AVIATION SYSTEM PLAN
Technical Report

South Carolina
AVIATION SYSTEM PLAN UPDATE

SOUTH CAROLINA
AERONAUTICS COMMISSION
2018

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INTRODUCTION

In the winter of 2016, the South Carolina Aeronautics Commission (SCAC) embarked on a study to update South Carolina's Statewide Aviation System Plan. The State Aviation System Plan was last updated in 2008. Since the last plan, the state has experienced notable economic growth, and there have been changes in the aviation industry. Industry changes include further consolidation of the mainline or network commercial airline carriers. Commercial carriers are also flying airplanes that have higher seating capacities; this means airlines are carrying more passengers on fewer flights. Since the last statewide plan, the general aviation industry has experienced limited and in some cases even declining growth. The number of single-engine piston aircraft in the active fleet has declined, but with recent growth in the U.S. economy, the business aviation segment of the general aviation industry has experienced resurgence. This update to South Carolina's Statewide Aviation System Plan reflects changes in the state that have taken place since the last plan was published, while considering changes in the aviation industry.

The update to Aviation System Plan was accomplished in a series of separate but interrelated steps; these steps are described below.

- **Inventory** – SCAC maintains data on their airport system through their online dynamic system plan, South Carolina Aeronautics Comprehensive Aviation Information Reporting System (CAIRS). Much of the system plan's analyses were based on information provided by SCAC. Data from the Federal Aviation Administration (FAA) was also used to support development of the plan. In addition to updating its state system plan, SCAC also simultaneously undertook an update to its Statewide Economic Impact Study for the South Carolina airports. The 57 commercial and general aviation airports included in the system plan update were also considered in the updated economic impact analysis. To support both efforts, on-site visits were conducted at most study airports during the inventory. The system plan's inventory chapter provides information on current facilities, services, and activity.

- **Forecasts** – Most recommendations for airports included in the state airport system are based on the airport's assigned role. As part of the system plan update, 10-year projections of aviation demand were developed for based general aviation aircraft, general aviation operations, commercial enplanements, and commercial aircraft operations. In addition, a tool was developed that enables SCAC to update the system plan's projections of demand as changing conditions warrant.

- **System Evaluation** – Evaluating the South Carolina airport system to identify its adequacies, deficiencies, and redundancies helps the state develop a plan that shapes a viable and balanced system of airports. For this update to the state system plan, a series of performance measures were established. Using a GIS tool, drive time service areas for the airports were established. Additional GIS analysis was undertaken to determine current accessibility ratings for each of the performance measures. For some measures, current system performance was also graphed. This step established a baseline system report card. In subsequent planning cycles, the system can be evaluated using the same performance measures to identify changes between reporting cycles. Performance measures used to evaluate the system included accessibility to: airports meeting National Business Aircraft Association (NBAA) business airport characteristics; airports with commercial airline service; airports with on-site weather reporting equipment; airports with a precision like approach; airports with a published approach, in addition to accessibility to any airport. The system evaluation also analyzed airports with overlapping service areas, which led to identifying those airports that may not be financially viable because of low activity levels.

- **Airport Roles** – SCAC, as part of their prior statewide system plan, established four different role categories for South Carolina airports. Airport roles are based on factors such as facilities, activity, services, and market area characteristics. Since the last statewide system plan was published, airports and airport market areas have changed. This update examined each airport to consider changes that could signal the need for revising the airport's role assigned in the prior plan. In addition, since the last state plan was completed, the FAA through their ASSET Study assigned federal roles to the South Carolina airports. Assigned FAA roles were examined as another trigger changing an airport's role. All study airports were considered to identify recommended role changes, as appropriate.

- **Airport Facilities/Future Airport Performance** – Each of SCAC's four role categories also have established facility/service objectives; these objectives are considered the minimum level to which each airport should be developed to enable each airport to meet its assigned role in the state airport system. Existing facilities/services at each airport were compared to the airport's respective objectives to identity needed improvements. System performance, both statewide and by airport role for all objectives, is summarized graphically as part of this step in the planning process. Actions needed by each airport to bring the system into full compliance with all objectives are identified. The results of this evaluation help establish a report card for each airport. The airport report cards identify projects and anticipated costs needed to improve the system so that South Carolina airports are 100% compliant with all development objectives.

- **Recommended Plan** – The final chapter of the system plan update summarizes recommended role changes and identifies airports which could be at risk as a result of their overlapping service areas and low levels of activity. Costs to improve the system to meet all airport role related objectives are summarized in total and by type. Each airport also has its own capital improvement plan (CIP); current CIPs for each airport were compared to system plan recommendations to determine if any airports have planned projects that will enable them to resolve any noted deficiencies, as they relate to system plan objectives. SCAC has recently completed a Statewide Pavement Management Plan; this plan identifies needed pavement maintenance and improvement projects for most system airports. The recommended plan summarizes identified pavement related projects for the study airports. As part of the recommended plan, projects from the system plan, CIPs, and pavement management plan were reviewed in an attempt to identify and remove any duplicate projects to avoid double-counting financial requirements for the system. The recommended plan identifies estimated five-year and average annual investment needs for the South Carolina airports.

Remaining sections of this report provide documentation for each of the elements summarized here.

