



9. ALP Summary

The Airport Layout Plan (ALP) Drawing Set has been prepared in accordance with generally accepted airport planning practices and Federal Aviation Administration (FAA) guidance materials, including the following:

- FAA Advisory Circular (AC) 150/5070-6B, *Airport Master Plans*
- FAA AC 150/5300-13A, *Airport Design*
- FAA AC 150/5360-13A, *Airport Terminal Planning*
- Code of Federal Regulations (CFR) Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace*
- FAA Standard Operating Procedures (SOP) ALP Checklist

The ALP Drawing Set for Greenville-Spartanburg International Airport (GSP or the Airport) consists of a coversheet and 17 drawings as follows:

| <u>Sheet No.</u> | <u>Title</u> |
|------------------|---------------------------------------|
| - | Cover Sheet |
| 1 | Existing Airport Layout |
| 2 | Airport Layout Plan |
| 3 | Airport Data Sheet |
| 4 | Terminal Area Plan |
| 5 | Airport Airspace Plan |
| 6 | Outer Airport Airspace Plan |
| 7 | Inner Approach Plan Runway 4 |
| 8 | Inner Approach Plan Runway 22 |
| 9 | Inner Approach Plan Runway 4R |
| 10 | Inner Approach Plan Runway 22L |
| 11 | Departure Surface Plan Runway 22 |
| 12 | Departure Surface Plan Runway 4 |
| 13 | Departure Surface Plan Runway 22L |
| 14 | Departure Surface Plan Runway 4R |
| 15 | Airport Land Use and RPZ Control Plan |
| 16 | Airport Property Map |
| 17 | Airport Property Map Tables |

Reduced size versions of each ALP sheet are presented at the end of this section.

9.1. COVER SHEET

The *Cover Sheet* provides identifying information for the ALP Drawing Set. This information includes a drawing index listing each of the sheets within the set, as well as the specific FAA project number and information on the preparer of the document. Two maps are also placed on the cover sheet to identify the location of the Airport within the context of the State of South Carolina (location map) and the area immediately adjacent to the airport (vicinity map).



9.2. EXISTING AIRPORT LAYOUT

The *Existing Airport Layout* provides the current configuration and existing airport facilities at GSP. Details shown include airport buildings, airport infrastructure, local roads and neighborhoods, property lines, and water bodies on or adjacent to GSP. These details are based on aerial photography and photogrammetric mapping obtained as part of this study effort.

This sheet also serves as a base upon which development proposed within this Master Plan Update is placed upon. The current dimensions of the airside and landside facilities are depicted within the sheet, as well as the dimensions of applicable FAA safety and object free areas, protection zones, and other dimensions relevant to airport design. The sheet also includes a facilities table and a title and revision block, as required.

9.3. AIRPORT LAYOUT PLAN

The *Airport Layout Plan* illustrates the recommended proposed development at GSP over the twenty-year planning period. The *Airport Layout Plan* sheet is the culmination of the Master Plan Update processes and is the most important sheet in the ALP Drawing Set. The ALP is a legal document used by the FAA to allocate federal grant funding and approve the use of Passenger Facility Charges (PFC) for projects depicted. The document is approved and signed by the FAA, South Carolina Aeronautics Commission, and the GSP Airport District.

The projects depicted on the *Airport Layout Plan* are intended to cover a twenty-year period and are phased over this period based on the sponsor's priority and forecasted demand. Four time periods have been defined within the Master Plan Update: Phase I (2019 – 2023), Phase II (2024 – 2028), Phase III (2029 – 2038), and Phase IV (2039 and beyond).

9.4. AIRPORT DATA SHEET

The *Airport Data Sheet* displays several tables that are typically placed on the *Airport Layout Plan* sheet. However, due to size constraints and the need to clearly show the existing facilities and proposed development on the *Airport Layout Plan* sheet, these tables have been placed on a dedicated sheet within the ALP Drawing Set. Tables on the sheet include the Runway Data Table, Airport Data Table, Runway Safety Area Determination, Wind Coverage, Declared Distances, and Modifications to Design Standards.

9.5. TERMINAL AREA PLAN

Due to the significant number of changes proposed within the terminal area, a *Terminal Area Plan* has been included at a scale to clearly illustrate all of the changes that have been proposed within vicinity. The *Terminal Area Plan* depicts the proposed terminal area development at a scale of 1":150', as opposed to the scale of the *Airport Layout Plan* sheet at 1":600'.

9.6. AIRPORT AIRSPACE PLANS

Title 14 of the CFR, Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace*, regulates the airspace surrounding airports through the development of five "Imaginary Surfaces." These surfaces include the primary surface, the approach surface, the transitional surface, the Horizontal Surface, and the Conical Surface. The *Airport Airspace Plan* of the ALP Drawing Set



depicts the existing and future 14 CFR Part 77 imaginary surfaces based on the existing and proposed conditions at GSP. Modifications proposed on the *Airport Layout Plan* sheet and throughout the Master Plan Update are appropriately accounted for on the *Airport Airspace Plans*. The *Outer Approach Plan* sheet shows the extents of these surfaces.

9.6.1. Primary Surface

This surface is a rectangle aligned with the centerline of the runway and extends 200 feet from each runway end. The width of the primary surface varies depending on the type of runway and could be anywhere from 250 to 1,000 feet. At GSP, existing Runway 4-22 and the proposed Runway 4R-22L have a primary surface with a width of 1,000 feet.

9.6.2. Transitional Surface

The transitional surface is constructed to join the primary, approach, and horizontal surfaces. It starts at the edges of the primary surface and extends outwards and upwards from the primary and approach surfaces at a slope of 7:1 to an elevation 150 feet above the airport elevation, where it meets the horizontal surface.

9.6.3. Approach Surface

The approach surfaces are aligned longitudinally with each runway end starting at the edge of the primary surface (200 feet from each runway end) and extending outward and upward in a trapezoidal fashion. At GSP, existing Runways 4, 22 and proposed 4R, and 22L have precision approaches. Therefore, each runway has an approach surface that extends from the primary surface out 50,000 feet to a width of 16,000 feet. The first 10,000 feet climb at a slope of 50:1 (50 feet horizontally for one foot vertically) and the next 40,000 feet climb at a slope of 40:1.

9.6.4. Horizontal Surface

The horizontal surface is a horizontal plane at 150 feet above the airport elevation. It is constructed by swinging arcs around the end of the primary surface, which are connected via tangential lines. The horizontal surface radius is 5,000 feet for visual runways or for non-precision instrument runways serving only utility aircraft (small aircraft less than 12,500 pounds). For all larger runways, the horizontal surface has a radius of 10,000 feet. GSP's horizontal surface will extend 10,000 feet from the ends of existing Runway 4-22 and proposed Runway 4R-22L. The Airport's horizontal surface elevation is 1,135 feet above mean sea level.

9.6.5. Conical Surface

The conical surface extends beyond the horizontal surface for 4,000 feet at a slope of 20:1.

9.7. INNER APPROACH PLANS

Inner Approach Plan Runway 4, Inner Approach Plan Runway 22, Inner Approach Plan Runway 4R, Inner Approach Plan Runway 22L depict close-in obstructions to the existing and proposed 14 CFR Part 77 primary, approach, and transitional surfaces, as well as surfaces #5 and #6 defined in the



Approach/Departure Standards Table as published in Table 3-2¹ of FAA AC 150/5300-13A (Change 1), *Airport Design*, and precision approach path indicator (PAPI) obstacle clearance surfaces for each runway. These sheets both incorporate the precision approach procedures for existing Runways 4 and 22. As no significant changes are recommended with regards to the approach procedures or to the longitudinal dimensions of the runway, the existing surfaces will be maintained through the planning period. Additionally, inner approach plans were prepared for the proposed Runway 4R-22L.

Existing Runway 4-22 was found to have several obstructions to its primary and transitional surfaces. Neither existing Runway 4 or Runway 22, however, have identified obstructions to its approach surface or either of its airport design surfaces.

Initial analysis of proposed Runway 4R-22L indicates that, based on its planned elevation, only two transitional surface obstructions would exist and that there would be no impact to either the Runway 4R or 22L Part 77 approach surfaces or the runway's respective airport design surfaces. Future development of a fly-over to provide a northbound on-ramp to I-85 from Aviation parkway is not anticipated to present an airspace concern.

9.8. DEPARTURE SURFACE PLANS

The *Departure Surface Plan Runway 4* and *Departure Surface Plan Runway 22* reveal obstructions to the 40:1 sloped departure surface as defined by Table 3-2 of FAA Advisory Circular 150/5300-13A (Change 1), *Airport Design*. These plans are required for each runway that is designated for instrument departures. When departure surfaces are clear of obstructions pilots can follow standard departure procedures. Obstacles, however, frequently penetrate the departure surface and may dictate non-standard climb rates, and/or higher departure minimums. Therefore, it is important for airports to identify and remove these obstacles whenever possible.

Based on current mapping the existing Runway 4 departure surface has two tree obstructions originating from a grouping of trees within Airport owned land south of South Carolina Highway 14. The existing Runway 22 departure surface also has two tree obstructions on Airport owned land, north of South Carolina Highway 101. These departure surface obstructions should be mitigated through trimming or removal.

Future Runway 4R-22L has no identified obstructions to either of its runway's proposed departure surfaces.

9.9. AIRPORT LAND USE AND RPZ CONTROL PLAN

The *Airport Land Use and RPZ Control Plan* provides general guidance for future land development on-airport as well as in the vicinity of airport property. Since aircraft noise is a major factor influencing land use compatibility, the FAA's Aviation Environmental Design Tool (AEDT) was used to predict noise levels in the year 2037 based upon aviation activity included within the approved

¹ The revised Table 3-2 of FAA AC 150/5300-13A (Change 1), *Airport Design* as shown in Engineering Brief (EB) No. 99 *Changes to Tables 3-2 and 3-4 of Advisory Circular 150/5300-13A, Airport Design* was used for all approach and departure sheets.



forecasts. The resultant noise contours are included in the sheet along with the Airport's Environs Zone.

The AEDT model estimates aircraft noise levels in decibels (dB) at ground level. Noise levels are quantified according to the A-weighted scale (which approximates the range of human hearing) using the Day-Night Average Level (DNL). A DNL of 65 dB (decibel) is considered by the FAA to be the threshold of impact for noise sensitive areas. The AEDT output includes noise contours, which are lines of equal loudness, with the highest levels centered on the runway and the quieter levels expanding outward. As shown on the Airport Land Use and RPZ Control Plan, the future noise contours for existing Runways 4-22 and proposed 4R-22L at 65 DNL is on airport property except for three small areas which fall over roadways located beneath the approach zones of the runways.

Additionally, this sheet of the ALP set details all parcels not currently owned by the Airport but within the limits of any of the Airport's existing or future runway protection zones (RPZ) and expresses the preferred action for each in the future. However, with the exception of right-of-way provided to public roadways surrounding the Airport, GSP owns all land within each of the two existing RPZs as well as the two proposed RPZs.

9.10. AIRPORT PROPERTY MAP

The *Airport Property Map* illustrates the Airport's current property boundaries. The property map depicts the existing land area that currently comprises the entire Airport. Additionally, all properties and easements surrounding the Airport that have been acquired to date are provided in their respective tables and include a numerical identifier, tax parcel number, book and page information, acreage, acquisition date (if available), the AIP number (for land acquired using AIP funds), as well as the AIP acreage and the date of the AIP grant on the *Airport Property Map Tables*. The plan also depicts the proposed land to be acquired in fee, as well as the parcels where the acquisition of aviation easements is proposed. The proposed acquisitions are listed in separate tables.



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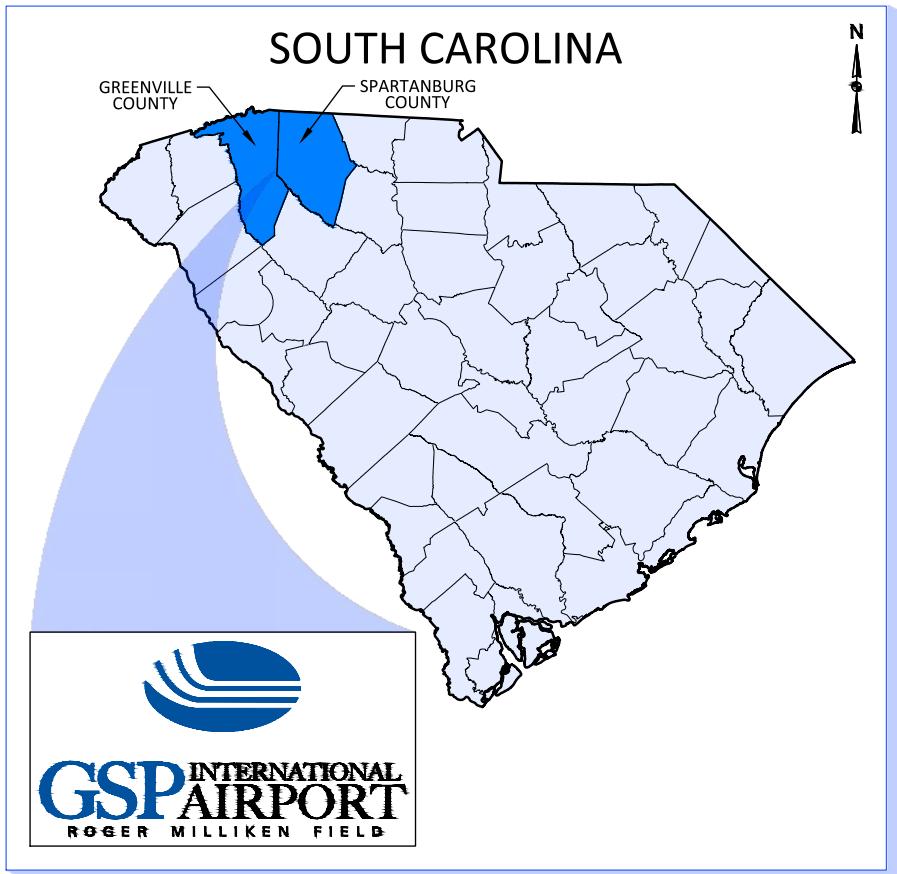
GREENVILLE-SPARTANBURG INTERNATIONAL AIRPORT AIRPORT MASTER PLAN UPDATE

GREER, SOUTH CAROLINA

JANUARY 2020

DRAWING INDEX

| SHEET NO. | TITLE |
|-----------|---|
| 1 | EXISTING AIRPORT LAYOUT |
| 2 | AIRPORT LAYOUT PLAN |
| 3 | AIRPORT DATA |
| 4 | TERMINAL AREA PLAN |
| 5 | AIRPORT AIRSPACE PLAN |
| 6 | OUTER AIRPORT AIRSPACE PLAN |
| 7 | INNER APPROACH PLAN RUNWAY 4L |
| 8 | INNER APPROACH PLAN RUNWAY 22R |
| 9 | INNER APPROACH PLAN RUNWAY 4R |
| 10 | INNER APPROACH PLAN RUNWAY 22L |
| 11 | DEPARTURE SURFACE PLAN RUNWAY 22R |
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| 15 | AIRPORT LAND USE AND RPZ CONTROL PLAN |
| 16 | EXHIBIT 'A' AIRPORT PROPERTY INVENTORY MAP |
| 17 | EXHIBIT 'A' AIRPORT PROPERTY INVENTORY MAP TABLES |



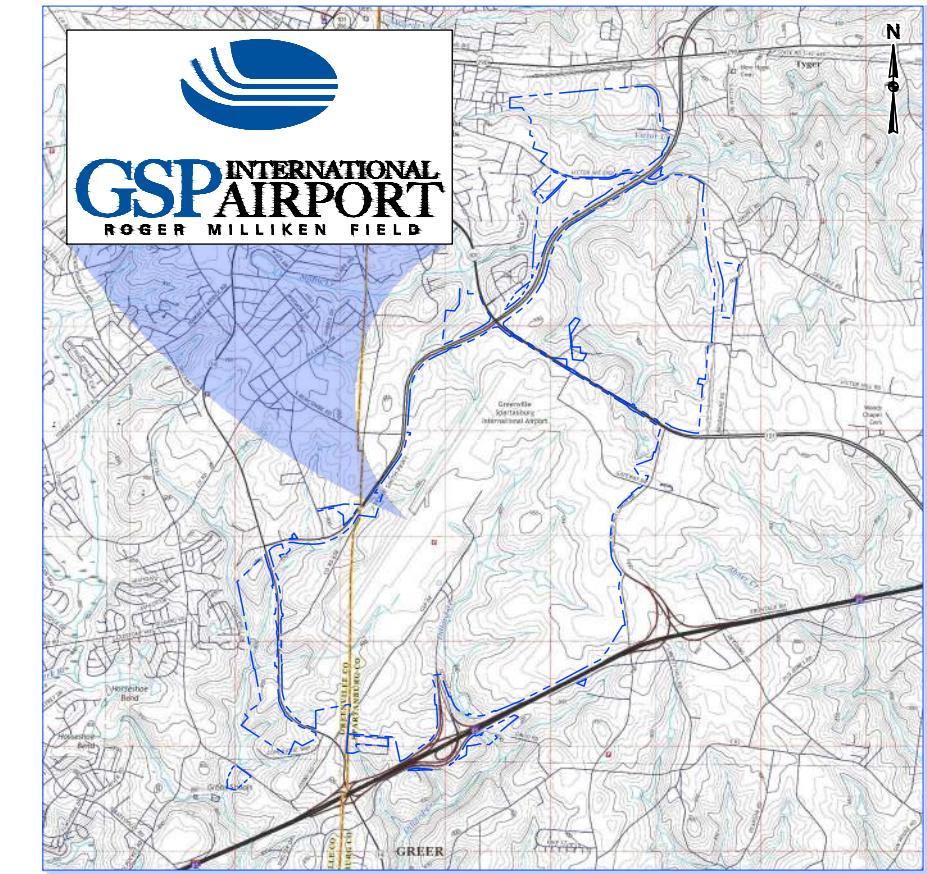
LOCATION MAP

PREPARED FOR:

