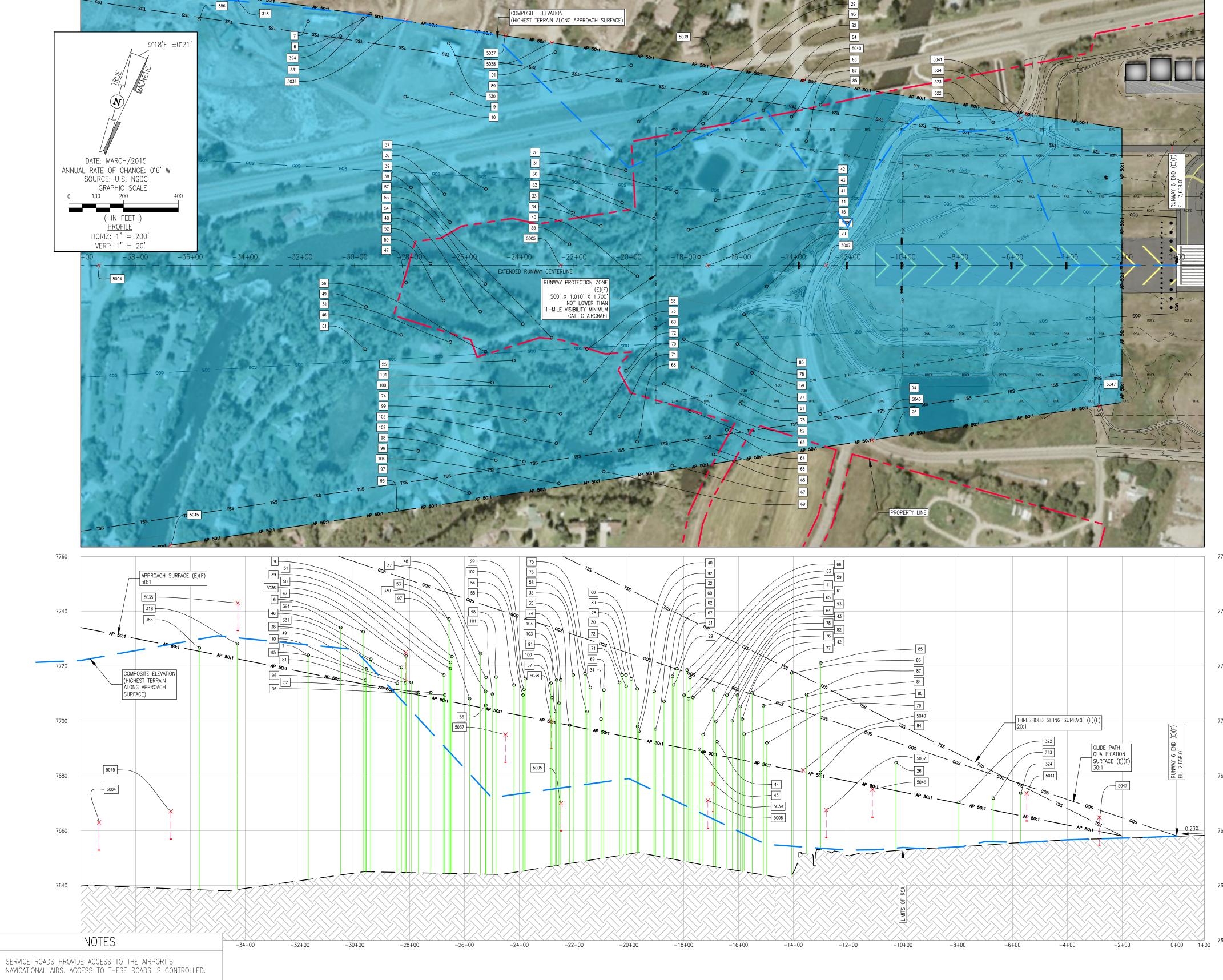
NO.	OBJECT TYPE	OBJECT HEIGHT	ABOVE GROUND LEVEL (AGL)	EXISTING APPROACH SURFACE ELEVATION	EXISTING APPROACH PENETRATION	SURFACE REFERENCE	DISPOSITION
6	CHIMNEY/SMOKESTACK	19.89'	7732.49'	7713.41'	19.08'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
7	BUILDING	13.26'	7723.95'	7717.41'	6.54'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
9	TELEPHONE PYLON/POLE TELEPHONE PYLON/POLE	28.67' 20.09'	7723.43' 7713.86'	7706.93' 7710.33'	16.50' 3.53'	RUNWAY 6 APPROACH RUNWAY 6 APPROACH	TO BE LIT/REMOVED* TO BE LIT/REMOVED*
10 26	TREE	35.08'	7684.75'	7674.52'	10.23'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
28	TREE	69.97'	7716.72'	7694.23'	22.49'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
29	TREE	65.27'	7713.05'	7690.75'	22.30'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
30	TREE	69.38'	7716.72'	7694.50'	22.22'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
31	TREE	73.27'	7719.01'	7690.51'	28.50'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
32	TREE	65.86'	7710.75'	7692.17'	18.58'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
33	TREE	72.52'	7716.72'	7698.07'	18.65'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
34	TREE	59.19'	7700.66'	7696.05'	4.61'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
35	TREE TREE	55.86' 65.46'	7698.37' 7709.40'	7698.34' 7707.45'	0.03' 1.95'	RUNWAY 6 APPROACH RUNWAY 6 APPROACH	TO BE LIT/REMOVED* TO BE LIT/REMOVED*
36	TREE	70.36'	7715.84'	7704.44'	11.40'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
38	TREE	69.78'	7714.00'	7709.90'	4.10'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
39	TREE	75.85'	7719.05'	7707.05'	12.00'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
40	TREE	51.74'	7697.99'	7693.38'	4.61'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
41	TREE	61.35'	7708.00'	7689.66'	18.34'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
42	TREE	52.72'	7700.66'	7685.74'	14.92'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
43	TREE	51.16'	7699.75'	7687.67'	12.08'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
44	TREE	44.88'	7692.41'	7687.58'	4.83'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
45	TREE	43.32'	7689.65'	7688.87'	0.78'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
46	TREE TREE	77.42' 80.56'	7719.47' 7723.60'	7710.61' 7710.27'	8.86' 13.33'	RUNWAY 6 APPROACH RUNWAY 6 APPROACH	TO BE LIT/REMOVED* TO BE LIT/REMOVED*
47	TREE	79.58'	7723.60	7710.27	19.67'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
49	TREE	78.60'	7719.01'	7713.18'	5.83'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
50	TREE	76.20'	7716.72'	7707.52'	9.20'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
51	TREE	79.03'	7721.30'	7707.03'	14.27'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
52	TREE	72.32'	7710.30'	7708.48'	1.82'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
53	TREE	66.33'	7710.75'	7704.47'	6.28'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
54	TREE	67.03'	7709.37'	7701.74'	7.63'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
55	TREE	69.15'	7713.04'	7702.40'	10.64'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
56	TREE	62.45'	7705.69'	7704.46'	1.23'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
57	TREE TREE	65.97' 58.92'	7708.44' 7703.40'	7699.65' 7697.08'	8.79' 6.32'	RUNWAY 6 APPROACH RUNWAY 6 APPROACH	TO BE LIT/REMOVED* TO BE LIT/REMOVED*
58	TREE	64.21'	7703.40	7689.99'	19.37'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
59 60	TREE	53.98'	7696.98'	7692.07'	4.91'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
61	TREE	62.45'	7708.44'	7689.34'	19.10'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
62	TREE	64.21'	7707.07'	7691.45'	15.62'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
63	TREE	70.21'	7715.78'	7689.56'	26.22'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
64	TREE	65.97'	7709.36'	7686.86'	22.50'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