FIGURE 1 – SYSTEM PLANNING PROCESS
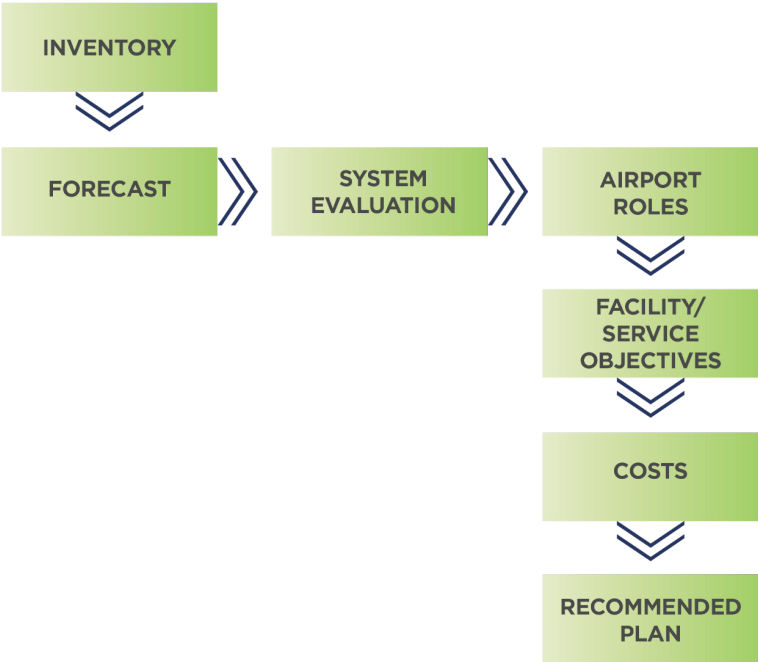
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1.0 INVENTORY

1.1 Introduction

The inventory chapter of the South Carolina Statewide Aviation System Plan (Plan) documents existing facilities and conditions at the airports included in the system plan update. The data collected during the inventory process is used throughout the study to complete various evaluations and to formulate final study recommendations. Information gathered during the inventory is used to project future demand, determine the adequacy of current system performance, identify airport specific facility and service improvements, and develop future recommendations for the system. Data summarized in this chapter includes a description of current conditions as they relate to:

- Aviation activity: based aircraft and annual operations for all study airports
- Airside facilities: runways and taxiways
- Navigational, approach, and landing aids: facilities that support airport usage during periods of reduced visibility or at night
- Airport services: fixed base operators (FBOs), fuel, public restrooms, aircraft maintenance, and other services
- Airport planning: master plan documentation

The data collection process to support the inventory effort started in November of 2016; information reported in this chapter generally reflects conditions at study airports at the time data collection was completed.

1.2 Data Collection Process

The inventory collected information from 57 airports; six (6) commercial service and 51 general aviation airports. These airports are referred to in this report as "study airports." Prior to the start of the update to the state aviation system plan, the City of Holly Hill, owner of the Holly Hill Airport, informed the South Carolina Aeronautics Commission (SCAC) of their plans to close the airport. The Holly Hill Airport has a 2,900-foot turf runway. Since the City announced plans to close the airport, it was not included in the system plan update.

Inventory information was collected from several sources, through a variety of means. Data was collected using survey/questionnaires, on-site visits, phone interviews, and secondary sources. A system plan inventory questionnaire was created and mailed to each airport to begin the inventory process. This questionnaire asked for information regarding runways, taxiways, airport visual aids, weather reporting/communication systems, services, hangar space/tie-down/aircraft parking, based aircraft, and aircraft operations. These questionnaires were pre-populated with data from resources such as:

- Federal Aviation Administration (FAA) Form 5010, Airport Master Record
- FAA Airport/Facilities Directory
- AirNav.com
- Airport Master Plans
- Airport Layout Plans (ALP)
- South Carolina Aeronautics Comprehensive Aviation Reporting System (SC-CAIRS)

The questionnaires requested each airport to review all pre-populated information, fill in any blanks in the questionnaire, and make changes to pre-populated data, as needed. On-site visits were arranged with most study airports to review their questionnaire. The on-site visits included interviews with various airport representatives such as airport managers, Fixed Base Operator (FBO) personnel, other airport tenants, and airport board members. Phone interviews were conducted with non-visit airports, and additional phone follow-up was made to almost all airports for data verification.

1.3 Existing System

The existing system includes 57 airports, all of which are publicly-owned. As shown in **Table 1-1** and **Figure 1-1**, the system is composed of six commercial service airports and 51 general aviation airports. In addition to the public airports in the state system, South Carolina has at least 131 privately-owned airports; these airports are shown on **Figure 1-2**. These private airports do not receive state or federal funds and are not included in this plan. While privately owned airports were not included in the state airport system plan, it is worth noting that privately-owned airports in South Carolina accommodate hundreds of based aircraft. Aircraft based at the privately-owned airports often use the publicly-owned airports in the state for fuel and other aircraft services.

TABLE 1-1 – SOUTH CAROLINA PUBLIC AIRPORTS

City	Airport Name	FAA ID
Commercial Service Airports		
Charleston	Charleston International Airport	CHS
Columbia	Columbia Metropolitan Airport	CAE
Florence	Florence Regional Airport	FLO
Greer	Greenville-Spartanburg International (Roger Milliken Field)	GSP
Hilton Head Island	Hilton Head Airport	HXD
Myrtle Beach	Myrtle Beach International Airport	MYR
General Aviation Airports		
Aiken	Aiken Regional Airport	AIK
Allendale	Allendale County Airport	AQX
Anderson	Anderson Regional Airport	AND
Andrews	Robert F. Swinnie Airport	PHH
Bamberg	Bamberg County Airport	99N
Barnwell	Barnwell Regional Airport	BNL
Beaufort	Beaufort County Airport	ARW
Bennettsville	Marlboro County Airport - H E Avent Field	BBP
Bishopville	Lee County Airport-Butters Field	52J
Camden	Woodward Field	CDN
Charleston	Charleston Executive Airport	JZI
Cheraw	Cheraw Municipal/Lynch Bellinger Field	CQW
Chester	Chester Catawba Regional Airport	DCM
Clemson	Oconee County Regional Airport	CEU
Columbia	Jim Hamilton - LB Owens Airport	CUB
Conway	Conway-Horry County Airport	HYW
Darlington	Darlington County Airport	UDG
Dillon	Dillon County Airport	DLC
Georgetown	Georgetown County Airport	GGE
Greenville	Greenville Downtown Airport	GMU
Greenville	Donaldson Field	GYH
Greenwood	Greenwood County Airport	GRD
Hampton	Hampton County Airport	3J0
Hartsville	Hartsville Regional Airport	HVS
Kingstree	Williamsburg Regional Airport	CKI
Lake City	Lake City Municipal Airport CJ Evans Field	51J
Lancaster	Lancaster County-McWhirter Field	LKR
Laurens	Laurens County Airport	LUX
Loris	Twin City Airport	5J9

