AIRPORT DATA

	EXISTING	PROPOSED	ULTIMATE
AIRPORT REFERENCE POINT COORDINATES (NAD 83)	N 33° 45' 40.12" W 90° 45' 28.35"	N 33° 45' 45.07" W 90° 45' 28.58"	N 33° 45' 48.78" W 90° 45' 28.74"
MEAN MAX. TEMP. HOTTEST MONTH	92.3	92.3	92.3
AIRPORT ELEVATION	139	140	140
NAVIGATIONAL AIDS	PAPI	PAPI	PAPI

RUNWAY DATA 17/35 †

		EXISTING	PROPOSED	ULTIMATE
AIRPORT REFERENCE CODE		B-II	B-II	B-II
CRITICAL AIRCRAFT		KING AIR 200	KING AIR 200	KING AIR 200
APPROACH VISIBILITY MINIMUMS 17/35 †		1 MILE	1 MILE	1 MILE
RUNWAY LENGTH		4,002	5,005	5,755
RUNWAY WIDTH		75	75	75
APPROACH SURFACE	RWY 17†	20:1	20:1	20:1
	RWY 35†	20:1	20:1	20:1
INSTRUMENT RUNWAY	RWY 17†	GPS	GPS	GPS/LPV
	RWY 35†	GPS	GPS	VOR/LPV
MARKINGS		NON-PRECISION	NON-PRECISION	NON-PRECISION
RUNWAY LIGHTING		MIRL	MIRL	HIRL
TAXIWAY LIGHTING			MITL	MITL
APPROACH AIDS	RWY 17†	PAPI	PAPI	PAPI
	RWY 35†	PAPI	PAPI	PAPI
% WIND COVERAGE		98.28	SAME	SAME
RUNWAY TRUE BEARING	RWY 17†	N 02° 08' 24" W	N 02° 08' 24" W	N 02° 08' 24" W
	RWY 35†	N 02° 08' 24" W	N 02° 08' 24" W	N 02° 08' 24" W
MAXIMUM GRADE CHANGE		0.002%	0.002%	0.002%
MAXIMUM ELEVATION ABOVE MSL		140	140	140
PAVEMENT CONSTRUCTION		ASPHALT	ASPHALT	ASPHALT
PAVEMENT STRENGTH		SW 26,000 LBS.	SW 26,000 LBS.	SW 26,000 LBS.
RUNWAY END COORDINATES (NAD 83)	RWY 17†	N 33° 45' 59.90" W 90° 45' 29.24"	N 33° 46' 09.81" W 90° 45' 29.69"	N 33° 46' 17.23" W 90° 45' 30.02"
	RWY 35†	N 33° 45' 20.33" W 90° 45' 27.47"	N 33° 45' 20.33" W 90° 45' 27.47"	N 33° 45' 20.33" W 90° 45' 27.47"
RUNWAY HIGH POINT		140	140	140
RUNWAY LOW POINT		139.4	139.5	139.6
RUNWAY END ELEVATIONS	RWY 17†	139.4	139.5	139.6
	RWY 35†	139.5	139.6	139.6
TOUCHDOWN ZONE ELEVATIONS	RWY 17†	139.4	139.5	139.6
	RWY 35†	139.5	139.6	139.6

† RUNWAY NUMBERING WILL BE CONVERTED TO 18/36 WHEN RUNWAY IS EXTENDED.

NOTE:
EXISTING RUNWAY PAVEMENT CROWN IS CURRENTLY OFFSET 25 FEET TO THE WEST. THERE IS A MODIFICATION OF AIRPORT DESIGN STANDARDS FOR THE OFFSET CROWN TO REMAIN.

RUNWAY OBJECT FREE AREA

RUNWAY END	EXISTING	PROPOSED	ULTIMATE
17 †	500' W X 300' BEYOND RUNWAY END	500' W X 300' BEYOND RUNWAY END	500' W X 300' BEYOND RUNWAY END
35 †	500' W X 300' BEYOND RUNWAY END	500' W X 300' BEYOND RUNWAY END	500' W X 300' BEYOND RUNWAY END

RUNWAY PROTECTION ZONE DIMENSIONS

RUNWAY END	EXISTING	PROPOSED	ULTIMATE
17 †	1,000' L X 500' IW X 700' OW	SAME	SAME
35 †	1,000' L X 500' IW X 700' OW	SAME	SAME

