP/REL	PAP/REL
APPROACH VISIBILITY MINIMUM	-	-	-	-
TOUCHDOWN ZONE ELEVATION	1217.5	1226	1216.5	1226
TAKEOFF RUN AVAILABLE (TORA)	4,000'	4,000'	1,980'	1,980'
TAKEOFF DISTANCE AVAILABLE (TODA)	4,000'	4,000'	1,980'	1,980'
ACCELERATE STOP DISTANCE AVAILABLE (ASDA)	4,000'	4,000'	1,980'	1,980'
LANDING DISTANCE AVAILABLE (LDA)	3,800'	4,000'	1,980'	1,980'

10 EXISTING RUNWAY END IS DISPLACED 200 FEET



CONDITIONAL APPROVAL

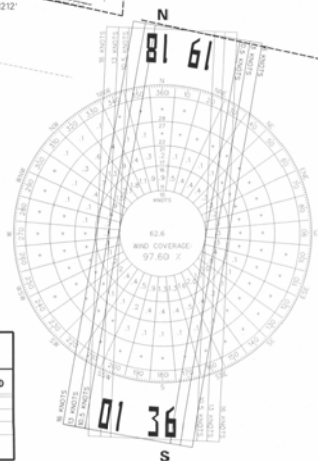
The approval indicated by my signature is given subject to the condition that the items identified in our approval letter dated August 15, 2008, may not be undertaken without prior written environmental approval by the Federal Aviation Administration. This approval action does not imply any commitment for Federal funding, or approval of future structures requiring notice under FAR Part 77.

[Signature]
Airport Planning Engineer
FAA Central Region

WIND DATA

CROSSWINDS	RWY 18/36	RWY 01/19	COMBINED
10.5 KNOTS	87.06	64.28	87.54
13.0 KNOTS	93.22	91.24	93.43
16.0 KNOTS	97.81	96.52	97.80

SOURCE: CHEROKEE COUNTY MUNICIPAL AIRPORT
PROJECT: 1985-1994



LEGEND

DESCRIPTION	EXISTING	ULTIMATE
AIRPORT PROPERTY LINE	---	---
AIRPORT EASEMENT LINE	---	---
BUILDING RESTRICTION LINE	---	---
RUNWAY VISIBILITY ZONE / LINE OF SIGHT	---	---
RUNWAY PROTECTION ZONE	---	---
RUNWAY PROTECTION ZONE EASEMENT	---	---
RUNWAY SAFETY AREA AND OBJECT FREE AREA	---	---
BUILDING - STRUCTURES	---	---
PRECISION APPROACH PATH INDICATOR (PAPI)	---	---
RUNWAY END IDENTIFIER LIGHTS (REIL)	---	---
THRESHOLD LIGHTS	---	---
FENCE	---	---
PAVEMENT REMOVAL	---	---
TERRAIN	---	---

AIRPORT DATA

	EXISTING	ULTIMATE
AIRPORT ELEVATION	1226'	1226'
AIRPORT REFERENCE POINT (ARP)	42° 43'54" N 95° 33'21" W	42° 43'54" N 95° 33'21" W
MEAN MAX TEMP.	87°F	87°F
AIRPORT NAVIGATIONAL AID	NDB	NDB
ROTATING BEACON	NO	YES
SEGMENTED CIRCLE	NO	NO
LIGHTED WIND INDICATOR	YES	YES
AIRPORT REFERENCE CODE	AIC B-II	AIC B-II
AWS III	NO	YES

NOTES

1. THE RUNWAY 18 THRESHOLD WAS LOCATED AS PER FAA AC 150/5300-13, APPENDIX 2, TABLE A2-1, LINE 3.
2. THE RUNWAY 36 THRESHOLD WAS LOCATED AS PER FAA AC 150/5300-13, APPENDIX 2, TABLE A2-1, LINE 5.
3. THERE ARE NO OBSTACLE FREE ZONE (OFZ) OBJECT PENETRATIONS.
4. THERE ARE NO MODIFICATIONS TO DESIGN STANDARDS.
5. THRESHOLD RUNWAY 18 IS DISPLACED 200 FEET, SO AS TO PLACE THE DAY CARE BUILDING BEYOND THE RPZ.
6. QUONSET BUILDINGS BEYOND RUNWAY 18 PROPOSED FOR ACQUISITION AND REMOVAL IN 2008.
7. RUNWAY 1906 AS PER FAR PART 77 IS CLASSIFIED AS A "LARGER THAN UTILITY" WITH RUNWAY 18 SUPPORTING VISUAL APPROACH AND RUNWAY 36 SUPPORTING AN INSTRUMENT APPROACH.
8. THE RW 18 THRESHOLD WILL BE (IN THE NEAR FUTURE) RELOCATED AS SOON AS SUFFICIENT PROPERTY INTEREST (RPZ) IS ACQUIRED.

APPROVED BY: *[Signature]*
DATE APPROVED: 5/26/2008

CHEROKEE COUNTY REGIONAL AIRPORT AIRPORT LAYOUT PLAN

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PROJECT NO. 97-043-A
SHEET NO. 1
DATE: 8-28-08