GREENVILLE-SPARTANBURG AIRPORT DISTRICT



GSP INTERNATIONAL
AIRPORT
ROGER MILLIKEN FIELD



VICINITY MAP

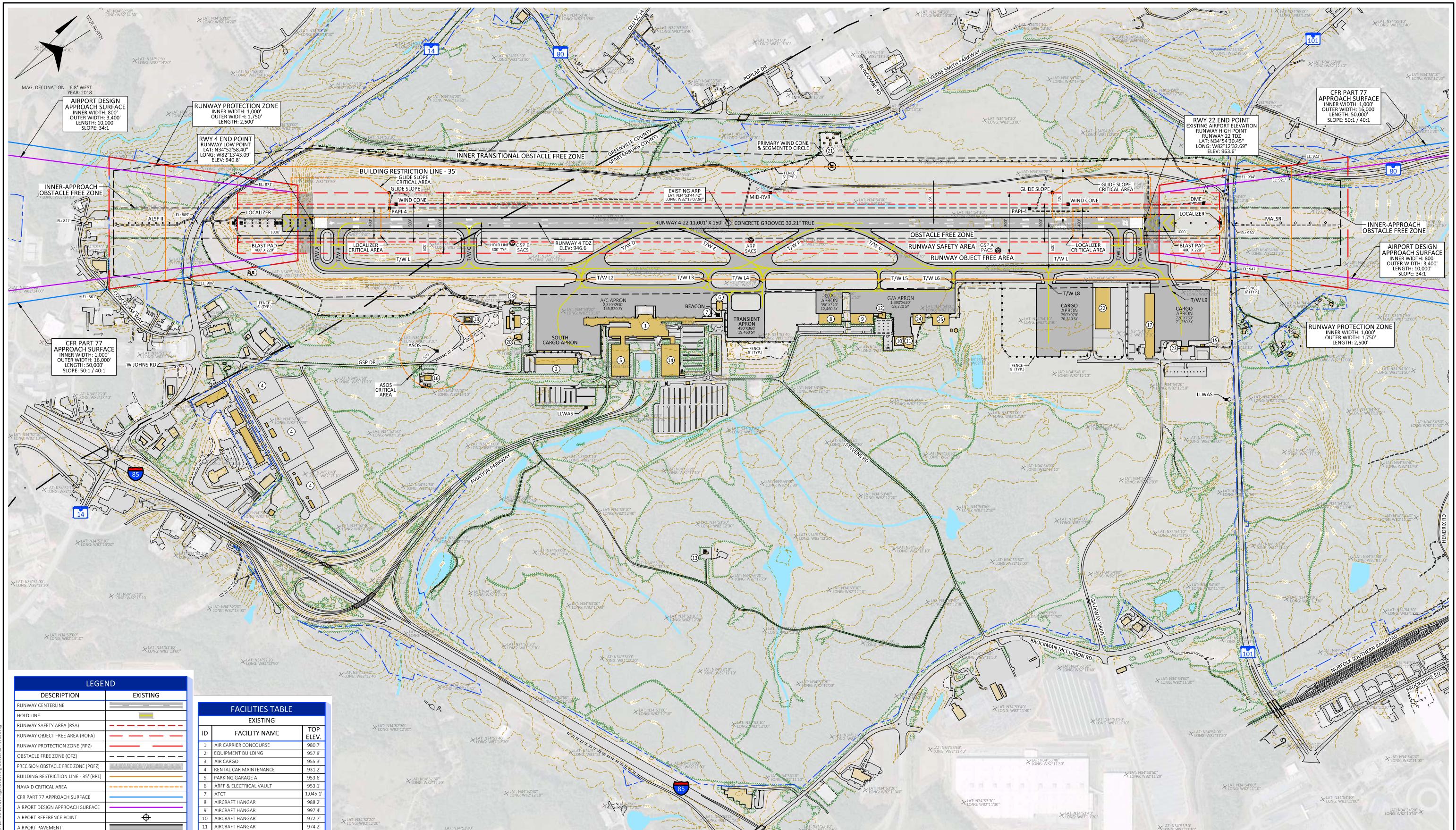
PREPARED BY:

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LEGEND

| LEGEND | |
|---------------------------------------|----------|
| DESCRIPTION | EXISTING |
| RUNWAY CENTERLINE | |
| HOLD LINE | |
| RUNWAY SAFETY AREA (RSA) | |
| RUNWAY OBJECT FREE AREA (ROFA) | |
| RUNWAY PROTECTION ZONE (RPZ) | |
| OBSTACLE FREE ZONE (OFZ) | |
| PRECISION OBSTACLE FREE ZONE (POFZ) | |
| BUILDING RESTRICTION LINE - 35' (BRL) | |
| NAVAID CRITICAL AREA | |
| CFR PART 77 APPROACH SURFACE | |
| AIRPORT DESIGN APPROACH SURFACE | |
| AIRPORT REFERENCE POINT | |
| AIRPORT PAVEMENT | |
| GROUND VEHICLE PAVEMENT | |
| ON-AIRPORT BUILDINGS | |
| OFF-AIRPORT BUILDINGS | |
| TO BE REMOVED | N/A |
| AIRPORT PROPERTY | |
| COUNTY BOUNDARY | |
| NGS MONUMENT | |
| FENCE | |
| TREE LINE | |
| GROUND ELEVATION CONTOURS (10') | |
| WATER | |

FACILITIES TABLE

| EXISTING | | |
|----------|-----------------------------------|-----------|
| O | FACILITY NAME | TOP ELEV. |
| 1 | AIR CARRIER CONCOURSE | 980.7' |
| 2 | EQUIPMENT BUILDING | 957.8' |
| 3 | AIR CARGO | 955.3' |
| 4 | RENTAL CAR MAINTENANCE | 931.2' |
| 5 | PARKING GARAGE A | 953.6' |
| 6 | ARFF & ELECTRICAL VAULT | 953.1' |
| 7 | ATCT | 1,045.1' |
| 8 | AIRCRAFT HANGAR | 988.2' |
| 9 | AIRCRAFT HANGAR | 997.4' |
| 0 | AIRCRAFT HANGAR | 972.7' |
| 1 | AIRCRAFT HANGAR | 974.2' |
| 2 | FBO TERMINAL | 968.8' |
| 3 | ASR | 959.3' |
| 4 | PARKING GARAGE B | 953.6' |
| 5 | FEDERAL INSPECTION FACILITY | 974.1' |
| 6 | NWIS FORECAST OFFICE | 958.3' |
| 7 | FDEX CARGO | 992.3' |
| 8 | FUEL FARM | 947.2' |
| 9 | DEICE & UNLEADED/DIESEL FUEL FARM | 953.6' |
| 0 | MAINTENANCE OFFICE | 948.7' |
| 1 | ANTENNA FARM | 1,041.2' |
| 2 | AIR CARGO | 998.0' |
| 3 | UPS CARGO | 983.5' |
| 4 | AIRCRAFT HANGAR | 985.0' |
| 5 | AIRCRAFT HANGAR | 995.0' |

SCAI

600 1200 1800 2400
FEET

NOTES:

- ALL POSITIONAL DATA REFERENCES NORTH AMERICAN DATUM OF 1983 (NAD83) AND NORTH AMERICAN VERTICAL DATUM 1988 (NGVD88).
- ALL ELEVATIONS SHOWN ARE AMSL.
- AERIAL MAPPING BY WOOLPERT, 2017.
- ROAD ELEVATIONS AS INDICATED INCLUDE CONSIDERATION OF VEHICLES PER CFR PART 77.
(15' FOR ROAD, 17' FOR INTERSTATE, 23' FOR RAILROAD)

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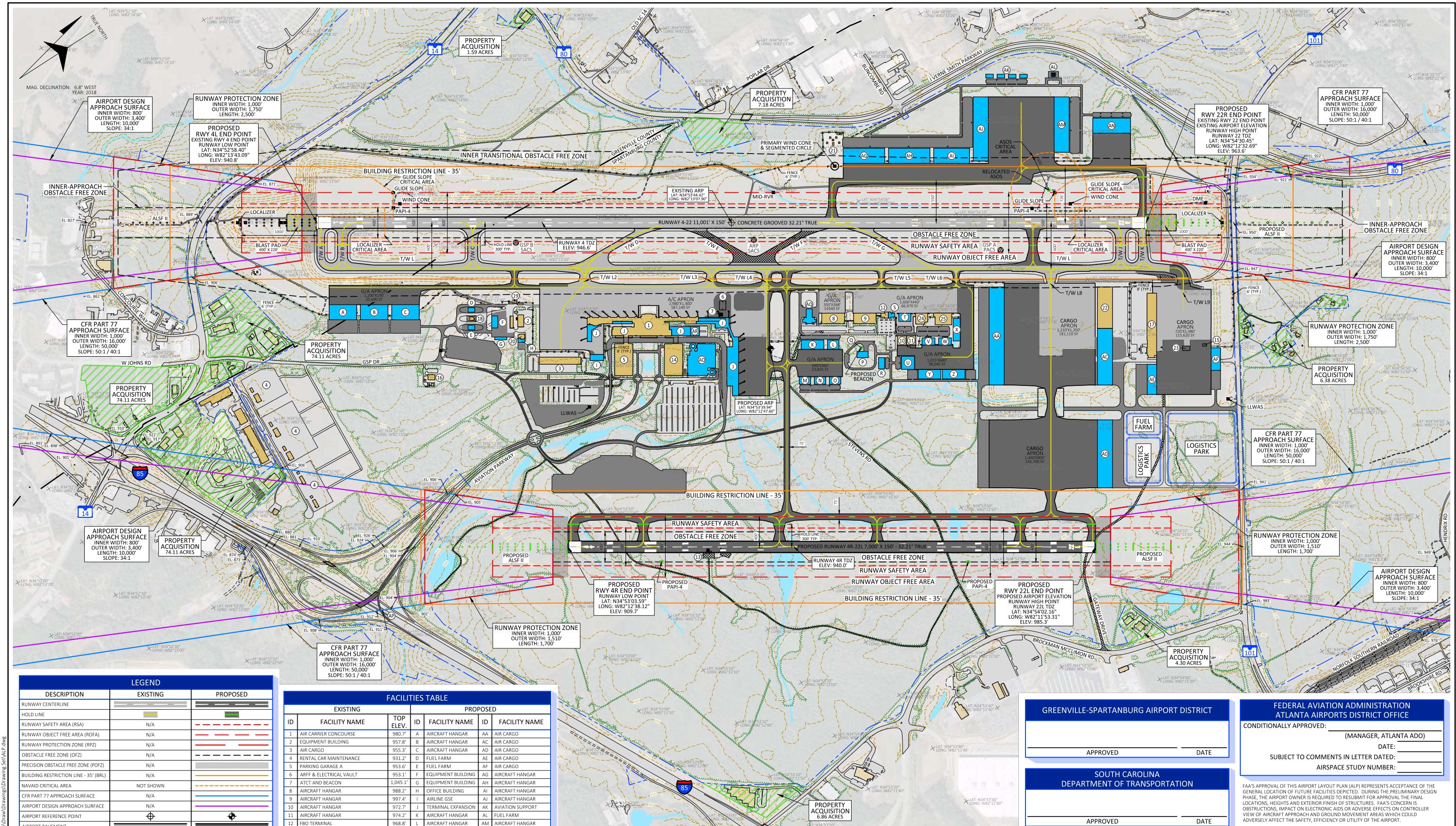
GREENVILLE-SPARTANBURG INTERNATIONAL AIRPORT
GREENVILLE, SOUTH CAROLINA

EXISTING AIRPORT LAYOUT

| | | | | |
|----------|-----------|----------|--------------|--------|
| SCALE: | 1" = 600' | DESIGN: | JM | SHEET: |
| DRAWN: | RGT | PROJECT: | 18219.00 | |
| CHECKED: | | DATE: | JANUARY 2020 | |



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SCALE
0 600 1200 1800 2400 FEET

NOTES:

- ALL POSITIONAL DATA REFERENCES NORTH AMERICAN DATUM OF 1983 (NAD83) AND NORTH AMERICAN VERTICAL DATUM 1988 (NGVD88).
- ALL ELEVATIONS SHOWN ARE MSL.
- AERIAL MAPPING BY WOOLPERT, 2017.
- ROAD ELEVATIONS AS INDICATED INCLUDE CONSIDERATION OF VEHICLES PER CFR PART 77. (15' FOR ROAD, 17' FOR INTERSTATE, 23' FOR RAILROAD)
- CLEARWAY AND STOPWAY ARE APPLIED AT GSP.
- "NO-ENTRY" SIGN TO BE CONSIDERED WEST OF T/W L ACROSS FROM L2 FOR RIM PURPOSES.
- RUNWAY 4R RPZ LAND USE INCOMPATIBILITY TO BE FURTHER EVALUATED.

| REV | DATE | DESCRIPTION | BY | SPONSOR |
|-----|------|-------------|----|---------|
| | | | | |

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| SCALE: | 1" = 600' | DESIGN: | JM | HEET: |
|----------|-----------|----------|--------------|-------|
| DRAWN: | RGT | PROJECT: | 18219.00 | |
| CHECKED: | | DATE: | JANUARY 2020 | |

2

GREENVILLE-SPARTANBURG AIRPORT DISTRICT

FEDERAL AVIATION ADMINISTRATION ATLANTA AIRPORTS DISTRICT OFFICE

CONDITIONALLY APPROVED: _____ (MANAGER, ATLANTA ADO)

DATE: _____

SUBJECT TO COMMENTS IN LETTER DATED: _____

AIRSPACE STUDY NUMBER: _____

FAA'S APPROVAL OF THIS AIRPORT LAYOUT PLAN (ALP) REPRESENTS ACCEPTANCE OF THE GENERAL LOCATION OF Future FACILITIES DEPICTED. DURING THE PRELIMINARY DESIGN PHASE, THE PLANNER MUST CONSIDER THE FINAL LOCATION, HEIGHT AND EXTERIOR FINISH OF STRUCTURES. FAIR CONSIDERATION OF OBSTRUCTIONS, IMPACT ON ELECTRONIC AIDS OR ADVERSE EFFECTS ON CONTROLLER VIEW OF AIRCRAFT APPROACH AND GROUND MOVEMENT AREAS WHICH COULD ADVERSELY AFFECT THE SAFETY, EFFICIENCY OR UTILITY OF THE AIRPORT.

SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION

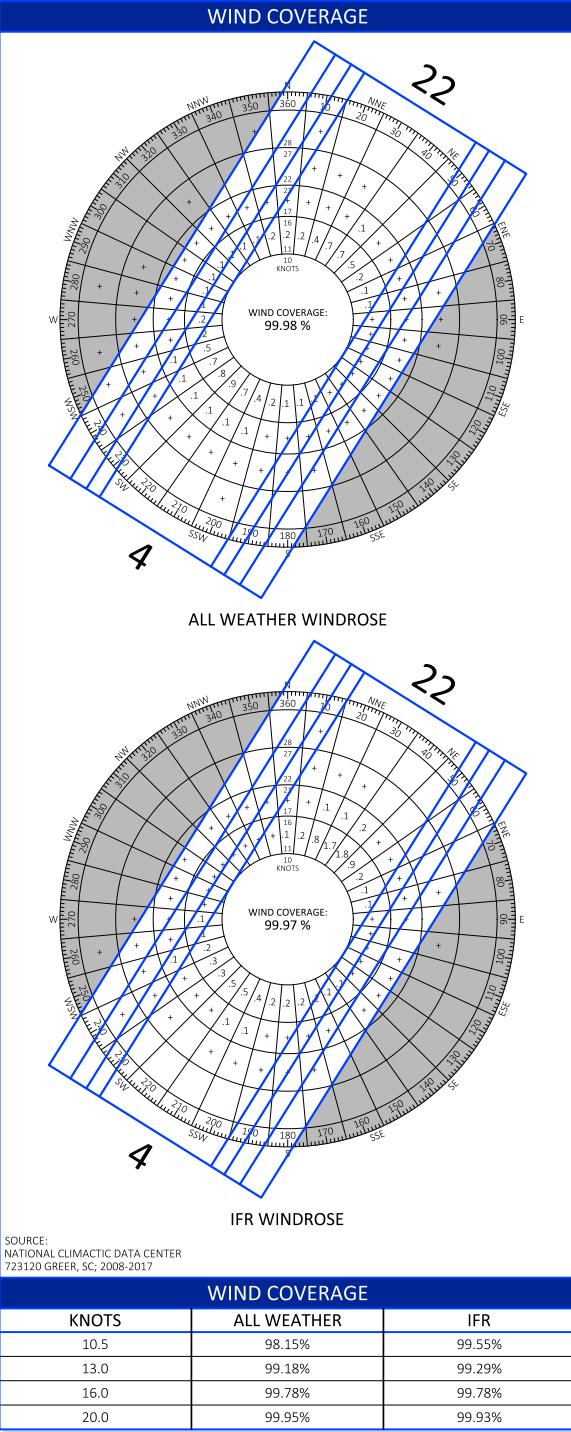
APPROVED DATE

GREENVILLE-SPARTANBURG INTERNATIONAL AIRPORT GREER, SOUTH CAROLINA

AIRPORT LAYOUT PLAN



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| ITEM | EXISTING | PROPOSED |
|--|--|--|
| AIRPORT REFERENCE CODE (ARC) | D-V | D-VI |
| MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH | 91° F | SAME |
| AIRPORT ELEVATION | 963.6' | 985.3' |
| AIRPORT NAVIGATIONAL AIDS | LOC, GS, PAPI4, REILS, ALSF II, MALSR, BEACON | LOC, GS, PAPI4, REILS, ALSF II, BEACON |
| AIRPORT REFERENCE POINT | LATITUDE N34°53'44.42" LONGITUDE W82°13'07.90" | N34°53'39.94" W82°12'47.60" |
| MISCELLANEOUS FACILITIES | ASOS, LIGHTED WIND CONE | SAME |
| Critical Aircraft | B 747-4F | B 747-8F |
| MAGNETIC VARIATION (SOURCE: NGS, 2018) | 6.8° W | SAME |
| NPIAS SERVICE LEVEL | SMALL HUB | SAME |
| STATE SERVICE LEVEL | COMMERCIAL SERVICE | SAME |
| COMBINED WIND COVERAGE (%) | ALL WEATHER 20.0 KNOTS - 99.95% IFR 20.0 KNOTS - 99.93% | SAME |
| TAXIWAY / TAXILANE WIDTH | 75' | SAME |
| TAXIWAY / TAXILANE SAFETY AREA (TSA) WIDTH | 214' | 262' |
| TAXIWAY OBJECT FREE AREA (TOFA) WIDTH | 320' | 386' |
| TAXILANE OBJECT FREE AREA (TLOFA) WIDTH | 276' | 334' |
| TAXIWAY EDGE SAFETY MARGIN (TESM) | 15' | 15' |
| TAXIWAY CENTERLINE TO PARALLEL TAXIWAY / TAXILANE CENTERLINE | 267' | 324' |
| TAXILANE CENTERLINE TO PARALLEL TAXILANE CENTERLINE | 245' | 298' |
| TAXIWAY LIGHTING | HITL | SAME |
| TAXIWAY MARKING | STANDARD | SAME |
| TAXIWAY SURFACE TYPE | ASPHALT/CONCRETE | SAME |

| RUNWAY ID | STANDARD RSA LENGTH BEYOND RUNWAY END | ACTUAL RSA | | RSA DETERMINATION | DATE APPROVED |
|------------------------|---------------------------------------|--------------------------|--|-------------------|---------------|
| | | LENGTH BEYOND RUNWAY END | VIOLATIONS TO RSA ALONG SIDE OF RUNWAY | | |
| RUNWAY 4-22 | | | | | |
| 4 | 1,000' | 1,000' | NONE | N/A | N/A |
| 22 | 1,000' | 1,000' | NONE | | |
| PROPOSED RUNWAY 4R-22L | | | | | |
| 4R | 1,000' | 1,000' | NONE | N/A | N/A |
| 22L | 1,000' | 1,000' | NONE | | |

| APPROACH END ID | TORA | TODA | ASDA | LDA | LDA | | ASDA | DATE APPROVED |
|------------------------|---------|---------|---------|---------|-------------------------|---------------------|--------|---------------|
| | | | | | APPROACH END RSA LENGTH | STOP END RSA LENGTH | | |
| RUNWAY 4-22 | | | | | | | | |
| 4 | 11,001' | 11,001' | 11,001' | 11,001' | 1,000' | 1,000' | 1,000' | N/A |
| 22 | 11,001' | 11,001' | 11,001' | 11,001' | 1,000' | 1,000' | 1,000' | |
| PROPOSED RUNWAY 4R-22L | | | | | | | | |
| 4R | 7,000' | 7,000' | 7,000' | 7,000' | 1,000' | 1,000' | 1,000' | |
| 22L | 7,000' | 7,000' | 7,000' | 7,000' | 1,000' | 1,000' | 1,000' | N/A |

| ITEM | RUNWAY 4-22 | RUNWAY 4L-22R | RUNWAY 4R-22L |
|---------------------------------|--|------------------------|--|
| | EXISTING | PROPOSED | PROPOSED |
| APPROACH REFERENCE CODE (APRC) | D/VI/1600 | SAME | D/IV/4000 |
| DEPARTURE REFERENCE CODE (DPRC) | D/VI | SAME | D/V |
| Critical Aircraft | B 747-4F | B 747-8F | B 747-8F |
| PAVEMENT STRENGTH | PCN | 65/R/B/W/T | SAME |
| SINGLE WHEEL | 100,000 | SAME | |
| DOUBLE WHEEL | 210,000 | SAME | |
| DOUBLE TANDEM | 625,000 | SAME | |
| DUAL DOUBLE TANDEM | 975,000 | SAME | |
| SURFACE TYPE | ASPHALT/CONCRETE GROOVED | SAME | |
| EFFECTIVE RUNWAY GRADIENT | 0.2% | SAME | 1.1% |
| MAXIMUM GRADE CHANGE | 2.6% | SAME | 1.5% |
| RUNWAY BEARING | 32.21° TRUE | SAME | 32.21° TRUE |
| WIND COVERAGE (%) | ALL WEATHER 20.0 KN - 59.13% / 62.84% IFR 20.0 KN - 58.32% / 64.16% | SAME | 20.0 KN - 59.13% / 62.84% 20.0 KN - 58.32% / 64.16% |
| RUNWAY LENGTH | 11,001' | SAME | 7,000' |
| RUNWAY WIDTH | 150' | SAME | 150' |
| RUNWAY SHOULDER WIDTH | 35' | SAME | NONE |
| DISPLACED THRESHOLD | N/A | N/A | N/A |
| RUNWAY END COORDINATES | LATITUDE 4 - N34°52'58.40" LONGITUDE 4 - W82°13'43.09" | SAME | 4R - N34°53'03.59" 4R - W82°12'38.12" |
| | LATITUDE 22 - N34°54'30.45" LONGITUDE 22 - W82°12'32.69" | SAME | 22L - N34°54'02.16" 22L - W82°11'53.31" |
| RUNWAY LIGHTING | HIRL | SAME | HIRL |
| RUNWAY MARKING | PRECISION | SAME | PRECISION |
| CFR PART 77 APPROACH TYPE | PRECISION | SAME | PRECISION |
| CFR PART 77 APPROACH CATEGORY | 50:1 - 40:1 | SAME | 50:1 - 40:1 |
| VISIBILITY MINIMUMS | RWY 4 - 1/2 MILE RWY 22 - 1/2 MILE | SAME | RWY 4R - 1/2 MILE RWY 22L - 1/2 MILE |
| TYPE OF AERONAUTICAL SURVEY | VERTICALLY GUIDED | SAME | VERTICALLY GUIDED |
| RUNWAY DEPARTURE SURFACE | YES | SAME | YES |
| AIRPORT DESIGN APPROACH SURFACE | #5, #6 | SAME | #5, #6 |
| RUNWAY PROTECTION ZONE (RPZ) | INNER WIDTH 1,000' OUTER WIDTH 1,750' LENGTH 2,500' | SAME | 1,000' 1,510' 1,700' |
| RUNWAY OBJECT FREE AREA (ROFA) | LENGTH BEYOND RUNWAY 1,000' WIDTH 800' | SAME | 1,000' 800' |
| RUNWAY SAFETY AREA (RSA) | LENGTH BEYOND RUNWAY 1,000' WIDTH 500' | SAME | 1,000' 500' |
| OBSTACLE FREE ZONE (OFZ) | LENGTH BEYOND RUNWAY 200' WIDTH 400' | SAME | 200' 400' |
| VISUAL APPROACH AIDS | ALSF II, PAPI-4 / MALSR, PAPI-4 | SAME / ALSF II, PAPI-4 | ALSF II, PAPI-4 / ALSF II, PAPI-4 |
| INSTRUMENT APPROACH AIDS | LOC, GS / LOC, GS | SAME | |
| MAXIMUM ELEVATION | 963.6' | SAME | 985.3' |
| RUNWAY END ELEVATIONS | 940.8' / 963.6' | SAME | 909.7' / 985.3' |
| DISPLACED THRESHOLD ELEVATION | N/A | N/A | N/A |
| TOUCH DOWN ZONE (TDZ) ELEVATION | 946.7' / 963.6' | SAME | 940.0' / 985.3' |
| LINE OF SIGHT VIOLATIONS | N/A | N/A | N/A |

* LOWER VISIBILITY MINIMUM ACHIEVABLE WITH SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION.

| | | | |
|----------|------|-------------|--------------|
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| | | | |
| | | | |
| REV | DATE | DESCRIPTION | BY SPONSOR |
| | | | |
| | | | |
| | | | |
| | | | |
| SCALE: | None | DESIGN: | JM |
| DRAWN: | RGT | PROJECT: | 18219.00 |
| CHECKED: | | DATE: | JANUARY 2020 |

McFarland Johnson
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BINGHAMTON, NEW YORK 13902 www.mjinc.com

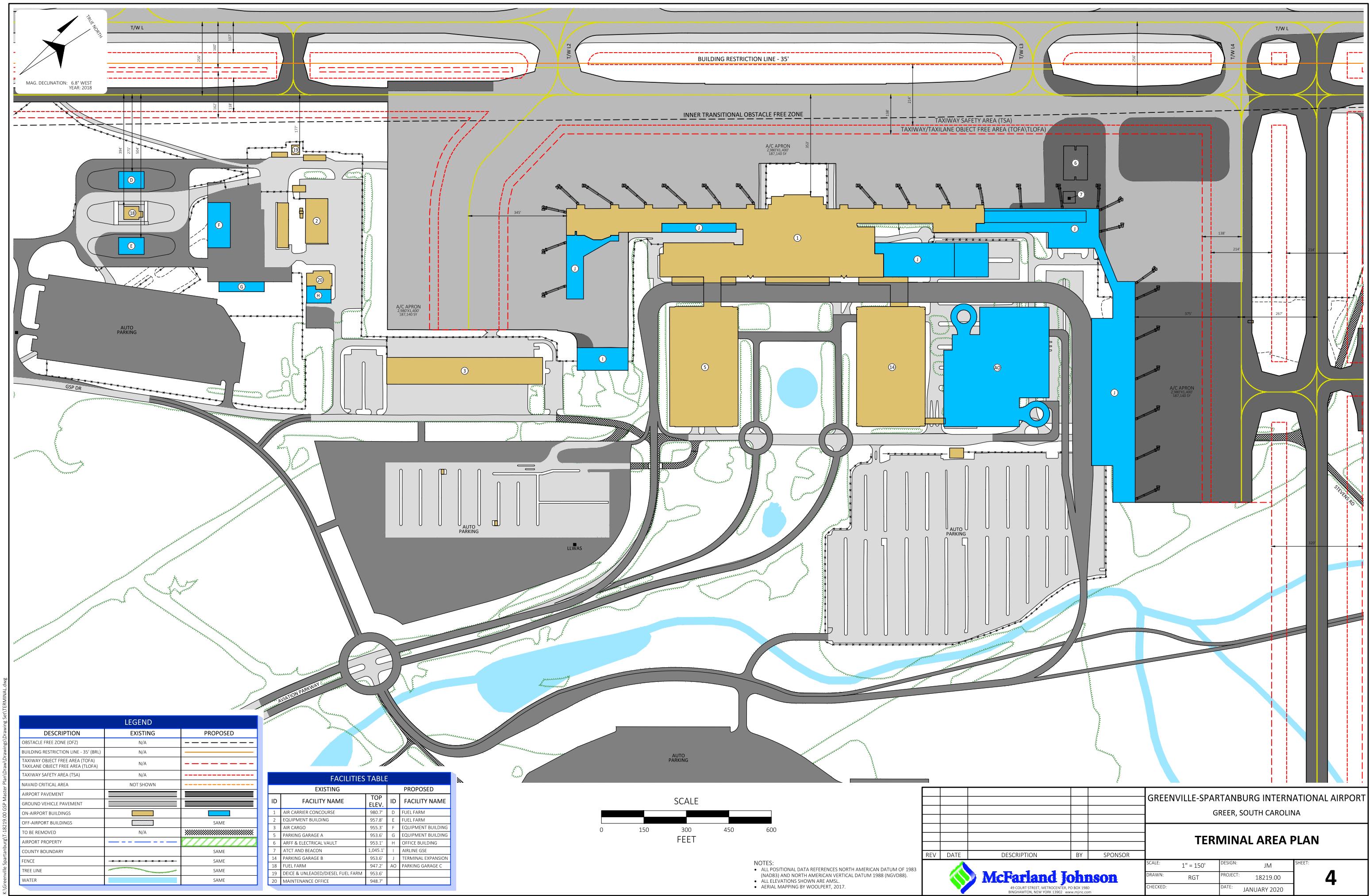
GREENVILLE-SPARTANBURG INTERNATIONAL AIRPORT
GREER, SOUTH CAROLINA

AIRPORT DATA

3

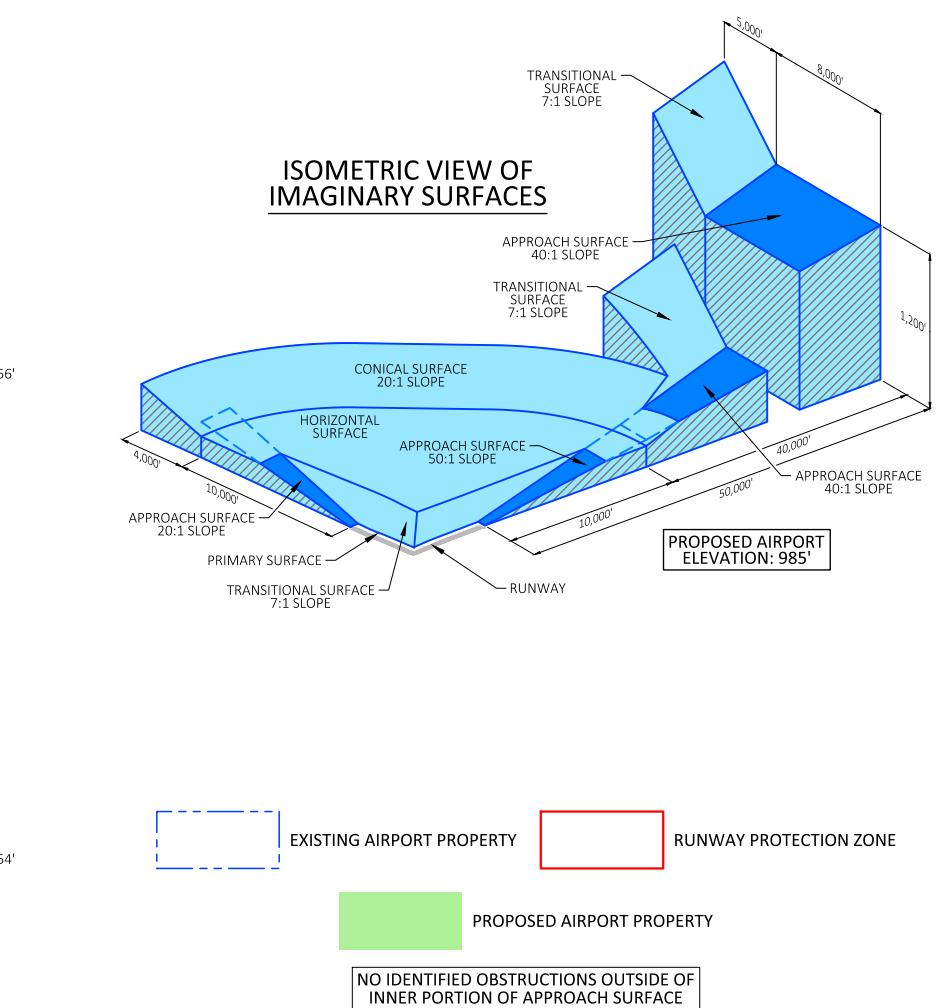
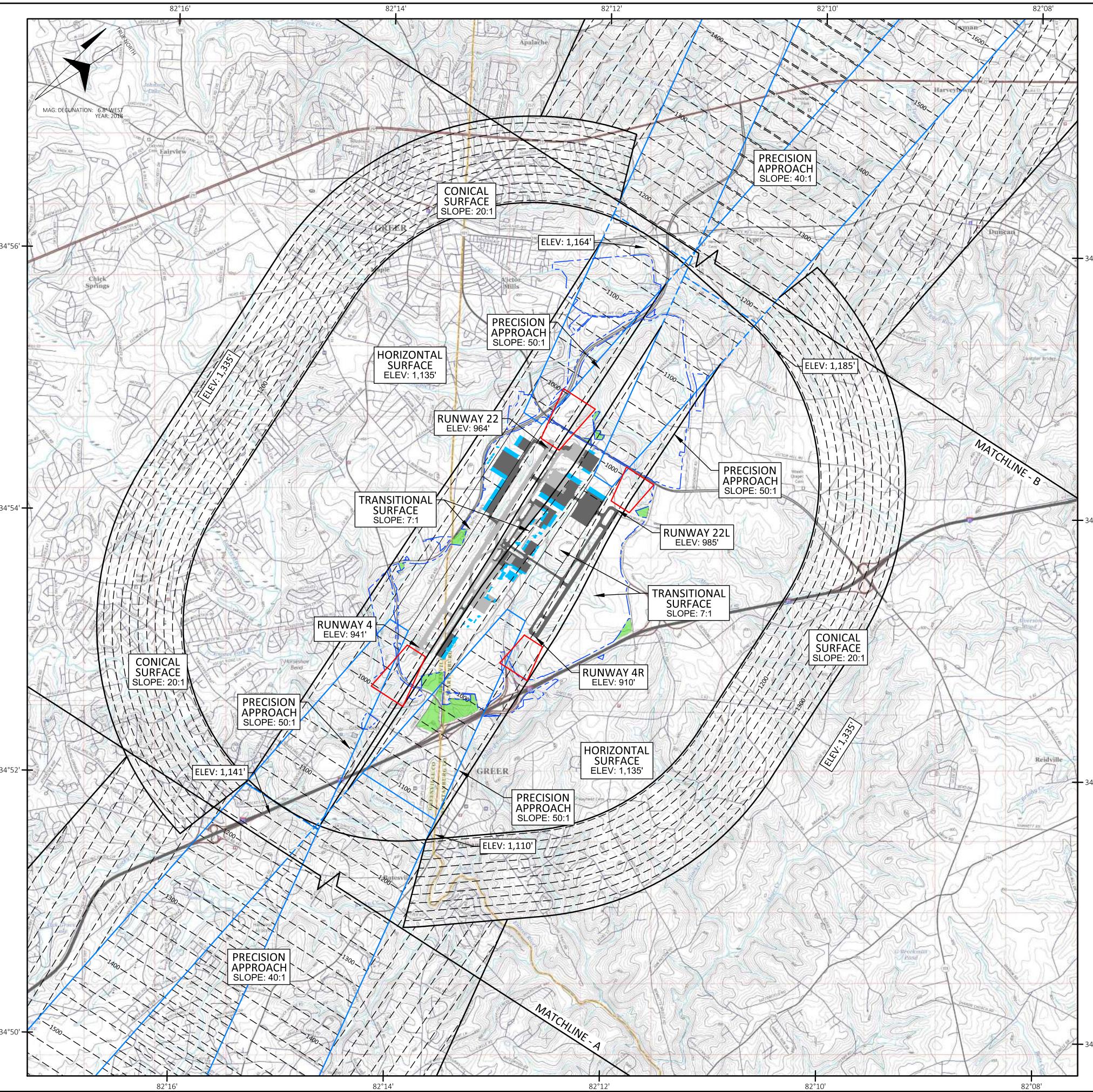