TABLE 1-1 – SOUTH CAROLINA PUBLIC AIRPORTS

City	Airport Name	FAA ID
Manning	Santee Cooper Regional Airport	MNI
Marion	Marion County Airport	MAO
McCormick	McCormick County Airport	S19
Moncks Corner	Berkeley County Airport	MKS
Mount Pleasant	Mt Pleasant Regional-Faison Field	LRO
Newberry	Newberry County Airport	EOE
North Myrtle Beach	Grand Strand Airport	CRE
Orangeburg	Orangeburg Municipal Airport	OGB
Pageland	Pageland Airport	PYG
Pelion	Lexington County Airport	6J0
Pickens	Pickens County Airport	LQK
Ridgeland	Ridgeland-Claude Dean Airport	3J1
Rock Hill	Rock Hill/York Co/Bryant Field	UZA
Saluda	Saluda County Airport	6J4
Spartanburg	Spartanburg Downtown Memorial Airport	SPA
St George	St. George Airport	6J2
Summerville	Summerville Airport	DYB
Sumter	Sumter Airport	SMS
Trenton	Edgefield County Airport	6J6
Union	Union County, Troy Shelton Field	35A
Walterboro	Lowcountry Regional Airport	RBW
Winnsboro	Fairfield County Airport	FDW

Source: South Carolina Aeronautics Commission and FAA

FIGURE 1-1 – STUDY AIRPORTS
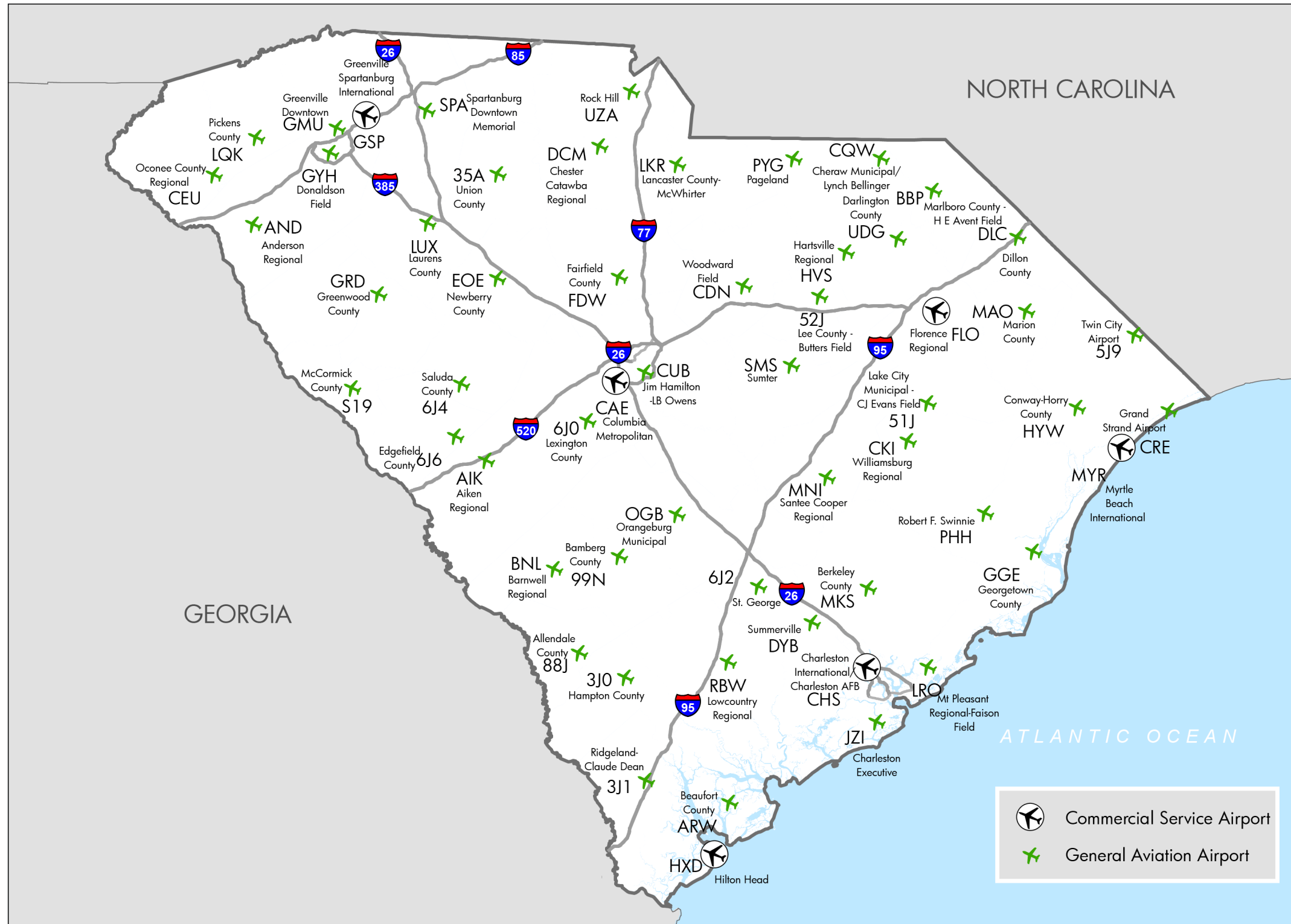
Source: South Carolina Aeronautics Commission GIS/Mapping