RUNWAY SAFETY AREA DETERMINATION

RUNWAY END	STANDARD RSA		ACTUAL RSA				
	LENGTH BEYOND RUNWAY	WIDTH	LENGTH BEYOND RUNWAY	WIDTH	VIOLATIONS TO RSA ALONG SIDE OF RUNWAY	RSA DETERMINATION	DATE APPROVED
EXISTING 17/35	300	150	300	150	NO	NO	
PROPOSED 18/36	300	150	300	150	NO	NO	

TRAVERSE WAY CLEARANCES

NO.	ELEVATION	CLEARANCE		
		EXISTING	PROPOSED	ULTIMATE
C1	139.7	43.9	43.9	43.9
C2	139.6	36.8	36.8	36.8
C3	139.6	30.2	30.2	30.2

LEGEND

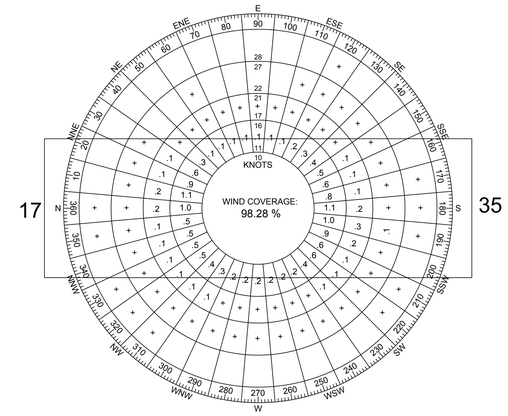
	EXISTING	PROPOSED	ULTIMATE
RUNWAY CENTERLINE			
RUNWAY SAFETY AREA (RSA)	RSA	RSA	RSA
RUNWAY OBJECT FREE AREA (ROFA)	ROFA	ROFA	ROFA
RUNWAY PROTECTION ZONE (RPZ)	RPZ	RPZ	RPZ
TAXIWAY SAFETY AREA (TSA)	TSA	TSA	TSA
BUILDING RESTRICTION LINE (BRL)	BRL	BRL	BRL
AIRPORT REFERENCE POINT			
AIRPORT PAVEMENT			
AIRPORT BUILDINGS			
OTHER BUILDINGS			
AIRPORT PROPERTY LINE			
LIGHT POLES			
POWER POLES			
FENCE			
ROADS			
TREE			
TREE LINE			
GROUND ELEVATION CONTOURS	140	140	140
WINDCONE / SEGMENTED CIRCLE			
SUPPLEMENTAL WINDCONE			
ROTATING BEACON			
PAPI			
AWOS			
REILS			

BUILDING DATA

NO.	STRUCTURE	ELEVATION
B1	T-HANGAR (6)	157.6
B2	T-HANGAR (6)	157.6
B3	TERMINAL (3)	162.3
B4	T-HANGAR (6)	162.9
B5	T-HANGAR (6)	157.2
B6	DELTA STATE HANGAR	169.2
B7	DELTA STATE HANGAR	169.5
B8	T-HANGAR (16)	153.7
B9	FBO (AIR REPAIR)	-
B10	BOX HANGAR (FBO)	171.7
B11	HANGAR	158.9
B12	HANGAR (MOSQUITO CONTROL)	158.0
B13	HANGAR	151.5
B14	SHED	152.5
B15	MAINTENANCE	158.9