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| USGS QUADRANGLES | |
|------------------------------------|-----------------------------------|
| TAYLORS, SOUTH CAROLINA 2017 | GREER, SOUTH CAROLINA 2017 |
| MAULDIN, SOUTH CAROLINA 2017 | PELHAM, SOUTH CAROLINA 2017 |



NOTES:

- FOR INNER APPROACH OBSTRUCTIONS PLEASE REFER TO SHEET 7 THRU 10.
- ALL POSITIONAL DATA REFERENCES NORTH AMERICAN DATUM OF 1983 (NAD83) AND NORTH AMERICAN VERTICAL DATUM 1988 (NGVD88).
- ALL ELEVATIONS SHOWN ARE AMSL.
- AERIAL MAPPING BY WOOLPERT, 2017
- REFER TO GREENVILLE-SPARTANBURG AIRPORT ENVIRONS AREA ZONING ORDINANCE, 1999.

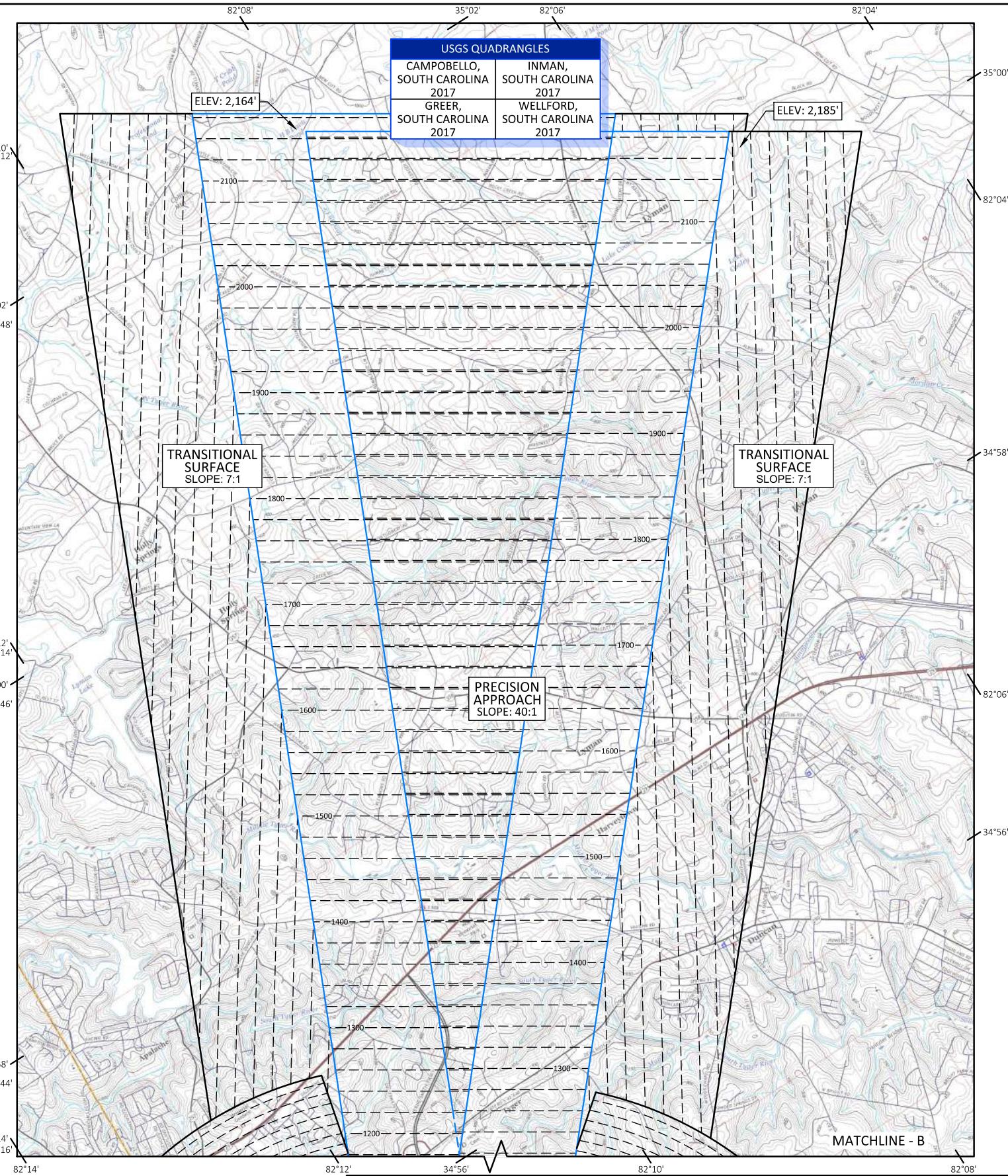
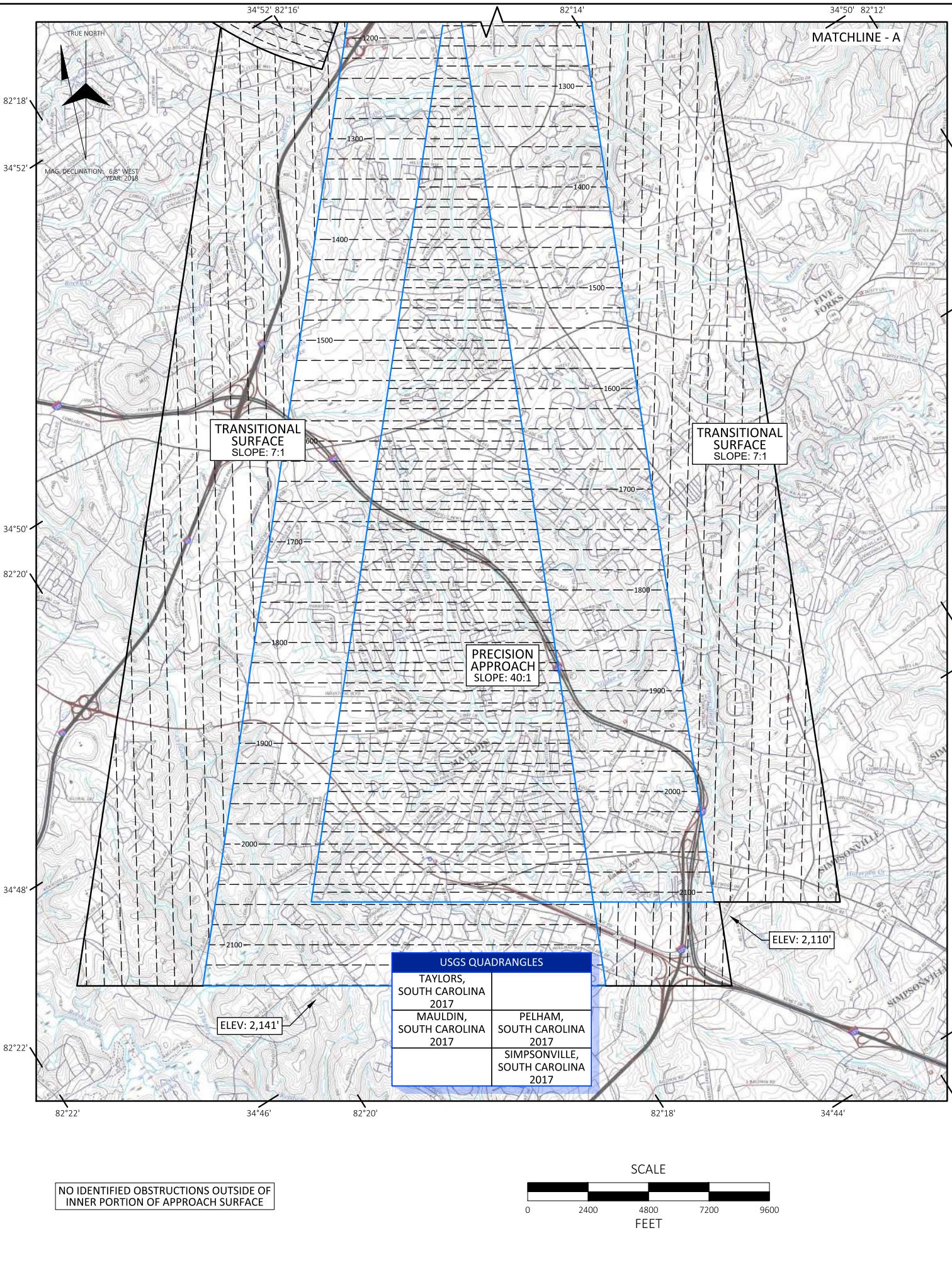
| | | | | |
|---|--------------|-------------|--------------|---------|
| GREENVILLE-SPARTANBURG INTERNATIONAL AIRPORT GREER, SOUTH CAROLINA | | | | |
| AIRPORT AIRSPACE PLAN | | | | |
| REV | DATE | DESCRIPTION | BY | SPONSOR |
| 1 | JANUARY 2020 | | JM | |
| DRAWN: | RGT | PROJECT: | 18219.00 | |
| CHECKED: | | DATE: | JANUARY 2020 | |

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5



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NOTES:

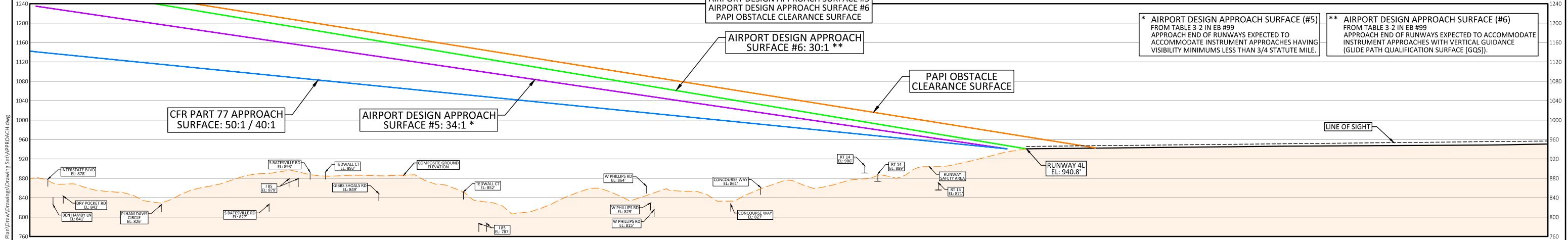
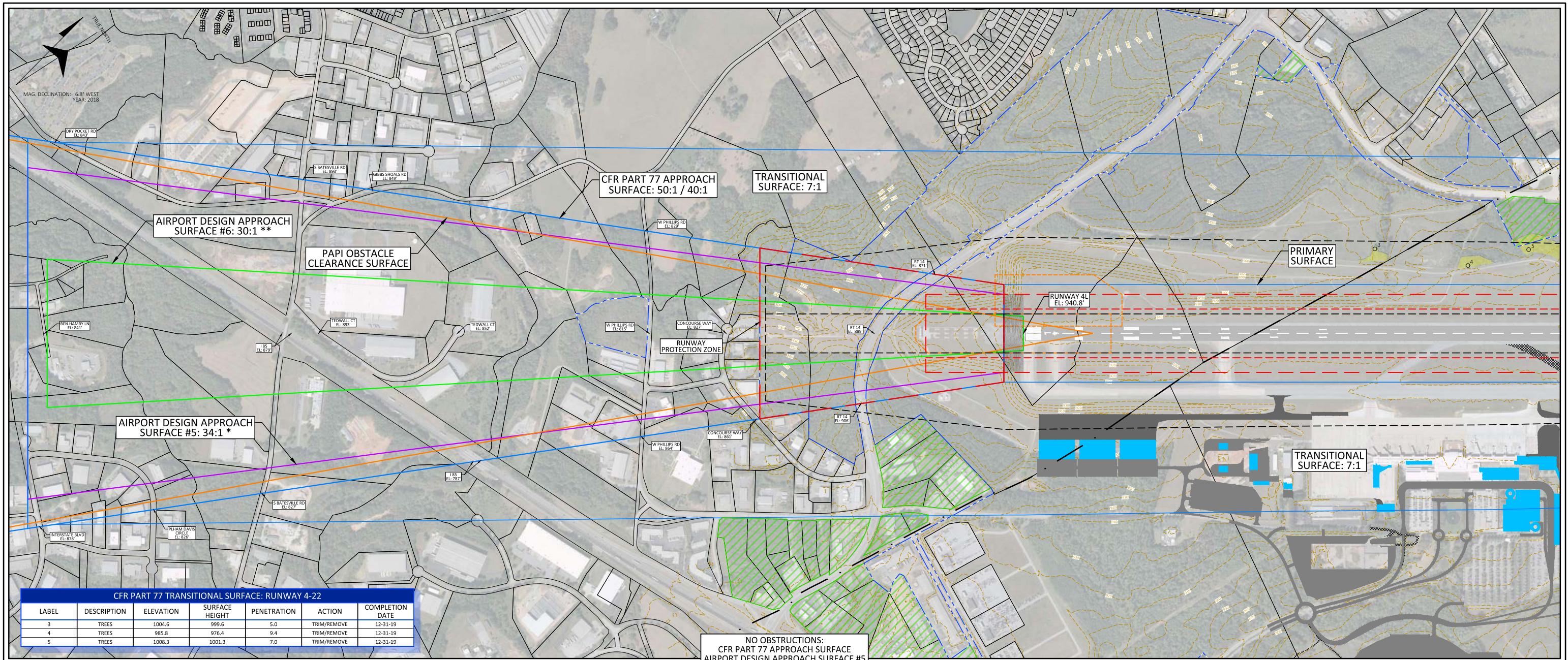
- FOR INNER APPROACH OBSTRUCTIONS PLEASE REFER TO SHEET 7 THRU 10.
- ALL POSITIONAL DATA REFERENCES NORTH AMERICAN DATUM OF 1983 (NAD83) AND NORTH AMERICAN VERTICAL DATUM 1988 (NGVD88).
- ALL ELEVATIONS SHOWN ARE AMSL.
- AERIAL MAPPING BY WOOLPERT, 2017.