FIGURE 1-2 – PRIVATE AND PUBLIC AIRPORTS

FIGURE 1-2 – PRIVATE AND PUBLIC AIRPORTS
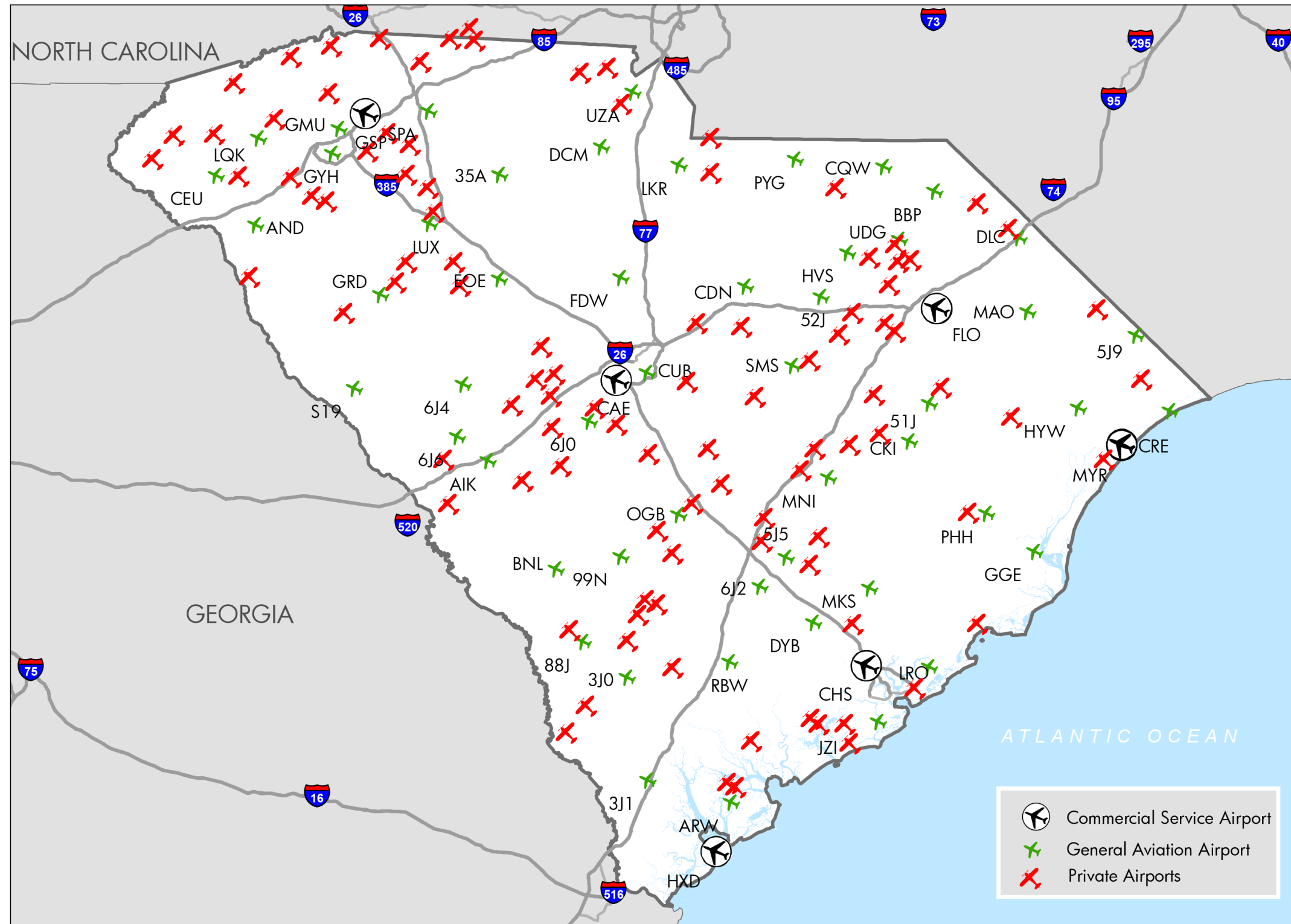
Source: South Carolina Aeronautics Commission GIS/Mapping

In addition to identifying the location of existing airports, it is also important to have any understanding of where registered pilots and aircraft mechanics reside in the state. This information can be used as one factor to help determine which South Carolina airports might experience the highest rates of increase in future activity levels.

Figure 1-3 depicts, according to FAA data, the location of registered pilots in South Carolina. This figure also shows a 30-minute drive for all 57 public airports included in the system plan update. GIS analysis was completed to determine the number of pilots within any of the 30-minute service areas. Analysis determined that 5,172 pilots, 91.87% of all registered pilots in South Carolina, are within a 30-minute drive of one or more study airports.

Similar analysis of FAA data for registered aircraft mechanics shows that 4,325 mechanics in South Carolina, 93.41% of all registered aircraft mechanics, are within a 30-minute drive of one or more study airports (see **Figure 1-4)**. As shown, a majority (> 93%) of mechanics reside within 30 minutes of one or more South Carolina airports.

Interestingly, both maps show small clusters of pilots and mechanics residing outside the 30-minute service areas immediately west and east of the Columbia metro area and north and northwest of the Greenville and Spartanburg areas. The clusters west of Columbia are likely pilots and mechanics residing around Lake Murray; this area is accessed via roads winding around the shoreline, making it difficult to reach any neighboring airports within 30 minutes. Pilots and mechanics in this area may use private airfields such as Gilbert International Airpark and Whiteplains Airport. The clusters of pilots living east of Columbia likely reside in the largely developed suburban area located just outside the 30-minute service area for Columbia Metropolitan Airport (CAE) or Jim Hamilton - LB Owens Airport (CUB).

The clusters of pilots and mechanics shown north and northwest of Greenville and Spartanburg likely live in the rural and mountain towns of the region, also accessed via side roads that increase the drive time to local airports. Residents in these areas may also use private airfields and/or airports in neighboring states like Toccoa Airport (TOC) in Georgia or Shelby-Cleveland County Regional Airport (EHO) in North Carolina.