65	TREE	65.62'	7711.20'	7687.83'	23.37'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
66	TREE	72.68'	7718.54'	7689.77'	28.77'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
67	TREE	73.38'	7716.24'	7690.84'	25.40'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
68	TREE TREE	68.44' 69.15'	7711.66' 7711.20'	7693.41' 7695.84'	18.25' 15.36'	RUNWAY 6 APPROACH RUNWAY 6 APPROACH	TO BE LIT/REMOVED* TO BE LIT/REMOVED*
71 69	TREE	71.97'	7713.96'	7699.62'	13.89'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
72	TREE	70.56'	7712.59'	7694.69'	19.27'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
73	TREE	66.68'	7717.17'	7694.21'	18.38'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
74	TREE	72.32'	7714.88'	7697.22'	19.95'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
75	TREE	70.91'	7712.13'	7699.00'	15.88'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
76	TREE	69.15'	7705.25'	7696.83'	15.30'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
77	TREE	59.27'	7710.29'	7685.88'	19.37'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
78	TREE	63.15'	7709.38'	7685.02'	25.27'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
79	TREE TREE	63.86' 49.39'	7691.95' 7695.16'	7686.10' 7683.95'	23.28' 8.00'	RUNWAY 6 APPROACH RUNWAY 6 APPROACH	TO BE LIT/REMOVED* TO BE LIT/REMOVED*
80	TREE	74.79'	7695.16	7683.95	1.54'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
82	TREE	51.16'	7699.97'	7686.46'	13.51'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
83	TREE	66.33'	7717.40'	7682.13'	35.27'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
84	TREE	55.74'	7705.48'	7684.20'	21.28'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
85	TREE	69.85'	7721.07'	7680.02'	41.05'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
87	TREE	58.92'	7709.60'	7681.05'	28.55'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
89	TREE	67.74'	7715.28'	7693.83'	21.45'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
91	TREE	26.81'	7703.47'	7699.37'	4.10'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
92	TREE TREE	49.86' 45.86'	7696.12' 7695.00'	7693.29' 7688.60'	2.83' 6.40'	RUNWAY 6 APPROACH RUNWAY 6 APPROACH	TO BE LIT/REMOVED* TO BE LIT/REMOVED*
93	TREE	45.86° 35.28'	7695.00° 7681.17'	7688.60'	1.13'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
95	TREE	75.03'	7713.70'	7710.92'	2.78'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
96	TREE	69.85'	7710.32'	7709.37'	0.95'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
97	TREE	68.21'	7708.07'	7705.64'	2.43'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
98	TREE	74.79'	7715.95'	7703.71'	12.24'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
99	TREE	71.97'	7715.39'	7701.58'	13.81'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
100	TREE	69.15'	7713.70'	7699.71'	13.99'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
101	TREE	68.91'	7709.76'	7703.98'	5.78'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
102	TREE	68.44'	7711.44'	7701.66'	9.78'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
103	TREE	73.38'	7714.82'	7699.30'	15.52'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
104	TREE	66.56'	7706.38'	7699.12'	7.26'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
318	PRIMARY ROAD PRIMARY ROAD	15.00' 15.00'	7728.18' 7670.34'	7722.59' 7669.93'	5.59' 0.41'	RUNWAY 6 APPROACH RUNWAY 6 APPROACH	TO BE LIT/REMOVED* TO BE LIT/REMOVED*
322	PRIMARY ROAD PRIMARY ROAD	15.00'	7670.34° 7671.83'	7669.93	4.41'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
323	PRIMARY ROAD	15.00'	7673.58'	7665.42'	8.16'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
330	BUILDING	33.81'	7737.15'	7707.15'	30.00'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
331	BUILDING	9.56'	7722.47'	7713.79'	8.68'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
386	POLE	31.85'	7726.59'	7725.36'	1.23'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*
	POLE	23.46'	7734.00'	7715.05'	18.95'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*