The logo for McFarland Johnson, featuring a stylized green and blue geometric design followed by the company name in a bold, sans-serif font.

| | | | |
|--|-------------|----------|-----------------|
| GREENVILLE-SPARTANBURG INTERNATIONAL AIRPORT | | | |
| GREER, SOUTH CAROLINA | | | |
| OUTER AIRPORT AIRSPACE PLAN | | | |
| SCALE: | 1" = 2,400' | DESIGN: | JM |
| DRAWN: | RGT | PROJECT: | 18219.00 |
| CHECKED: | | DATE: | JANUARY 2020 |
| | | | SHEET: 6 |



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| LEGEND | | | | | |
|----------------------------------|--------|-------------------------------------|--------|-------------------------------------|--------|
| DESCRIPTION | SYMBOL | DESCRIPTION | SYMBOL | DESCRIPTION | SYMBOL |
| RUNWAY SAFETY AREA (RSA) | | OBSTACLE FREE ZONE (OFZ) | | CFR PART 77 OBSTRUCTIONS | |
| RUNWAY OBJECT FREE AREA (ROFA) | | PRECISION OBSTACLE FREE ZONE (POFZ) | | CFR PART 77 VEGETATION OBSTRUCTIONS | |
| RUNWAY PROTECTION ZONE (RPZ) | | PROPOSED NAVADA CRITICAL AREA | | COUNTY BOUNDARY | |
| PROPOSED AIRPORT PAVEMENT | | EXISTING AIRPORT PROPERTY | | PARCEL BOUNDARY | |
| PROPOSED GROUND VEHICLE PAVEMENT | | PROPOSED AIRPORT PROPERTY | | GROUND ELEVATION CONTOURS (10') | |
| TO BE REMOVED | | PROPOSED AIRPORT BUILDINGS | | | |

- NOTES:

 - ALL POSITIONAL DATA REFERENCES NORTH AMERICAN DATUM OF 1983 (NAD83) AND NORTH AMERICAN VERTICAL DATUM 1988 (NGVD88).
 - ALL ELEVATIONS SHOWN ARE AMSL.
 - AERIAL MAPPING BY WOOPERT, 2017.
 - ROAD ELEVATIONS AS INDICATED INCLUDE CONSIDERATION OF VEHICLES PER CFR PART 77, (15' FOR ROAD, 17' FOR INTERSTATE, 23' FOR RAILROAD).
 - TREES WITHIN 10' OF SURFACE IDENTIFIED AS OBSTRUCTIONS.
 - COMPOSITE GROUND ELEVATION PROFILE LIMITED TO CFR PART 77 APPROACH SURFACE.

BEEENVILLE-SPARTANBURG INTERNATIONAL AIRPORT

GREER, SOUTH CAROLINA

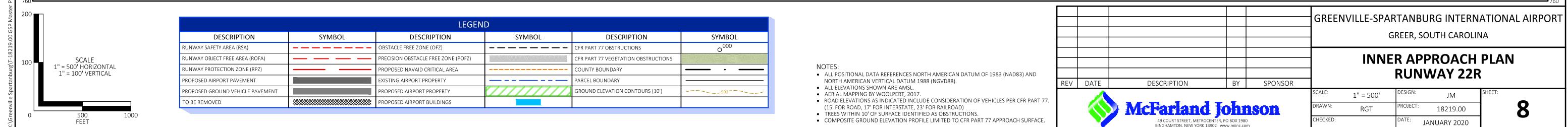
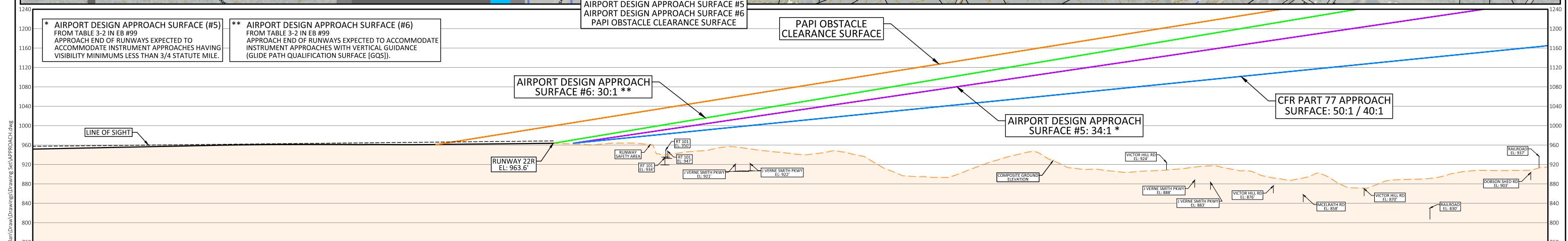
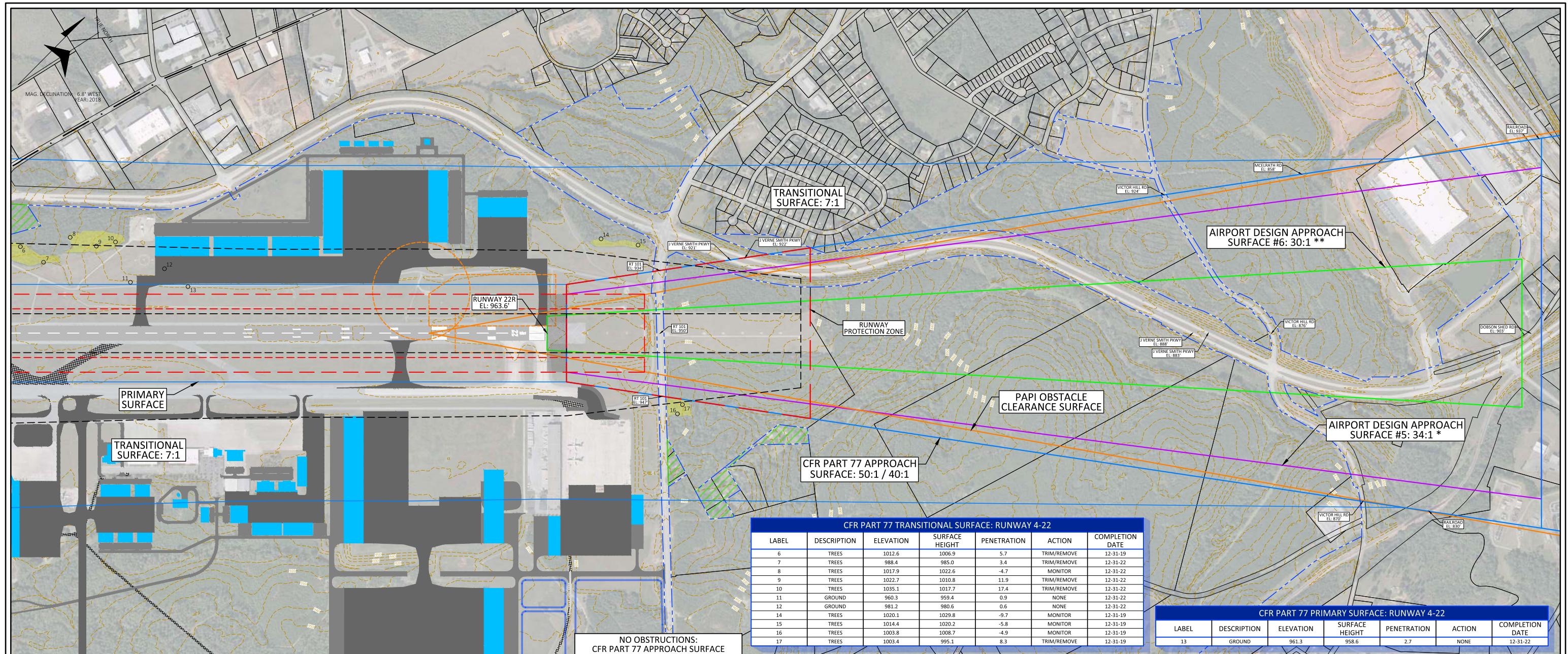
INNER APPROACH PLAN RUNWAY 4L

| | | | | |
|-------|-----------|----------|--------------|--------|
| LE: | 1" = 500' | DESIGN: | JM | SHEET: |
| WN: | RGT | PROJECT: | 18219.00 | 7 |
| CKED: | | DATE: | JANUARY 2020 | |



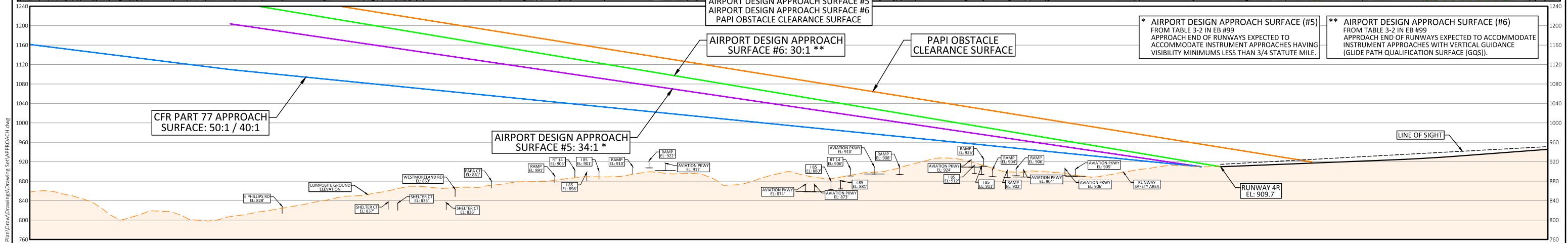
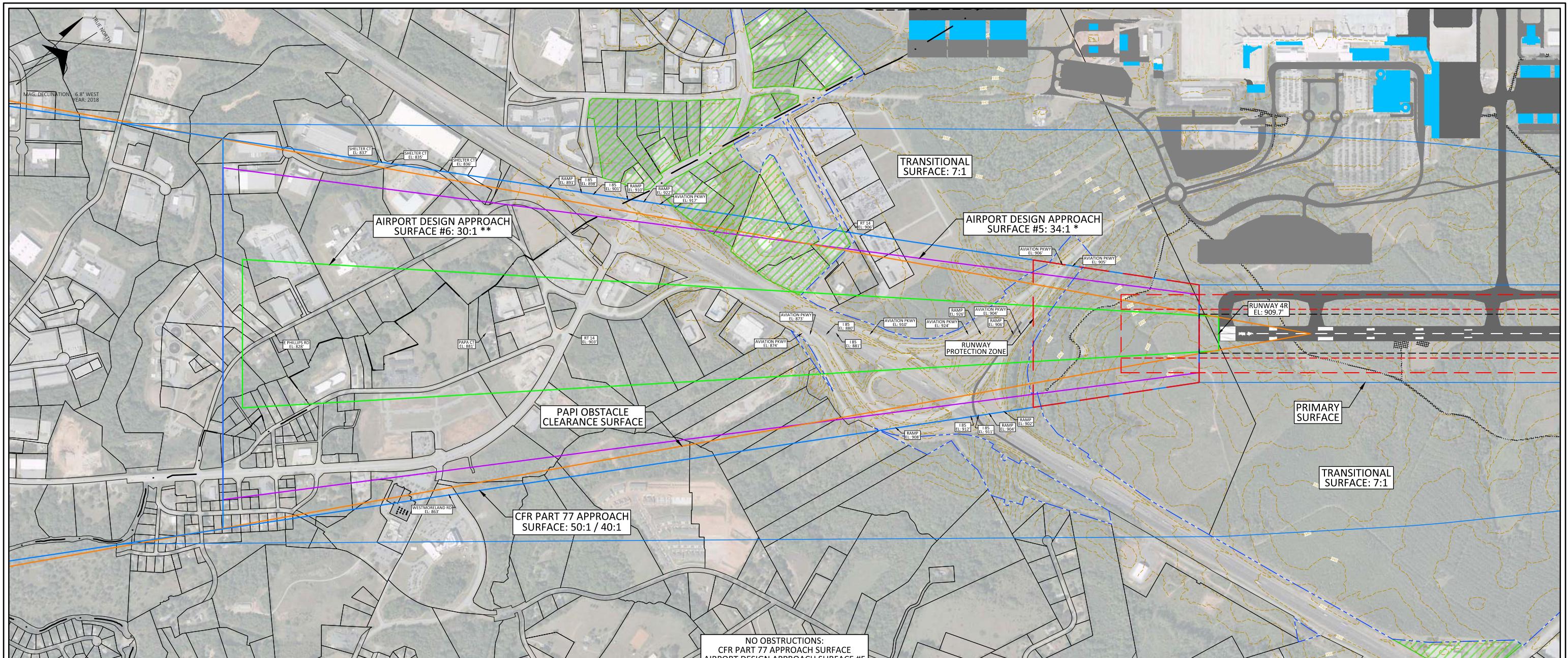


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| LEGEND | | | | | |
|----------------------------------|--------|-------------------------------------|--------|-------------------------------------|-----------|
| DESCRIPTION | SYMBOL | DESCRIPTION | SYMBOL | DESCRIPTION | SYMBOL |
| RUNWAY SAFETY AREA (RSA) | --- | OBSTACLE FREE ZONE (OFZ) | - - - | CFR PART 77 OBSTRUCTIONS | ○○○ |
| RUNWAY OBJECT FREE AREA (ROFA) | --- | PRECISION OBSTACLE FREE ZONE (POFZ) | --- | CFR PART 77 VEGETATION OBSTRUCTIONS | ██████ |
| RUNWAY PROTECTION ZONE (RPZ) | --- | PROPOSED NAVAD CRITICAL AREA | - - - | COUNTY BOUNDARY | — — — |
| PROPOSED AIRPORT PAVEMENT | █ | EXISTING AIRPORT PROPERTY | — | PARCEL BOUNDARY | — — |
| PROPOSED GROUND VEHICLE PAVEMENT | █ | PROPOSED AIRPORT PROPERTY | ██████ | GROUND ELEVATION CONTOURS (10') | — - - - - |
| TO BE REMOVED | ☒☒☒☒☒☒ | PROPOSED AIRPORT BUILDINGS | █ | | |

SCALE
1" = 500' HORIZONTAL
1" = 100' VERTICAL
0 500 FEET

NOTES:

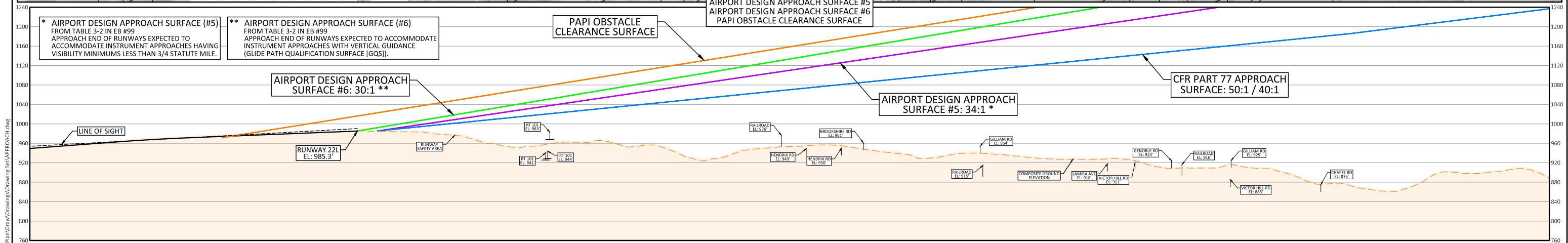
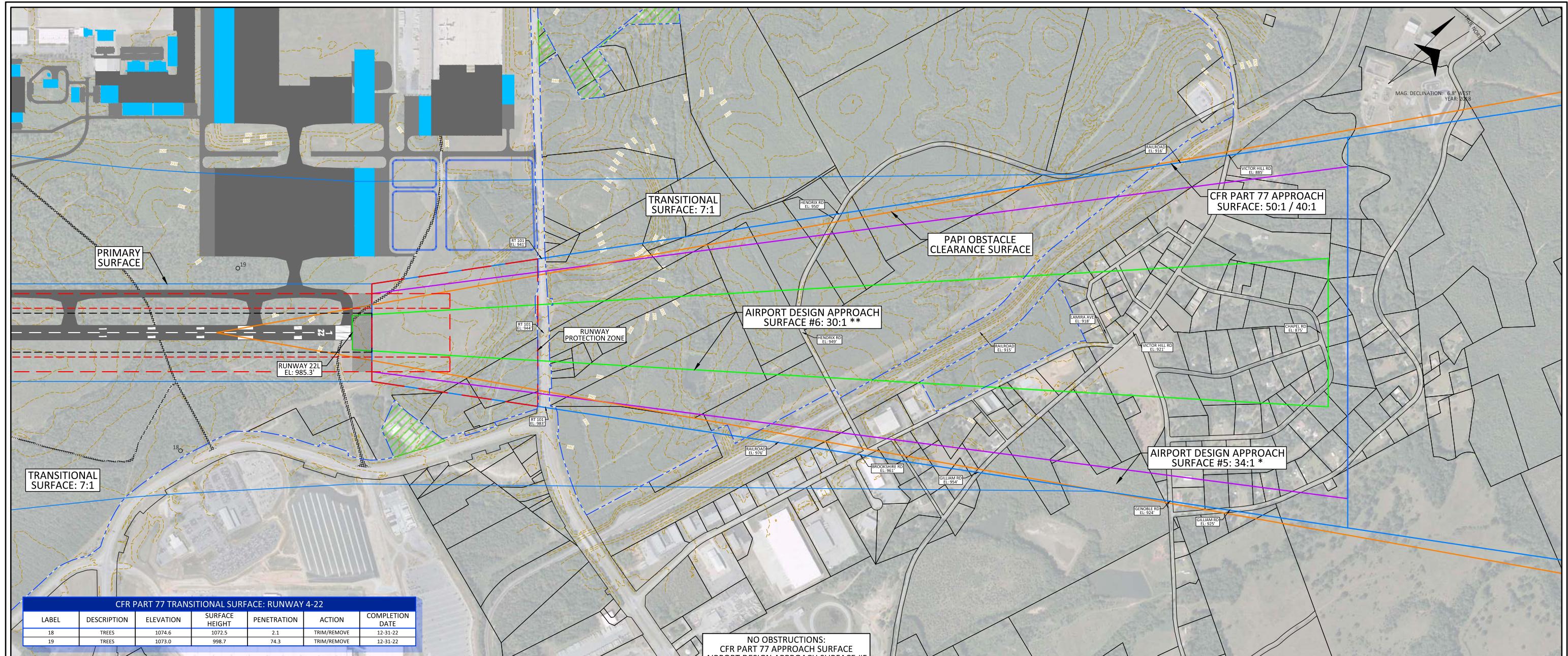
- ALL POSITIONAL DATA REFERENCES NORTH AMERICAN DATUM OF 1983 (NAD83) AND NORTH AMERICAN VERTICAL DATUM 1988 (NGVD88).
- ALL ELEVATIONS SHOWN ARE AMSL.
- AERIAL MAPPING BY WOOLPERT, 2017.
- ROAD ELEVATIONS AS INDICATED INCLUDE CONSIDERATION OF VEHICLES PER CFR PART 77. (15' FOR ROAD, 17' FOR INTERSTATE, 23' FOR RAILROAD)
- TREES WITHIN 10' OF SURFACE IDENTIFIED AS OBSTRUCTIONS.
- COMPOSITE GROUND ELEVATION PROFILE LIMITED TO CFR PART 77 APPROACH SURFACE.