There are also a few clusters of pilots and mechanics near the coast and outside of a 30-minute drive of one or more study airports; this is likely a result of limited access on the barrier islands and winding roads along the coastline that increase drive times to nearby airports beyond the 30 minutes considered in this analysis.

91.87% (5,172 persons) of South Carolina pilots are within of 30 minute drive of an airport in South Carolina.
(Sources, Esri ArcGIS Online, Federal Aviation Administration pilot data)

Legend:
- Pilots Within 30 Minutes of SC Airport
- Pilots Not Within 30 Minutes of SC Airport
- Commercial Service Airport
- General Aviation Airport
- 30 Minute Drive Time

Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Source: Arora Engineering, Jviation

FIGURE 1-4 – PERCENT OF SOUTH CAROLINA MECHANICS THAT ARE WITHIN A 30-MINUTE DRIVE OF A SOUTH CAROLINA AIRPORT

93.41% (4,325 persons) of South Carolina mechanics are within of 30 minute drive of an airport in South Carolina.
(Sources, Esri ArcGIS Online, Federal Aviation Administration mechanics data)

Legend:
- Commercial Service Airport
- General Aviation Airport
- Mechanics Within 30 Minutes of SC Airport
- Mechanics Not Within 30 Minutes of SC Airport
- 30 Minute Drive Time

Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Source: Arora Engineering, Jviation

1.4 Aviation Activity and Based Aircraft

Aviation operational and based aircraft data were collected from each airport through the inventory process. Activity data for the study airports is reported in the following sections.

1.4.1 Airport Operations

Annual operational data for each airport can be found in **Table 1-2**. Total operations shown in this table represent both take-offs and landings. Annual operations for each airport are reported for the following categories: air carrier, air taxi, local, itinerant, military, and total operations. A short description of each operational category follows:

- Air Carrier Operations: Operations completed by scheduled commercial service aircraft.
- Air Taxi Operations: Operations in this category are most often attributed to carriers that are certified to fly under Part 135 or Part 139, including charter carriers and some regional commercial carriers.
- Local Operations: According to FAA definition, an aircraft operation which is considered to be local in nature takes place within sight of the airfield. Local operations are often associated with training activity and are most often, but not always, performed by aircraft that are based or stored at that airport.
- Itinerant Operations: These operations are associated with both based and visiting aircraft. Operations classified as itinerant in nature either have a destination that is another airport (if the aircraft is based at the airport) or the operation originates from another airport. Visiting aircraft operations in the itinerant category are also referred to as transient operations. Transient operations are only a portion of each airport's total annual itinerant operations.
- Military Operations: Operations in this category are attributable to non-civilian aircraft that use study airports. Military aircraft that operate at study airports are most often on some type of training activity and stop at study airports for fuel or other services.

Nine study airports have Air Traffic Control Towers (ATCTs): Charleston International Airport (CHS), Columbia Metropolitan Airport (CAE), Donaldson Field (GYH), Florence Regional Airport (FLO), Grand Strand Airport (CRE), Greenville Downtown Airport (GMU), Greenville-Spartanburg International (Roger Milliken Field) (GSP), Hilton Head Airport (HXD), and Myrtle Beach International Airport (MYR). ATCTs provide a more accurate count of take-offs and landings. At the other non-controlled airports, operations are the "best estimate" of annual activity; these estimates are based on airport representatives' experience and knowledge of their airport's annual activity.

As part of this study, estimates of annual operations at non-towered airports were reviewed. These reviews were undertaken to test the reasonableness of current annual operational activity estimates. Using FAA guidance on ratios of annual operations to based aircraft, some estimates of current annual operational activity at non-towered airports were adjusted for FY 2016. For the most part if adjustments were made, estimates for current annual operations were adjusted downward. Information from tower counts at South Carolina airports shows that over the past ten years, annual general aviation operations have declined. Annual operational estimates at the non-towered airports were adjusted, in some cases, to reflect this trend.