PROPOSED DATA

NO.	STRUCTURE
P1	FBO
P2	BOX HANGAR
P3	T-HANGAR
P4	CONTROL TOWER

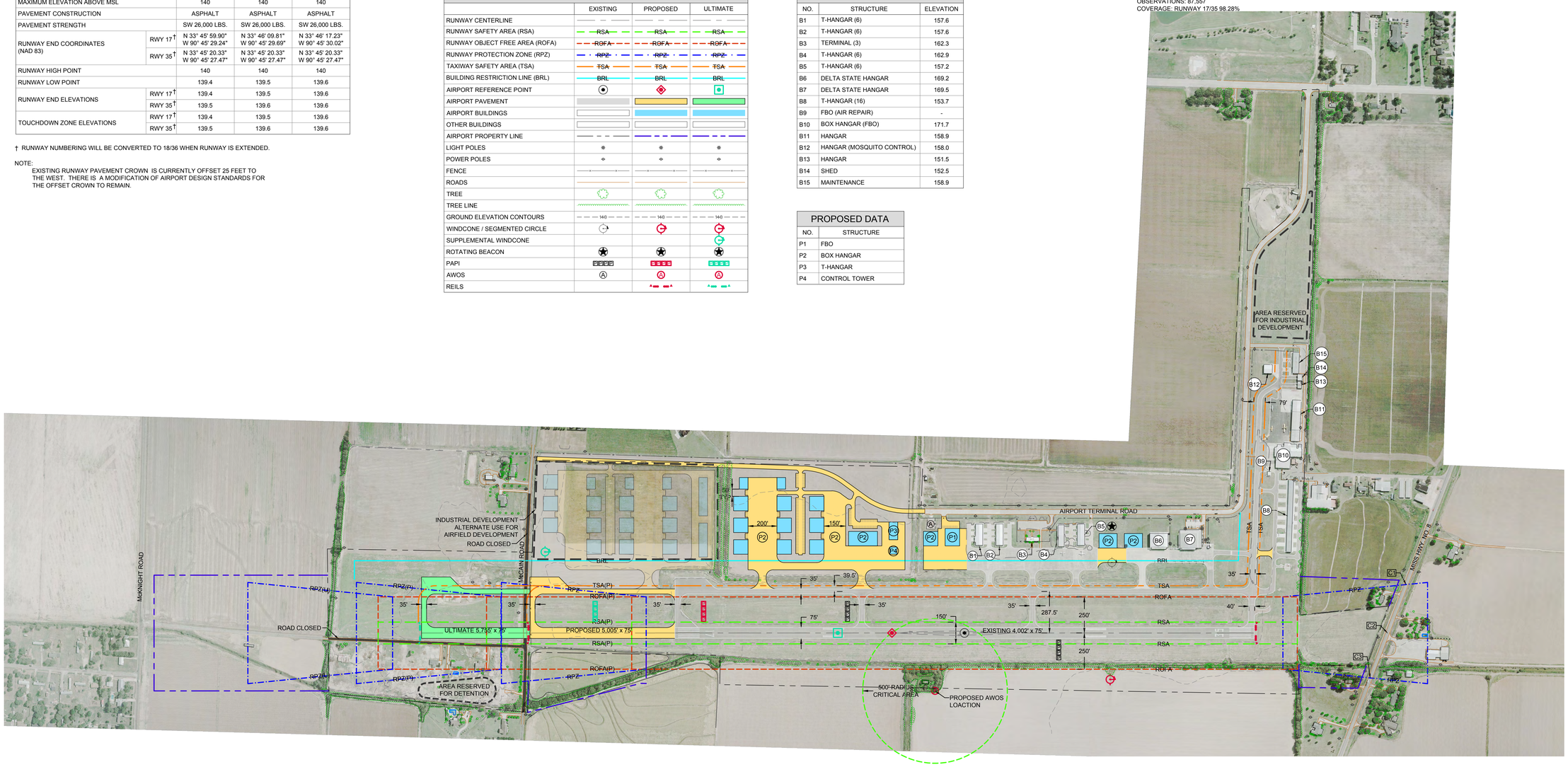


TRUE NORTH
MAG. DEC. 2

MAGNETIC DECLINATION
0°02' W; FEBRUARY 2011.
ANNUAL RATE OF CHANGE= 0°07'W /YR.
NAD 83

300' 0 300' 600'
1"=300'

SOURCE: NATIONAL CLIMACTIC DATA CENTER
LOCATION: GREENVILLE MID DELTA REGIONAL AIRPORT
PERIOD: 2000-2010
OBSERVATIONS: 87,557
COVERAGE: RUNWAY 17/35 98.28%



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 REVIEW TAKES APPROXIMATELY 60 DAYS.

AIRPORT LAYOUT DRAWING

CLEVELAND MUNICIPAL AIRPORT

CLEVELAND, MISSISSIPPI

BWSC
BARGE WAGGONNER SUMNER & CANNON, INC.
ENGINEERS PLANNERS AND SURVEYORS

DR.	CHK.	DATE	DESCRIPTION
T.A.C.	C.A.G.	02/16/12	FINAL ISSUE

FILE NO. 34919-01

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