GREENVILLE-SPARTANBURG INTERNATIONAL AIRPORT
GREER, SOUTH CAROLINA
**INNER APPROACH PLAN
RUNWAY 4R**
REV DATE DESCRIPTION BY SPONSOR
McFarland Johnson
49 COURT STREET, METROCENTER, PO BOX 1380
BINGHAMTON, NEW YORK 13902, www.mjinc.com
SCALE: 1" = 500' DESIGN: JM SHEET:
DRAWN: RGT PROJECT: 18219.00
CHECKED: DATE: JANUARY 2020

9



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| LEGEND | | | | | | GREENVILLE-SPARTANBURG INTERNATIONAL AIRPORT GREER, SOUTH CAROLINA | | | | |
|----------------------------------|-----------|-------------------------------------|-----------|-------------------------------------|--------|---|------|-------------|----|---------|
| DESCRIPTION | SYMBOL | DESCRIPTION | SYMBOL | DESCRIPTION | SYMBOL | REV | DATE | DESCRIPTION | BY | SPONSOR |
| RUNWAY SAFETY AREA (RSA) | - - - | OBSTACLE FREE ZONE (OFZ) | - - - | CFR PART 77 OBSTRUCTIONS | ○○○ | | | | | |
| RUNWAY OBJECT FREE AREA (ROFA) | - - - - - | PRECISION OBSTACLE FREE ZONE (POFZ) | — — — — — | CFR PART 77 VEGETATION OBSTRUCTIONS | ■■■■■ | | | | | |
| RUNWAY PROTECTION ZONE (RPZ) | - - - - - | PROPOSED NAVADA CRITICAL AREA | - - - - - | COUNTY BOUNDARY | — — — | | | | | |
| PROPOSED AIRPORT PAVEMENT | █ | EXISTING AIRPORT PROPERTY | — — — | PARCEL BOUNDARY | — — — | | | | | |
| PROPOSED GROUND VEHICLE PAVEMENT | █ | PROPOSED AIRPORT PROPERTY | █ | GROUND ELEVATION CONTOURS (10') | — — — | | | | | |
| TO BE REMOVED | ☒☒☒☒☒☒ | PROPOSED AIRPORT BUILDINGS | █ | | | | | | | |

NOTES:

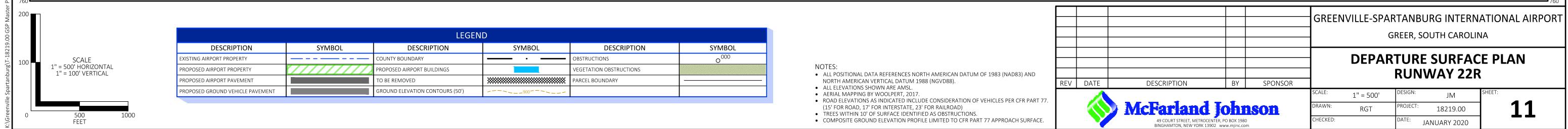
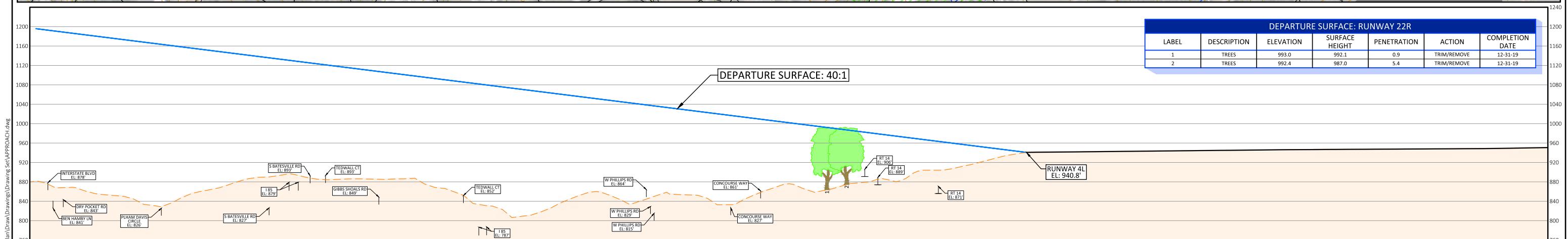
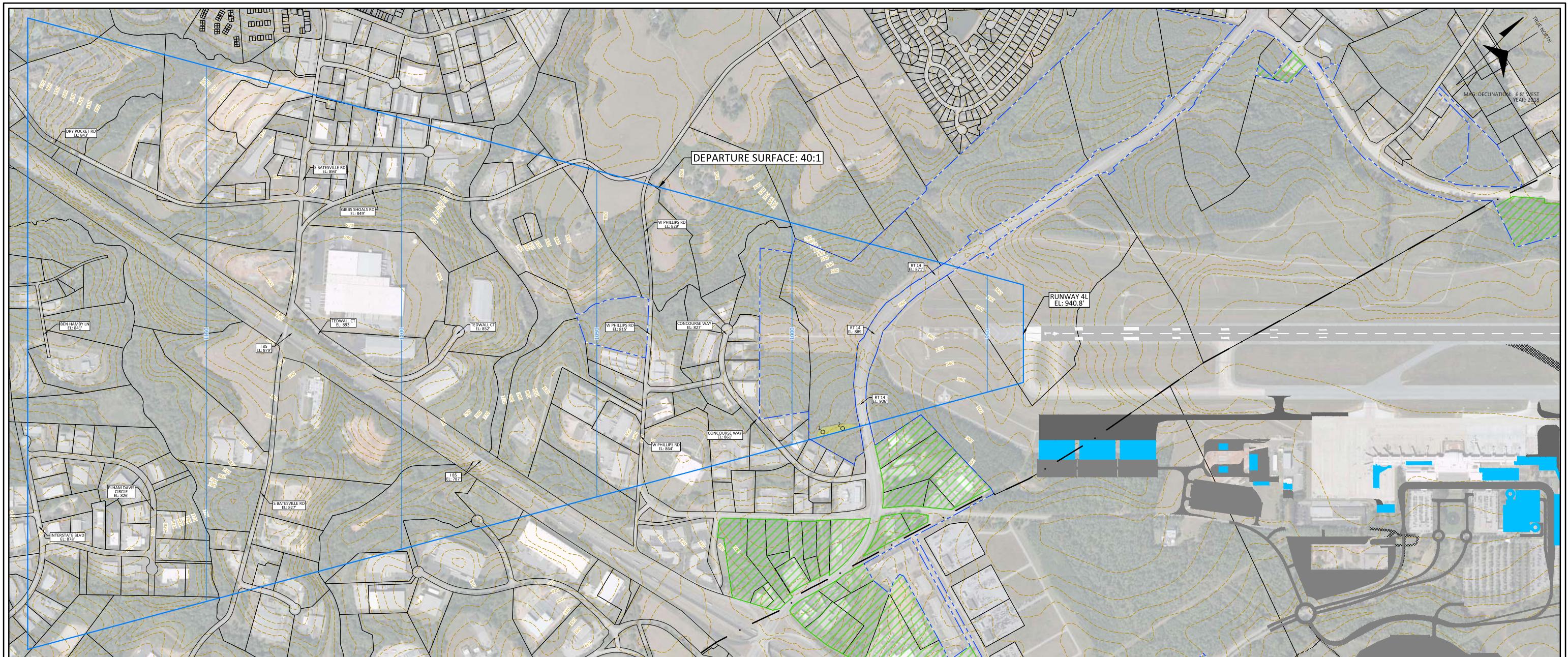
- ALL POSITIONAL DATA REFERENCES NORTH AMERICAN DATUM OF 1983 (NAD83) AND NORTH AMERICAN VERTICAL DATUM 1988 (NGVD88).
- ALL ELEVATIONS SHOWN ARE AMSL.
- AERIAL MAPPING BY WOOLPERT, 2017.
- ROAD ELEVATIONS AS INDICATED INCLUDE CONSIDERATION OF VEHICLES PER CFR PART 77. (15' FOR ROAD, 17' FOR INTERSTATE, 23' FOR RAILROAD)
- TREES WITHIN 10' OF SURFACE IDENTIFIED AS OBSTRUCTIONS.
- COMPOSITE GROUND ELEVATION PROFILE LIMITED TO CFR PART 77 APPROACH SURFACE.

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10

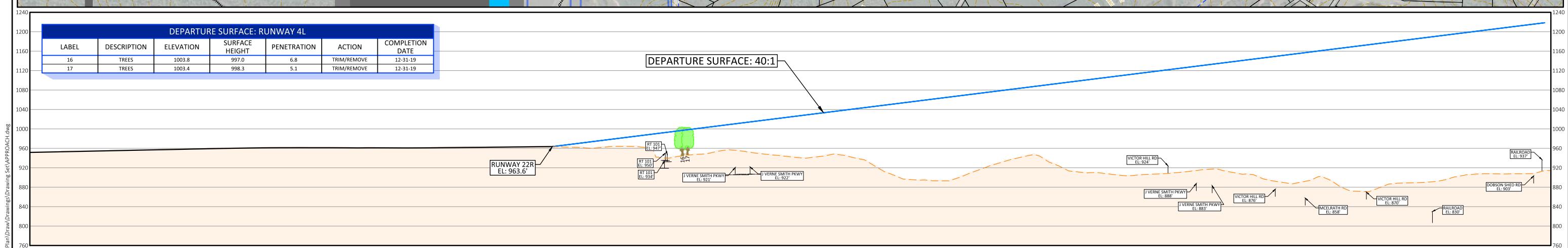
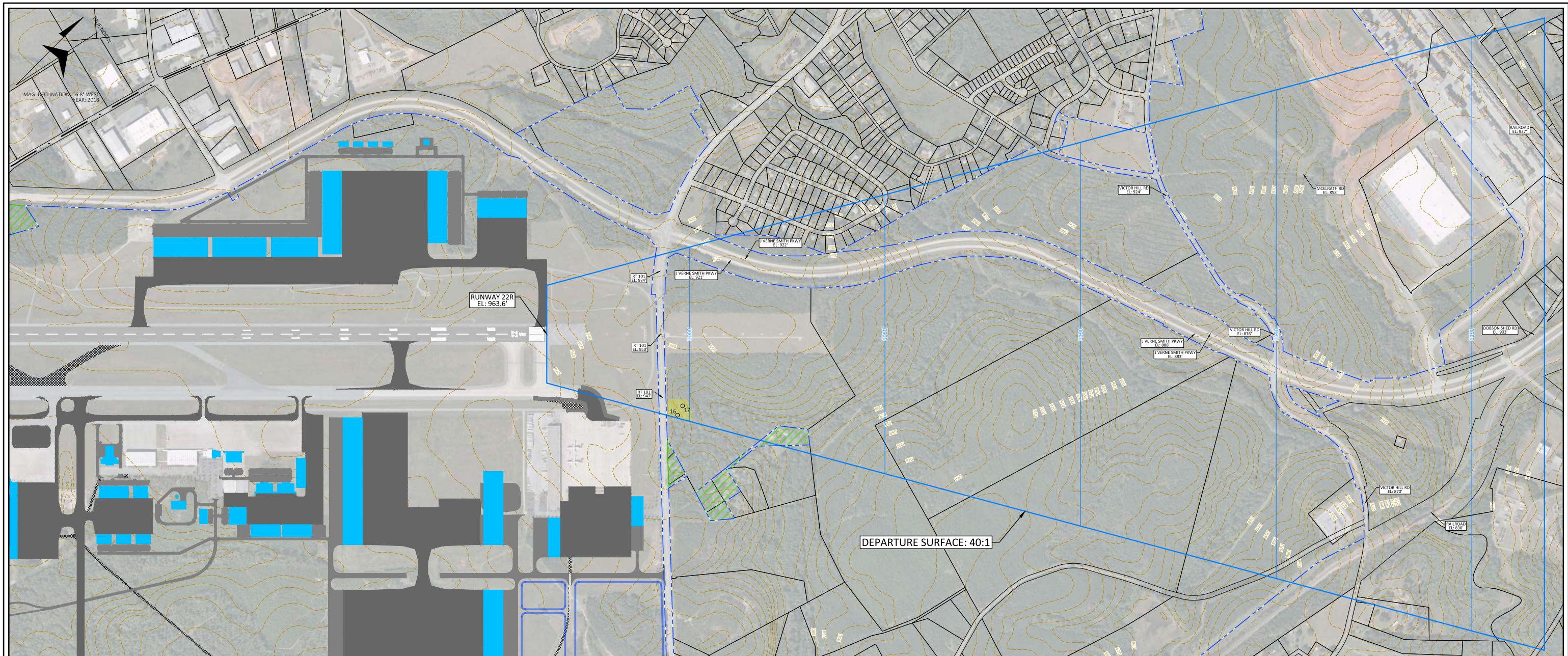


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| LEGEND | | | | | |
|----------------------------------|--------|---------------------------------|--------|-------------------------|--------|
| DESCRIPTION | SYMBOL | DESCRIPTION | SYMBOL | DESCRIPTION | SYMBOL |
| EXISTING AIRPORT PROPERTY | | COUNTY BOUNDARY | | OBSTRUCTIONS | |
| PROPOSED AIRPORT PROPERTY | | PROPOSED AIRPORT BUILDINGS | | VEGETATION OBSTRUCTIONS | |
| PROPOSED AIRPORT PAVEMENT | | TO BE REMOVED | | PARCEL BOUNDARY | |
| PROPOSED GROUND VEHICLE PAVEMENT | | GROUND ELEVATION CONTOURS (50') | | | |

- NOTES:

 - ALL POSITIONAL DATA REFERENCES NORTH AMERICAN DATUM OF 1983 (NAD83) AND NORTH AMERICAN VERTICAL DATUM 1988 (NGVD88).
 - ALL ELEVATIONS SHOWN ARE AMSL.
 - AERIAL MAPPING BY WOOLPERT, 2017.
 - ROAD ELEVATIONS AS INDICATED INCLUDE CONSIDERATION OF VEHICLES PER CFR PART 71 (15' FOR ROAD, 17' FOR INTERSTATE, 23' FOR RAILROAD).
 - TREES WITHIN 10' OF SURFACE IDENTIFIED AS OBSTRUCTIONS.
 - COMPOSITE GROUND ELEVATION PROFILE LIMITED TO CFR PART 77 APPROACH SURFACE.