TABLE 1-2 – 2016 ANNUAL AIRPORT OPERATIONS

City	Airport Name	FAA ID	Air Carrier	Air Taxi	Local	Itinerant	Military	TotalA
Commercial Service Airports								
Charleston	Charleston International Airport	CHS	46,112	12,993	1,703	25,026	21,268	107,102
Columbia	Columbia Metropolitan Airport	CAE	26,554	5,220	1,830	14,856	2,409	50,869
Florence	Florence Regional Airport	FLO	2,994	1,647	3,505	10,377	2,157	20,680
Greer	Greenville-Spartanburg International (Roger Milliken Field)	GSP	33,256	848	436	7,486	2,606	44,632
Hilton Head Island	Hilton Head Airport	HXD	2,435	3,304	2,735	20,356	724	29,554
Myrtle Beach	Myrtle Beach International Airport	MYR	20,306	70,172	4,196	12,941	4,609	112,224
Charleston	Charleston International Airport	CHS	46,112	12,993	1,703	25,026	21,268	107,102
General Aviation Airports								
Aiken	Aiken Regional Airport	AIK	-	1,617	12,231	14,152	300	28,300
Allendale	Allendale County Airport	AQX	-	150	5,385	1,464	20	7,020
Anderson	Anderson Regional Airport	AND	-	2,542	8,949	6,508	300	18,300
Andrews	Robert F. Swinnie Airport	PHH	-	-	3,593	407	-	4,000
Bamberg	Bamberg County Airport	99N	-	-	313	688	-	1,000
Barnwell	Barnwell Regional Airport	BNL	-	412	2,471	2,118	750	5,750
Beaufort	Beaufort County Airport	ARW	-	472	9,449	8,079		18,000
Bennettsville	Marlboro County Airport - H E Avent Field	BBP	-	60	1,200	2,500	-	3,760
Bishopville	Lee County Airport-Butters Field	52J	-	-	263	438	-	700
Camden	Woodward Field	CDN	-	310	5,161	2,529	250	8,250
Charleston	Charleston Executive Airport	JZI	-	2,022	10,108	15,870	3,000	31,000
Cheraw	Cheraw Municipal/Lynch Bellinger Field	CQW	-	155	3,621	2,224	200	6,200
Chester	Chester Catawba Regional Airport	DCM	-	-	6,000	2,400	-	8,400
Clemson	Oconee County Regional Airport	CEU	-	1,465	14,651	4,884	150	21,150
Columbia	Jim Hamilton - LB Owens Airport	CUB	-	3,652	12,522	7,826	1,000	25,000
Conway	Conway-Horry County Airport	HYW	-	301	6,879	4,820	50	12,050
Darlington	Darlington County Airport	UDG	-	508	3,661	1,831	100	6,100
Dillon	Dillon County Airport	DLC	-	-	168	112	30	310
Georgetown	Georgetown County Airport	GGE	-	931	9,310	4,759	500	15,500
Greenville	Greenville Downtown Airport	GMU	-	11,710	13,317	22,941	1,039	49,006
Greenville	Donaldson Field	GYH	-	8,069	9,272	7,569	5,981	30,891
Greenwood	Greenwood County Airport	GRD	-	750	6,750	4,500	100	12,100
Hampton	Hampton County Airport	3J0	-	-	57	343	-	400
Hartsville	Hartsville Regional Airport	HVS	-	205	3,053	1,742	300	5,300
Kingstree	Williamsburg Regional Airport	CKI	-	-	5,092	908	50	6,050
Lake City	Lake City Municipal Airport CJ Evans Field	51J	-	23	1,521	456	10	2,010
Lancaster	Lancaster County-McWhirter Field	LKR	-	575	5,000	3,425	300	9,300
Laurens	Laurens County Airport	LUX	-	134	1,970	896	150	3,150
Loris	Twin City Airport	5J9	-	-	600	600	-	1,200
Manning	Santee Cooper Regional Airport	MNI	-	202	2,828	1,970	50	5,050
Marion	Marion County Airport	MAO	-	102	2,143	2,755	100	5,100
McCormick	McCormick County Airport	S19	-	-	53	158	44	254
Moncks Corner	Berkeley County Airport	MKS	-	557	4,051	3,392	100	8,100

TABLE 1-2 – 2016 ANNUAL AIRPORT OPERATIONS

City	Airport Name	FAA ID	Air Carrier	Air Taxi	Local	Itinerant	Military	Total[A]
Mount Pleasant	Mt Pleasant Regional-Faison Field	LRO	-	963	12,676	4,361	250	18,250
Newberry	Newberry County Airport	EOE	-	132	1,758	2,110	100	4,100
North Myrtle Beach	Grand Strand Airport	CRE	-	6,053	13,958	14,740	1,020	35,772
Orangeburg	Orangeburg Municipal Airport	OGB	-	244	3,317	4,439	50	8,050
Pageland	Pageland Airport	PYG	-	-	1,300	1,000	-	2,300
Pelion	Lexington County Airport	6J0	-	-	2,763	3,537	144	6,444
Pickens	Pickens County Airport	LQK	-	611	4,056	5,333	1,000	11,000
Ridgeland	Ridgeland-Claude Dean Airport	3J1	-	-	6,968	1,032	250	8,250
Rock Hill	Rock Hill/York Co/Bryant Field	UZA	-	1,289	14,644	12,067	100	28,100
Saluda	Saluda County Airport	6J4	-	-	600	800	-	1,400
Spartanburg	Spartanburg Downtown Memorial Airport	SPA	-	5,566	14,785	12,649	390	33,390
St George	St. George Airport	6J2	-	-	300	700	-	1,000
Summerville	Summerville Airport	DYB	-	823	4,269	3,909	250	9,250
Sumter	Sumter Airport	SMS	-	353	7,261	4,387	100	12,100
Trenton	Edgefield County Airport	6J6	-	-	4,500	500	-	5,000
Union	Union County, Troy Shelton Field	35A	-	-	1,329	1,671	-	3,000
Walterboro	Lowcountry Regional Airport	RBW	-	1,160	4,218	6,622	620	12,620
Winnsboro	Fairfield County Airport	FDW	-	313	3,761	2,925	300	7,299
		Total	131,657	148,615	288,510	309,088	53,221	931,087

Source: South Carolina Aeronautics Commission data, FAA Form 5010, South Carolina Airports, FAA Air Traffic Control Towers, and FAA National Offload Program
[A] Totals may not sum because of rounding

1.4.2 Airport Enplanements

Scheduled passenger service is currently available at six airports in South Carolina: Charleston International Airport (CHS), Columbia Metropolitan Airport (CAE), Florence Regional Airport (FLO), Greenville-Spartanburg International (Roger Milliken Field) (GSP), Hilton Head Airport (HXD), and Myrtle Beach International Airport (MYR). **Table 1-3** shows commercial passenger enplanements by airport as well as total enplanements for South Carolina in 2016.

TABLE 1-3 – 2016 ENPLANEMENTS

City	Airport Name	FAA ID	2016 Enplanements
Charleston	Charleston International Airport	CHS	1,804,036
Columbia	Columbia Metropolitan Airport	CAE	553,589
Florence	Florence Regional Airport	FLO	45,300
Greer	Greenville-Spartanburg International (Roger Milliken Field)	GSP	990,512
Hilton Head Island	Hilton Head Airport	HXD	30,951
Myrtle Beach	Myrtle Beach International Airport	MYR	944,499
		Total	4,368,887

Source: FAA
Note: Total annual enplanements for 2017 were not available at the time this table was prepared.