APPROACH ROAD INTERSECTION TABLE								
NO.	OBJECT TYPE	OBJECT HEIGHT	ABOVE GROUND LEVEL (AGL)	EXISTING APPROACH SURFACE ELEVATION	EXISTING APPROACH SURFACE PENETRATION	SURFACE REFERENCE	DISPOSITION	
5002	PUBLIC ROAD (+15' ADJUSTMENT ADDED)	15.00'	7660.00'	7754.44'	-94.44'	RUNWAY 6 APPROACH		
5003	PUBLIC ROAD (+15' ADJUSTMENT ADDED)	15.00'	7654.00'	7747.88'	-93.88'	RUNWAY 6 APPROACH		
5004	PUBLIC ROAD (+15' ADJUSTMENT ADDED)	15.00'	7663.00'	7732.67'	-69.67'	RUNWAY 6 APPROACH		
5005	PUBLIC ROAD (+15' ADJUSTMENT ADDED)	15.00'	7670.00'	7698.98'	-28.98'	RUNWAY 6 APPROACH		
5006	PUBLIC ROAD (+15' ADJUSTMENT ADDED)	15.00'	7671.00'	7688.25'	-17.25'	RUNWAY 6 APPROACH		
5007	PUBLIC ROAD (+15' ADJUSTMENT ADDED)	15.00'	7667.50'	7679.61'	-12.11'	RUNWAY 6 APPROACH		
5035	PUBLIC ROAD (+15' ADJUSTMENT ADDED)	15.00'	7743.00'	7722.57'	20.43'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*	
5036	PUBLIC ROAD (+15' ADJUSTMENT ADDED)	15.00'	7725.00'	7710.29'	14.71'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*	
5037	PUBLIC ROAD (+15' ADJUSTMENT ADDED)	15.00'	7695.00'	7703.02'	-8.02'	RUNWAY 6 APPROACH		
5038	PUBLIC ROAD (+15' ADJUSTMENT ADDED)	15.00'	7700.00'	7699.67'	0.33'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*	
5039	PUBLIC ROAD (+15' ADJUSTMENT ADDED)	15.00'	7675.00'	7687.87'	-12.87'	RUNWAY 6 APPROACH		
5040	PUBLIC ROAD (+15' ADJUSTMENT ADDED)	15.00'	7680.00'	7681.29'	-1.29'	RUNWAY 6 APPROACH		
5041	PUBLIC ROAD (+15' ADJUSTMENT ADDED)	15.00'	7673.60'	7664.99'	8.61'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*	
5045	PUBLIC ROAD (+15' ADJUSTMENT ADDED)	15.00'	7667.00'	7727.45'	-60.45'	RUNWAY 6 APPROACH		
5046	PUBLIC ROAD (+15' ADJUSTMENT ADDED)	15.00'	7675.00'	7676.24'	-1.24'	RUNWAY 6 APPROACH		
5047	PRIVATE ROAD (+10' ADJUSTMENT ADDED)	15.00'	7664.80'	7659.68'	5.12'	RUNWAY 6 APPROACH	TO BE LIT/REMOVED*	