GREENVILLE-SPARTANBURG INTERNATIONAL AIRPORT

GREER, SOUTH CAROLINA

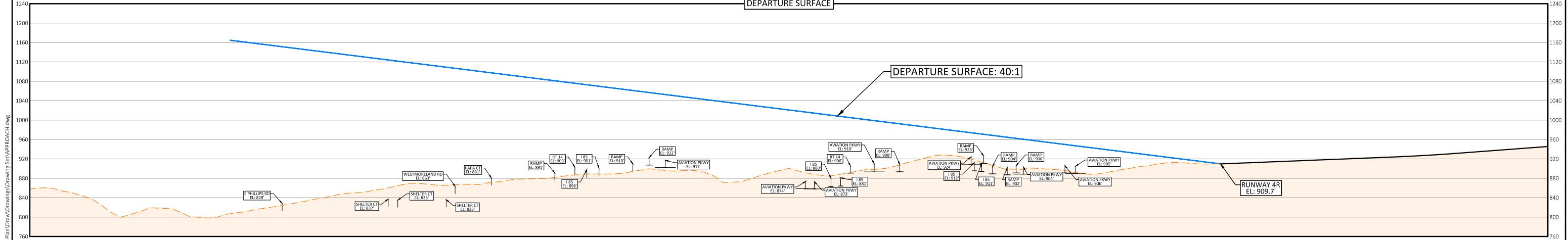
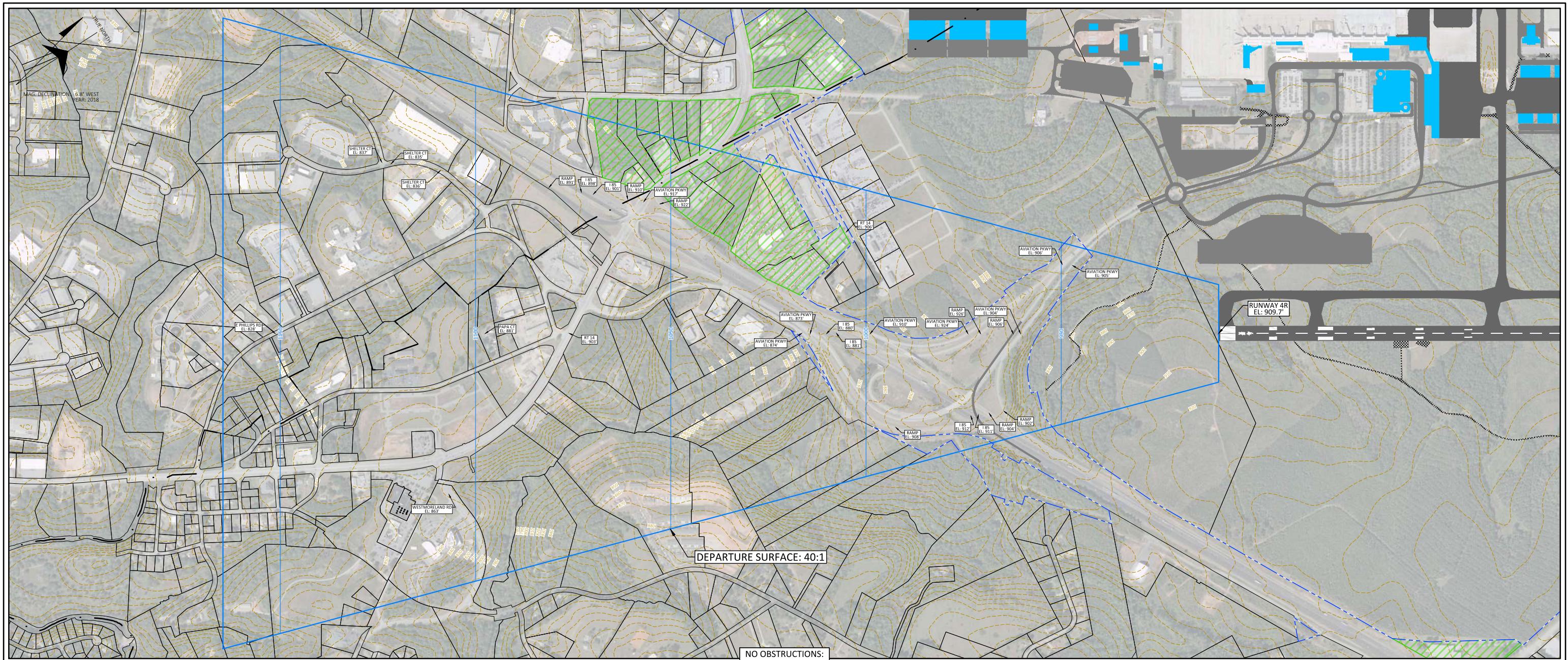
DEPARTURE SURFACE PLAN RUNWAY 4L

| | | | |
|-----------|----------|--------------|---------------------|
| 1" = 500' | DESIGN: | JM | SHEET: 12 |
| RGT | PROJECT: | 18219.00 | |
| | DATE: | JANUARY 2020 | |





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| LEGEND | | | | | |
|----------------------------------|--------|---------------------------------|--------|-------------------------|--------|
| DESCRIPTION | SYMBOL | DESCRIPTION | SYMBOL | DESCRIPTION | SYMBOL |
| EXISTING AIRPORT PROPERTY | | COUNTY BOUNDARY | | OBSTRUCTIONS | |
| PROPOSED AIRPORT PROPERTY | | PROPOSED AIRPORT BUILDINGS | | VEGETATION OBSTRUCTIONS | |
| PROPOSED AIRPORT PAVEMENT | | TO BE REMOVED | | PARCEL BOUNDARY | |
| PROPOSED GROUND VEHICLE PAVEMENT | | GROUND ELEVATION CONTOURS (50') | | | |

N

- ALL POSITIONAL DATA REFERENCES NORTH AMERICAN DATUM OF 1983 (NAD83) AND NORTH AMERICAN VERTICAL DATUM 1988 (NGVD88).
 - ALL ELEVATIONS SHOWN ARE AMSL.
 - AERIAL MAPPING BY WOOLPERT, 2017.
 - ROAD ELEVATIONS AS INDICATED (INCLUDE CONSIDERATION OF VEHICLES PER CFR PART 71 (15' FOR ROAD, 17' FOR INTERSTATE, 23' FOR RAILROAD))
 - TREES WITHIN 100' OF SURFACE IDENTIFIED AS OBSTRUCTIONS.
 - COMPOSITE GROUND ELEVATION PROFILE LIMITED TO CFR PART 77 APPROACH SURFACE.

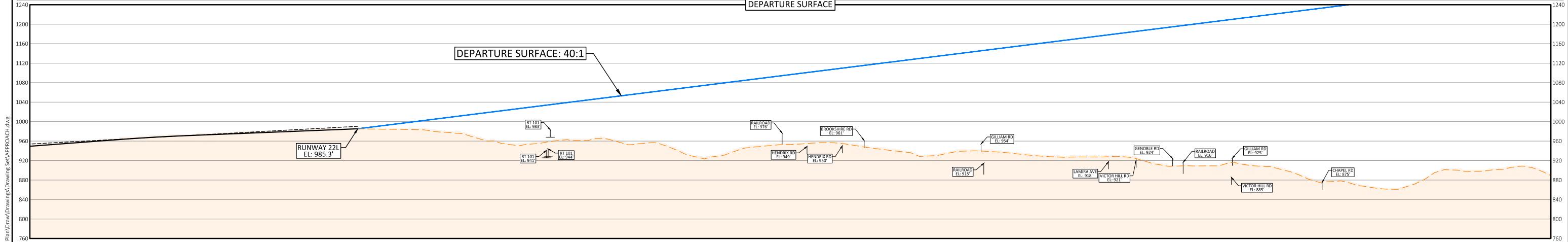
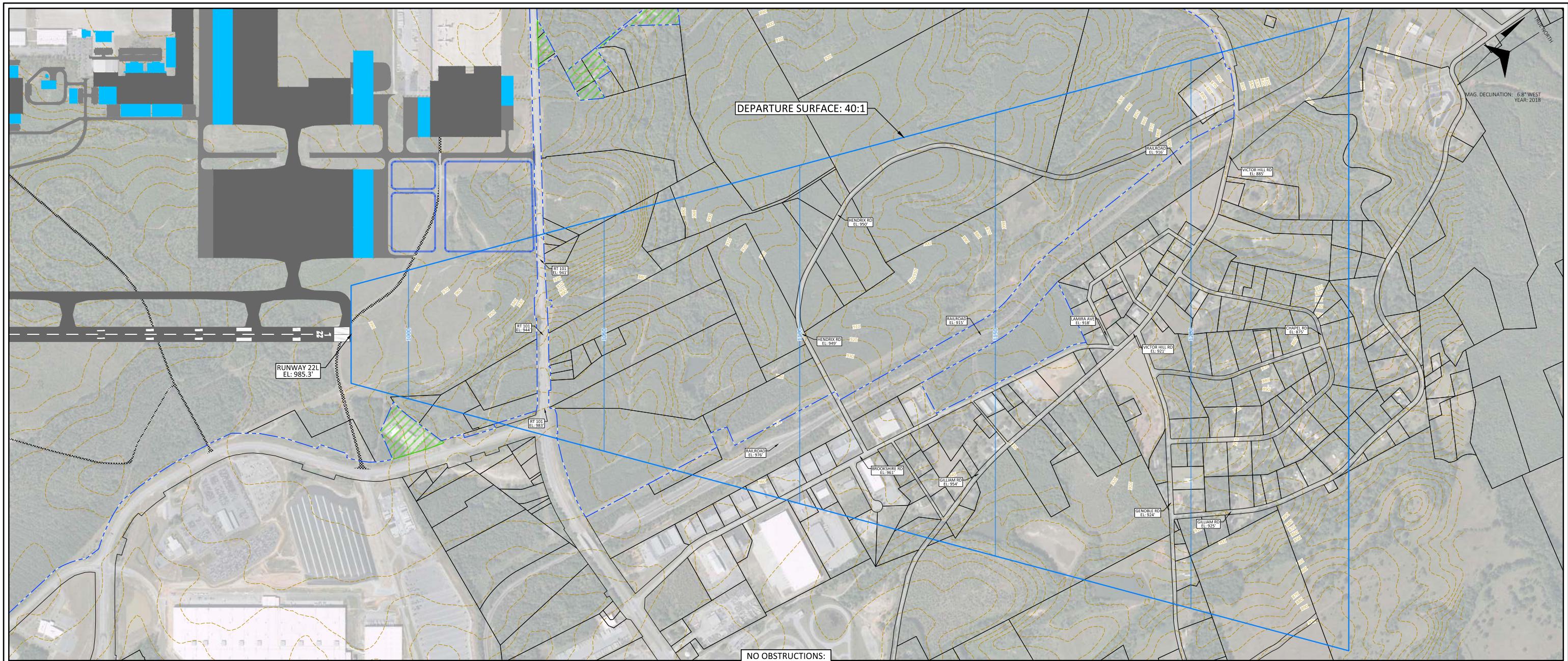
GREENVILLE-SPARTANBURG INTERNATIONAL AIRPORT

GREER, SOUTH CAROLINA

DEPARTURE SURFACE PLAN RUNWAY 22L



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| LEGEND | | | | | |
|----------------------------------|--------|---------------------------------|--------|-------------------------|--------|
| DESCRIPTION | SYMBOL | DESCRIPTION | SYMBOL | DESCRIPTION | SYMBOL |
| EXISTING AIRPORT PROPERTY | | COUNTY BOUNDARY | | OBSTRUCTIONS | |
| PROPOSED AIRPORT PROPERTY | | PROPOSED AIRPORT BUILDINGS | | VEGETATION OBSTRUCTIONS | |
| PROPOSED AIRPORT PAVEMENT | | TO BE REMOVED | | PARCEL BOUNDARY | |
| PROPOSED GROUND VEHICLE PAVEMENT | | GROUND ELEVATION CONTOURS (50') | | | |

- NOTES:

 - ALL POSITIONAL DATA REFERENCES NORTH AMERICAN DATUM OF 1983 (NAD83) AND NORTH AMERICAN VERTICAL DATUM 1988 (NGVD88).
 - ALL ELEVATIONS SHOWN ARE AMSL.
 - AERIAL MAPPING BY WOOLPERT, 2017.
 - ROAD ELEVATIONS AS INDICATED INCLUDE CONSIDERATION OF VEHICLES PER CFR PART (15' FOR ROAD, 17' FOR INTERSTATE, 23' FOR RAILROAD)
 - TREES WITHIN 10' OF SURFACE IDENTIFIED AS OBSTRUCTIONS.
 - COMPOSITE GROUND ELEVATION PROFILE LIMITED TO CFR PART 77 APPROACH SURFACE.

GREENVILLE-SPARTANBURG INTERNATIONAL AIRPORT

GREER, SOUTH CAROLINA

DEPARTURE SURFACE PLAN RUNWAY 4R

| | | | | |
|----------|-----------|----------|--------------|---------------------|
| SCALE: | 1" = 500' | DESIGN: | JM | SHEET: 14 |
| DRAWN: | RGT | PROJECT: | 18219.00 | |
| CHECKED: | | DATE: | JANUARY 2020 | |





Sheet 14: Departure Surface Plan Runway 4R



GREENVILLE-SPARTANBURG INTERNATIONAL AIRPORT
GREER, SOUTH CAROLINA

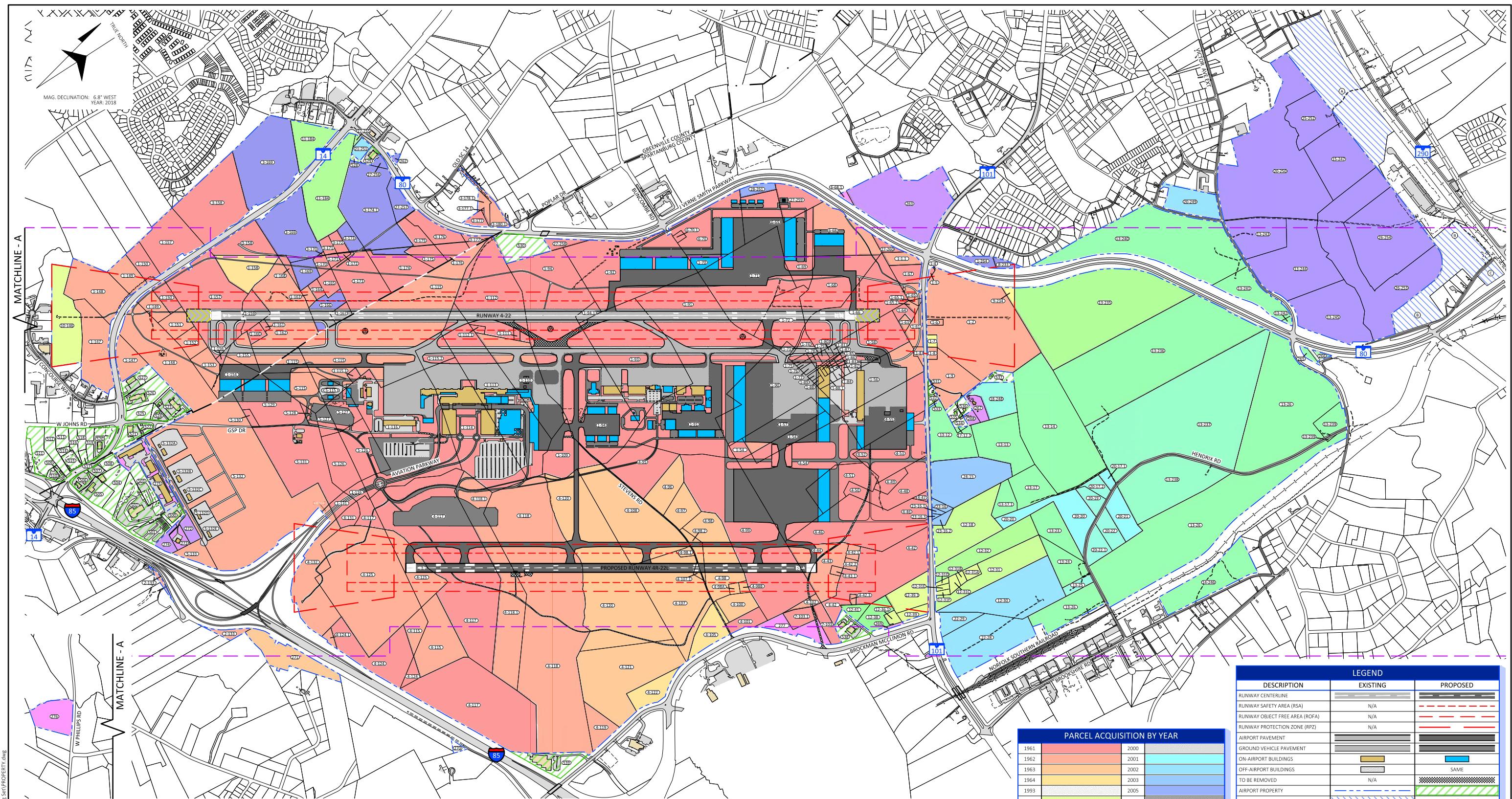
AIRPORT LAND USE AND RPZ CONTROL PLAN

McFarland Johnson
49 COURT STREET, METROCENTER, PO BOX 13902
BINGHAMTON, NEW YORK 13902 www.mjinc.com

| SCALE: | 1" = 1,000' | DESIGN: | JM | SHEET: |
|----------|-------------|----------|--------------|--------|
| DRAWN: | RGT | PROJECT: | 18219.00 | |
| CHECKED: | | DATE: | JANUARY 2020 | |



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PROPOSED AIRPORT PROPERTY - FEE SIMPLE

| REFERENCE NUMBER | TAX PARCEL NUMBER | GRANTOR | ACREAGE | PURPOSE |
|------------------|-------------------|---------------------------------|---------|------------------|
| 500 | 9-06-00-02.10 | LEDFORD JAMES DAVID | 1.91 | AIRSPACE CONTROL |
| 501 | 9-06-00-02.08 | LEDFORD JAMES DAVID | 4.13 | AIRSPACE CONTROL |
| 502 | 9-06-00-02.05 | LEDFORD JAMES DAVID | 9.84 | AIRSPACE CONTROL |
| 503 | 9-06-00-02.09 | LEDFORD JAMES DAVID | 3.63 | AIRSPACE CONTROL |
| 504 | 9-06-00-02.20 | HUSKEY CONSTRUCTION COMPANY INC | 5.03 | AIRSPACE CONTROL |
| 505 | 9-06-00-04.02 | HUSKEY CONSTRUCTION COMPANY INC | 3.78 | AIRSPACE CONTROL |
| 506 | 9-06-00-04.00 | HUSKEY CONSTRUCTION COMPANY INC | 2.00 | AIRSPACE CONTROL |
| 507 | 9-06-00-03.00 | HUSKEY BILLY B | 0.86 | AIRSPACE CONTROL |
| 508 | 9-06-00-02.04 | HUSKEY BILLY B | 1.39 | AIRSPACE CONTROL |
| 509 | 0529020102500 | ARTHUR STATE BANK | 0.64 | AIRSPACE CONTROL |
| 510 | 0529020102503 | SC DEPT OF TRANSPORTATION | 0.70 | AIRSPACE CONTROL |
| 511 | 0529020102502 | PEACHTREE JETPORT PARTNERS LLC | 5.27 | AIRSPACE CONTROL |
| 512 | 0529020102400 | ARTHUR STATE BANK | 3.37 | AIRSPACE CONTROL |
| 513 | 0529020102200 | HUSKEY CONSTRUCTION CO INC | 1.82 | AIRSPACE CONTROL |
| 514 | 0529020102100 | HENSON PEGGY S | 0.59 | AIRSPACE CONTROL |
| 515 | 0529020102101 | ENIGMA CORPORATION SC CORP | 1.57 | AIRSPACE CONTROL |
| 516 | 0529020102000 | BENNETT HENDRIX J | 1.52 | AIRSPACE CONTROL |