1.4.3 Based Aircraft

Based aircraft represent aircraft that are stored at each airport. Storage for based aircraft is typically distributed between hangars and tie-down spaces. Beginning in 2007, FAA undertook a more stringent program for airports to report their individual "counts" of based aircraft. FAA implemented this program to record based aircraft by actual "N" number. The program was needed because multiple airports were reporting the same aircraft, leading to "double counting" of active general aviation aircraft in the U.S. fleet. When this FAA program was implemented, the number of based aircraft reported at airports within the United States showed a decrease. In reality, the based fleet did not shrink, but with the elimination of double and triple counting of the same aircraft, the number of actual aircraft in the fleet showed contraction. Current based aircraft counts for each study airport are reported in **Table 1-4**.

It should be noted that it is not uncommon for aircraft to shift between airports either within or beyond the state. In South Carolina, based aircraft can also move between the public and private airports. Based aircraft counts presented reflect aircraft based at the airport at the time the "counting" was completed. During the winter months in particular, some airports may have higher counts of based aircraft because of seasonal movement.

TABLE 1-4 – 2016 BASED AIRCRAFT

City	Airport Name	FAA ID	Based Aircraft
Commercial Service Airports			
Charleston	Charleston International Airport	CHS	56
Columbia	Columbia Metropolitan Airport	CAE	68
Florence	Florence Regional Airport	FLO	36
Greer	Greenville-Spartanburg International (Roger Milliken Field)	GSP	16
Hilton Head Island	Hilton Head Airport	HXD	89
Myrtle Beach	Myrtle Beach International Airport	MYR	56
General Aviation Airports			
Aiken	Aiken Regional Airport	AIK	63
Allendale	Allendale County Airport	AQX	10
Anderson	Anderson Regional Airport	AND	84
Andrews	Robert F. Swinnie Airport	PHH	5
Bamberg	Bamberg County Airport	99N	3
Barnwell	Barnwell Regional Airport	BNL	37
Beaufort	Beaufort County Airport	ARW	39
Bennettsville	Marlboro County Airport - H E Avent Field	BBP	16
Bishopville	Lee County Airport-Butters Field	52J	6
Camden	Woodward Field	CDN	40
Charleston	Charleston Executive Airport	JZI	41
Cheraw	Cheraw Municipal/Lynch Bellinger Field	CQW	16
Chester	Chester Catawba Regional Airport	DCM	27
Clemson	Oconee County Regional Airport	CEU	70
Columbia	Jim Hamilton - LB Owens Airport	CUB	121
Conway	Conway-Horry County Airport	HYW	39
Darlington	Darlington County Airport	UDG	13
Dillon	Dillon County Airport	DLC	0
Georgetown	Georgetown County Airport	GGE	53
Greenville	Greenville Downtown Airport	GMU	176
Greenville	Donaldson Field	GYH	53
Greenwood	Greenwood County Airport	GRD	56
Hampton	Hampton County Airport	3J0	2
Hartsville	Hartsville Regional Airport	HVS	17
Kingstree	Williamsburg Regional Airport	CKI	20
Lake City	Lake City Municipal Airport CJ Evans Field	51J	10
Lancaster	Lancaster County-McWhirter Field	LKR	40
Laurens	Laurens County Airport	LUX	18
Loris	Twin City Airport	5J9	13
Manning	Santee Cooper Regional Airport	MNI	19
Marion	Marion County Airport	MAO	18
McCormick	McCormick County Airport	S19	0

City	Airport Name	FAA ID	Based Aircraft
Moncks Corner	Berkeley County Airport	MKS	42
Mount Pleasant	Mt Pleasant Regional-Faison Field	LRO	52
Newberry	Newberry County Airport	EOE	12
North Myrtle Beach	Grand Strand Airport	CRE	53
Orangeburg	Orangeburg Municipal Airport	OGB	36
Pageland	Pageland Airport	PYG	10
Pelion	Lexington County Airport	6J0	22
Pickens	Pickens County Airport	LQK	41
Ridgeland	Ridgeland-Claude Dean Airport	3J1	70
Rock Hill	Rock Hill/York Co/Bryant Field	UZA	150
Saluda	Saluda County Airport	6J4	3
Spartanburg	Spartanburg Downtown Memorial Airport	SPA	139
St George	St. George Airport	6J2	6
Summerville	Summerville Airport	DYB	41
Sumter	Sumter Airport	SMS	42
Trenton	Edgefield County Airport	6J6	26
Union	Union County, Troy Shelton Field	35A	12
Walterboro	Lowcountry Regional Airport	RBW	50
Winnsboro	Fairfield County Airport	FDW	37
		Total	**2,290**

Source: South Carolina Aeronautics Commission; South Carolina Airports; FAA
Note: Based aircraft reported here have the propensity to change.

1.5   Airside Facilities

The study inventoried each airport's airside facilities. This part of the inventory effort included collecting data on current runways and taxiways at study airports. Specifically, dimensions and lighting information were collected. This information is used throughout the study to determine the ability of study airports to meet facility objectives associated with their role in the state airport system.

1.5.1   Runway Information

Each airport's runway information is reported in **Table 1-5** and **Table 1-6**. A majority (approximately 75%) of the study airports have only one runway. As shown in **Table 1-5**, runway lengths for airports in South Carolina range from 2,640 feet at Edgefield County Airport (6J6) to 11,001 feet at Greenville-Spartanburg International Airport (GSP). Runway lengths are generally related to the most demanding type of aircraft operating at each airport and the operational characteristics of those aircraft.

Runway widths also vary among the airports. Most study airports that are publicly-owned are eligible to compete for FAA grants and hence must comply with FAA design standards. According to FAA design standards, the minimum runway width for any runway should be 60 feet. As shown in **Table 1-5**, nearly all the study airports have a current runway width equal to or greater than 60 feet. In subsequent portions of this study, the adequacy of current runway lengths and widths will be considered based on the airport's role in the state system.