*FINAL DETERMINATION PENDING FAA AERONAUTICAL STUDY

- COMPILED BY WOOLPERT, INC. IN 2014.
- 1. THIS SITE PLAN LINE WORK AND AERIAL IMAGE IS BASED ON THE PLANIMETRIC MAPPING & ORTHO-IMAGERY INFORMATION IN 2014.

 - 3. ALL HORIZONTAL COORDINATES NAD83/2011, ALL VERTICAL COORDINATES NAVD88



SOURCE

1. SERVICE ROADS PROVIDE ACCESS TO THE AIRPORT'S

2. EXISTING AND FUTURE CONDITIONS ARE SHOWN AS (E)(F).

JVIATION®



DEC: D L D		ISSUE RECORD				
	DES: R.L.B.	NO.	BY	DATE	DESCRIPTION	
	DR: R.L.B.	1	S.V.B.	11/17/16	FINAL	
	CH: S.V.B.					
	CII. S.V.B.				I JPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL .S.C., SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA.	
•	APP: S.V.B.	ACCEPTANCE OF THIS AIRPORT LAYOUT PLAN BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE OR WOULD HAVE JUSTIFICATION IN				

INNER APPROACH SURFACE DRAWING -**AIRPORT** LAYOUT PLAN

3-08-0030-048

RUNWAY 6 AIP PROJ. NO. JVIATION PROJ. NO. DATE: 2014.GUC.03 NOVEMBER, 2016

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