PROPOSED AIRPORT PROPERTY - FEE SIMPLE

| REFERENCE NUMBER | TAX PARCEL NUMBER | GRANTOR | ACREAGE | PURPOSE |
|------------------|-------------------|---|---------|------------------|
| 517 | 0529020101900 | SMITH K MICHAEL, SMITH NANCY HAWKINS | 0.64 | AIRSPACE CONTROL |
| 518 | 0529020101901 | SMITH BILL, SMITH FRANCES | 1.23 | AIRSPACE CONTROL |
| 519 | 0529020101700 | SPINX COMPANY INC THE | 1.66 | AIRSPACE CONTROL |
| 520 | 0529020101506 | HUSKEY CONSTRUCTION CO INC SC | 3.42 | AIRSPACE CONTROL |
| 521 | 0529020101500 | JOSEPH WARREN T | 2.05 | AIRSPACE CONTROL |
| 522 | 0529020101600 | COOPER MARILYN M | 0.75 | AIRSPACE CONTROL |
| 523 | 0529020101501 | LINCOLN LLC | 4.11 | AIRSPACE CONTROL |
| 524 | 0529020101507 | 925 GSP DRIVE ASSOCIATES LLC | 1.16 | AIRSPACE CONTROL |
| 525 | 0529020101504 | CUNNINGHAM FRANCES E, CUNNINGHAM LADSON E (TWROS) | 2.12 | AIRSPACE CONTROL |
| 526 | 0529020101505 | FLOWSERVE RED CORPORATION | 5.56 | AIRSPACE CONTROL |
| 527 | 0529020101503 | GSP TRANSPORTATION INC | 3.38 | AIRSPACE CONTROL |
| 528 | 0529030100707 | PHOENIX MECHANICAL LLC | 0.30 | AIRSPACE CONTROL |
| 529 | 0529030100728 | J VERNE SMITH PARKWAY LLC | 1.29 | AIRSPACE CONTROL |
| 530 | 5-23-00-007.01 | STOVER WILLIAM W | 7.18 | AIRSPACE CONTROL |
| 531 | 5-23-00-012.00 | PITTMAN MICHAEL F (LE) | 0.15 | AIRSPACE CONTROL |

PROPOSED AIRPORT PROPERTY - FEE SIMPLE

| REFERENCE NUMBER | TAX PARCEL NUMBER | GRANTOR | ACREAGE | PURPOSE |
|------------------|-------------------|---------------------------|---------|------------------|
| 532 | 5-23-00-012.01 | PITTMAN MICHAEL F (LE) | 0.79 | AIRSPACE CONTROL |
| 533 | 5-23-00-012.02 | PITTMAN MICHAEL F (LE) | 0.14 | AIRSPACE CONTROL |
| 534 | 5-23-00-011.01 | FORTNER JAMES D | 0.78 | AIRSPACE CONTROL |
| 535 | 5-23-00-011.00 | FORTNER JAMES D | 1.20 | AIRSPACE CONTROL |
| 536 | 5-23-00-010.00 | CONNELL GENE L | 1.20 | AIRSPACE CONTROL |
| 537 | 5-23-00-010.04 | ROBISON CINDY C | 2.11 | AIRSPACE CONTROL |
| 538 | 5-23-00-049.07 | SC STATE PORTS AUTHORITY | 4.30 | AIRSPACE CONTROL |
| 539 | 5-28-00-010.01 | SPARTANBURG COUNTY (FLOT) | 6.86 | AIRSPACE CONTROL |

SCALE
0 800 1600 2400 3200 FEET

NOTES:
• AERIAL MAPPING BY WOOLPERT, 2017.
• NO PROPERTY SURVEY WAS DONE FOR THIS PROJECT.
• PROPERTY INFORMATION COMPILED FROM PARCEL DATA PROVIDED BY GREENVILLE AND SPARTANBURG COUNTIES AND "EXHIBIT A" PROPERTY MAP™ BY THE LPA GROUP, 4/16/2007.

McFarland Johnson
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GREENVILLE-SPARTANBURG INTERNATIONAL AIRPORT
GREER, SOUTH CAROLINA

EXHIBIT 'A' AIRPORT PROPERTY INVENTORY MAP

| REV | DATE | DESCRIPTION | BY | SPONSOR |
|-----|------|-------------|----|---------|
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SCALE: 1" = 800' DESIGN: JM SHEET:
DRAWN: RGT PROJECT: 18219.00
CHECKED: DATE: JANUARY 2020



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| EXISTING AIRPORT PROPERTY - FEE SIMPLE | | | | | | | | | |
|--|------------------|-------------------|---|---------|--------------------|-----------------|------------------|--|--|
| TRACT | REFERENCE NUMBER | TAX PARCEL NUMBER | PREVIOUS OWNER | ACREAGE | FEDERAL GRANT | RECORD DOCUMENT | ACQUISITION DATE | | |
| 1 | 1.1 | 5-23-00-008.00 | T. CORA JAMES ESTATE | 2.64 | FAAP 9-38-026-C404 | 28P/169 | 1962-10-26 | | |
| 1 | 2 | 5-23-00-009.00 | LEROY MOORE | 53.63 | FAAP 9-38-026-C404 | 28E/571 | 1962-07-10 | | |
| 1 | 4 | 5-23-00-009.00 | JERRY J. SMITH MAR 15, 60 | 0.02 | FAAP 9-38-026-C404 | 27K/97 | 1961-10-17 | | |
| 1 | 5 | 5-23-00-009.00 | BILL COMPTON MAR 15, 60 | 0.31 | FAAP 9-38-026-C404 | 27K/12 | 1961-10-13 | | |
| 1 | 6 | 5-23-00-009.00 | GORDON WOOD MAR 15, 60 | 0.66 | FAAP 9-38-026-C404 | 27X/375 | 1962-04-31 | | |
| 1 | 7 | 5-23-00-009.00 | M.W. WOOD MAR 15, 60 | 0.81 | FAAP 9-38-026-C404 | N/A | N/A | | |
| 1 | 8 | 5-23-00-008.00 | ANNIE GRACE WOOD MAR 15, 60 | 0.82 | FAAP 9-38-026-C404 | 28L/271 | 1962-09-15 | | |
| 1 | 8 | 5-23-00-009.00 | ANNIE GRACE WOOD MAR 15, 60 | 0.78 | FAAP 9-38-026-C404 | 28L/271 | 1962-09-15 | | |
| 1 | 9 | 5-23-00-009.00 | LEWIS W. GOSNELL MAR 15, 60 | 11.30 | FAAP 9-38-026-C404 | 27W/387 | 1962-03-23 | | |
| 1 | 54 | 5-23-00-008.00 | VICTOR LEE JOHNSON MAR 15, 60 | 6.94 | FAAP 9-38-026-C404 | 27E/310 | 1961-08-05 | | |
| 1 | 54 | 5-23-00-008.00 | VICTOR LEE JOHNSON MAR 15, 60 | 1.77 | FAAP 9-38-026-C404 | 27E/310 | 1961-08-05 | | |
| 1 | 56 | 5-23-00-008.00 | CLERK OF COURT WALLACE G LOVELACE | 21.51 | FAAP 9-38-026-C404 | 27U/510 | 1962-02-26 | | |
| 1 | 57 | 5-23-00-008.00 | CLERK OF COURT WALLACE G LOVELACE | 10.26 | FAAP 9-38-026-C404 | 27U/510 | 1962-02-26 | | |
| 1 | 58 | 5-23-00-008.00 | MRS MAMIE F WYNN | 15.31 | FAAP 9-38-026-C404 | 26Y/36 | 1961-05-10 | | |
| 1 | 61 | 5-23-00-008.00 | ALBERT R. JONES & FRANCES A. JONES MAR 15, 60 | 3.17 | FAAP 9-38-026-C404 | 28B/292 | 1962-05-25 | | |
| 1 | 63 | 5-23-00-008.00 | AMANDA W. JONES MAR 15, 60 | 0.83 | FAAP 9-38-026-C404 | 27Z/338 | 1962-05-11 | | |
| 1 | 64 | 5-23-00-008.00 | WILLIAM S. ALLRED & VIRGINIA A. ALLRED MAR 15, 60 | 1.48 | FAAP 9-38-026-C404 | 27L/506 | 1961-11-06 | | |
| 1 | 65 | 5-23-00-008.00 | BUDDY HENDRIX MAR 15, 60 | 1.79 | FAAP 9-38-026-C404 | 28C/89 | 1962-06-14 | | |
| 1 | 65.1 | 5-23-00-008.00 | BUDDY HENDRIX MAR 15, 60 | 0.34 | FAAP 9-38-026-C404 | 28C/89 | 1962-06-14 | | |
| 1 | 65.2 | 5-23-00-008.00 | BUDDY HENDRIX MAR 15, 60 | 0.58 | FAAP 9-38-026-C404 | 28C/89 | 1962-06-14 | | |
| 1 | 66 | 5-23-00-008.00 | MYRTLE B. HANNAH MAR 29, 61 | 26.92 | FAAP 9-38-026-C404 | 26Y/315 | 1961-05-15 | | |
| 1 | 67 | 5-23-00-008.00 | E.J. ALEXANDER MAR 15, 60 | 3.27 | FAAP 9-38-026-C404 | 27G/515 | 1961-09-11 | | |
| 1 | 68 | 5-23-00-008.00 | MAUDIE BURNETT MAR 29, 61 | 18.97 | FAAP 9-38-026-C404 | 27J/352 | 1961-10-05 | | |
| 1 | 69 | 5-23-00-008.00 | MYRTLE B. HANNAH MAR 15, 60 | 4.63 | FAAP 9-38-026-C404 | 27G/448 | 1961-09-09 | | |
| 1 | 70 | 5-23-00-008.00 | HERBERT L. MAYFIELD MAR 15, 60 | 2.54 | FAAP 9-38-026-C404 | 27E/564 | 1961-08-10 | | |
| 1 | 71 | 5-23-00-008.00 | C.R. HANNAH MAR 15, 60 | 36.75 | FAAP 9-38-026-C404 | 26X/346 | 1961-05-02 | | |
| 1 | 72 | 5-23-00-008.00 | CHARLIE D. & HELEN ENKINS MAR 15, 60 | 13.54 | FAAP 9-38-026-C404 | 27N/355 | 1961-12-01 | | |
| 1 | 73 | 5-23-00-008.00 | PAUL B. JACKSON ET AL MAR 15, 60 | 0.80 | FAAP 9-38-026-C404 | 26V/518 | 1961-09-16 | | |
| 1 | 74 | 5-23-00-008.00 | ORENE S. WOOD ET AL MAR 15, 60 | 2.57 | FAAP 9-38-026-C404 | 26V/521 | 1961-04-08 | | |
| 1 | 75 | 5-23-00-008.00 | ELIZABETH WOOD HATCHETT MAR 15, 60 | 0.66 | FAAP 9-38-026-C404 | 26V/515 | 1961-04-18 | | |
| 1 | 76 | 5-23-00-008.00 | CATHERINE S. HENDERSON MOSS MAR 15, 60 | 0.46 | FAAP 9-38-026-C404 | 26Z/546 | 1961-06-05 | | |
| 1 | 77 | 5-23-00-008.00 | F.S. RUSHTON MAR 15, 60 | 0.65 | FAAP 9-38-026-C404 | 26V/432 | 1961-04-07 | | |
| 1 | 78 | 5-23-00-008.00 | RAY WILLIAMS MAR 15, 60 | 0.64 | FAAP 9-38-026-C404 | 26B/396 | 1961-05-04 | | |
| 1 | 79 | 5-23-00-008.00 | JAMES ARTHUR BROWN MAR 15, 60 | 0.63 | FAAP 9-38-026-C404 | 26X/458 | 1961-05-05 | | |
| 1 | 80 | 5-23-00-008.00 | CLERK OF COURT WALLACE G LOVELACE | 0.37 | FAAP 9-38-026-C404 | 27A/223 | 1961-06-09 | | |
| 1 | 81 | 5-23-00-008.00 | J.B. BOWERS & V.L. TURNER MAR 15, 60 | 0.37 | FAAP 9-38-026-C404 | 27H/479 | 1961-09-23 | | |
| 1 | 82 | 5-23-00-008.00 | GARVIN DESHIELDS MAR 15, 60 | 1.02 | FAAP 9-38-026-C404 | 27E/333 | 1961-08-07 | | |
| 1 | 83 | 5-23-00-008.00 | JIMMY B MINYARD | 0.40 | FAAP 9-38-026-C404 | 27H/583 | 1961-09-26 | | |
| 1 | 84 | 5-23-00-008.00 | JOB BOWERS ET AL | 0.56 | FAAP 9-38-026-C404 | 27H/479 | 1961-09-23 | | |
| 1 | 85 | 5-23-00-008.00 | P.V. MONTGOMERY MAR 15, 60 | 0.29 | FAAP 9-38-026-C404 | 27D/600 | 1961-08-01 | | |
| 1 | 86 | 5-23-00-008.00 | JAMES EARL HAMBY MAR 15, 60 | 0.26 | FAAP 9-38-026-C404 | 27C/117 | 1961-07-06 | | |
| 1 | 87 | 5-23-00-008.00 | BOYD A GODFREY & RUTH GODFREY MAR 15, 60 | 0.23 | FAAP 9-38-026-C404 | 27C/219 | 1961-07-07 | | |
| 1 | 88 | 5-23-00-008.00 | E.J. HARRISON & BERTHA W. HARRISON MAR 15, 60 | 0.41 | FAAP 9-38-026-C404 | 27E/307 | 1961-08-05 | | |
| 1 | 88.1 | 5-23-00-008.00 | E.J. HARRISON & BERTHA W. HARRISON MAR 15, 60 | 1.21 | FAAP 9-38-026-C404 | 27E/307 | 1961-08-05 | | |
| 1 | 89 | 5-23-00-008.00 | J.P. BYARS & ROY E. BYARS MAR 15, 60 | 0.50 | FAAP 9-38-026-C404 | 27F/240 | 1961-08-19 | | |
| 1 | 90 | 5-23-00-008.00 | LEROY WOOD MAR 15, 60 | 35.58 | FAAP 9-38-026-C404 | 26X/509 | 1961-05-05 | | |
| 1 | 91 | 5-23-00-008.00 | PAUL M. WOOD MAR 15, 60 | 87.18 | FAAP 9-38-026-C404 | 27K/110 | 1961-10-17 | | |
| 1 | 92 | 5-23-00-008.00 | WILLIAM C. & MARGARET MAYFIELD GLENN MAR 15, 60 | 41.63 | FAAP 9-38-026-C404 | 26X/461 | 1961-05-05 | | |
| 1 | 93 | 5-23-00-008.00 | CLEVELAND ROGERS MAR 15, 60 | 47.20 | FAAP 9-38-026-C404 | 26V/435 | 1961-04-07 | | |
| 1 | 94 | 5-23-00-008.00 | MELVIN W. BAILEY MAR 15, 60 | 84.42 | FAAP 9-38-026-C404 | 26Y/321 | 1961-05-15 | | |
| 1 | 94.1 | 5-23-00-008.00 | MELVIN W. BAILEY MAR 15, 60 | 1.64 | FAAP 9-38-026-C404 | 26Y/318 | 1961-05-15 | | |
| 1 | 109 | 5-23-00-008.00 | PORTER COX ET AL MAR 15, 60 | 11.38 | FAAP 9-38-026-C404 | 27S/356 | 1961-01-31 | | |
| 1 | 110 | 5-23-00-008.00 | NANNIE J. SMITH MAR 15, 60 | 21.76 | FAAP 9-38-026-C404 | 26Y/657 | 1962-05-23 | | |
| 1 | 111 | 5-23-00-008.00 | ALVIN & HELEN HOLLINGSWORTH MAR 15, 60 | 0.51 | FAAP 9-38-026-C404 | 26X/240 | 1961-05-01 | | |
| 1 | 112 | 5-23-00-008.00 | AB HOLLINGSWORTH ET AL MAR 15, 60 | 31.07 | FAAP 9-38-026-C404 | 26X/444 | 1961-04-25 | | |
| 1 | 112.1 | 5-23-00-008.00 | ROBERT AMOS WITT & WILLIE MAE WITT APR 12, 61 | 0.63 | FAAP 9-38-026-C404 | 26Y/297 | 1961-05-15 | | |
| 1 | 113 | 5-23-00-008.00 | M.C. DONNAN MAR 15, 60 | 40.01 | FAAP 9-38-026-C404 | 27J/349 | 1961-10-05 | | |
| 1 | 114 | 5-23-00-008.00 | GRACE D WOOD ET AL | 39.08 | FAAP 9-38-026-C404 | 26Z/466 | 1961-06-02 | | |
| 1 | 115 | 5-23-00-008.00 | MILFORD C BURNETT ET AL | 71.68 | FAAP 9-38-026-C404 | 27T/54 | 1962-02-06 | | |
| 1 | 115 | 9-06-00-001.00 | EARL E. MCCALL | 20.71 | FAAP 9-38-026-C404 | 698/538 | 1962 | | |