TABLE 1-5 – RUNWAY DIMENSIONS

City	Airport Name	FAA ID	Runway	Length(ft)	Width (ft)
Commercial Service Airports					
Charleston	Charleston International Airport	CHS	15/33	9,001	150
			03/21	7,000	150
Columbia	Columbia Metropolitan Airport	CAE	11/29	8,601	150
			05/23	8,001	150
Florence	Florence Regional Airport	FLO	09/27	6,502	150
			01/19	6,000	150
Greer	Greenville-Spartanburg International (Roger Milliken Field)	GSP	04/22	11,001	150
Hilton Head Island	Hilton Head Airport	HXD	03/21	5,000 [A]	100
Myrtle Beach	Myrtle Beach International Airport	MYR	18/36	9,503	150
General Aviation Airports					
Aiken	Aiken Regional Airport	AIK	07/25	5,500	100
			01/19	3,800	75
Allendale	Allendale County Airport	AQX	17/35	5,001	75
Anderson	Anderson Regional Airport	AND	05/23	6,002	149
			17/35	4,996	149
Andrews	Robert F. Swinnie Airport	PHH	18/36	3,001	60
Bamberg	Bamberg County Airport	99N	05/23	3,603	60
Barnwell	Barnwell Regional Airport	BNL	17/35	5,119	100
			05/23	4,526	70
Beaufort	Beaufort County Airport	ARW	07/25	3,434	75
Bennettsville	Marlboro County Airport - H E Avent Field	BBP	07/25	5,003	74
Bishopville	Lee County Airport-Butters Field	52J	06/24	3,200	60
Camden	Woodward Field	CDN	06/24	5,000	100
			14/32	2,998	100
Charleston	Charleston Executive Airport	JZI	09/27	5,350	100
			04/22	4,313	150
Cheraw	Cheraw Municipal/Lynch Bellinger Field	CQW	08/26	5,000	75
Chester	Chester Catawba Regional Airport	DCM	17/35	5,000	100
			05/23	4,998	100
Clemson	Oconee County Regional Airport	CEU	07/25	5,000	100
Columbia	Jim Hamilton - LB Owens Airport	CUB	13/31	5,011	75
Conway	Conway-Horry County Airport	HYW	04/22	4,401	75
Darlington	Darlington County Airport	UDG	05/23	5,500	100
Dillon	Dillon County Airport	DLC	07/25	3,000	60
Georgetown	Georgetown County Airport	GGE	05/23	6,005	100
			11/29	4,539	150
Greenville	Greenville Downtown Airport	GMU	01/19	5,393	100
			10/28	4,000	80
Greenville	Donaldson Field	GYH	05/23	8,000	150

TABLE 1-5 – RUNWAY DIMENSIONS

City	Airport Name	FAA ID	Runway	Length(ft)	Width (ft)
Greenwood	Greenwood County Airport	GRD	09/27	5,001	100
			05/23	3,600	60
Hampton	Hampton County Airport	3J0	11/29	3,580	60
Hartsville	Hartsville Regional Airport	HVS	03/21	5,000	75
Kingstree	Williamsburg Regional Airport	CKI	14/32	5,000	75
Lake City	Lake City Municipal Airport CJ Evans Field	51J	01/19	3,700	75
Lancaster	Lancaster County-McWhirter Field	LKR	06/24	6,004	101
Laurens	Laurens County Airport	LUX	08/26	4,051	75
Loris	Twin City Airport	5J9	08/26	3,694	60
Manning	Santee Cooper Regional Airport	MNI	02/20	3,602	75
Marion	Marion County Airport	MAO	04/22	4,504	100
McCormick	McCormick County Airport	S19	18/36	3,598	75
Moncks Corner	Berkeley County Airport	MKS	05/23	5,000 [B]	75
Mount Pleasant	Mt Pleasant Regional-Faison Field	LRO	17/35	3,700	75
Newberry	Newberry County Airport	EOE	04/22	4,001	75
North Myrtle Beach	Grand Strand Airport	CRE	05/23	5,997	100
Orangeburg	Orangeburg Municipal Airport	OGB	17/35	5,399	100
			05/23	4,508	100
Pageland	Pageland Airport	PYG	06/24	3,396	60
Pelion	Lexington County Airport	6J0	18/36	4,335	75
Pickens	Pickens County Airport	LQK	05/23	5,002	100
Ridgeland	Ridgeland-Claude Dean Airport	3J1	03/21 [C]	2,692	70
Rock Hill	Rock Hill/York Co/Bryant Field	UZA	02/20	5,500	100
Saluda	Saluda County Airport	6J4	01/19	3,189	60
Spartanburg	Spartanburg Downtown Memorial Airport	SPA	05/23	5,852 [D]	100
St George	St. George Airport	6J2	05/23	3,201	60
Summerville	Summerville Airport	DYB	06/24	5,001	75
Sumter	Sumter Airport	SMS	05/23	5,501	100
			14/32	3,081	120
Trenton	Edgefield County Airport	6J6	11/29	2,640	85
			15/33	1,584	56
Union	Union County, Troy Shelton Field	35A	05/23	3,508	60
Walterboro	Lowcountry Regional Airport	RBW	05/23	6,002	100
			17/35	5,705	100
			09/27	5,408	100
Winnsboro	Fairfield County Airport	FDW	04/22	5,249	100

Source: South Carolina Aeronautics Commission, South Carolina Airports, FAA data
[A] Current runway length at HXD is 4,300 feet; however, a runway extension is planned in the near future.
[B] Current runway length at MKS is 4,351 feet; however, the runway extension is planned to open in 2019.
[C] 3J1 - Runway 03/21 will close and be replaced with a new runway - Runway 18/36.
[D] Current runway length at SPA is 5,202 feet; however, a runway extension is planned for 2018.

A majority of all primary runways have some type of runway edge lighting system; however, as shown in **Table 1-6**, this is not the case for all study airports. Runway lights help airports remain operational during periods of reduced visibility and throughout nighttime hours. Runway and approach lighting systems inventoried in this study include:

- Runway Edge Lights: Runway edge lights are commonly installed at three different levels of intensity. The runway lighting level is referred to as High Intensity Runway Lighting (HIRL), Medium Intensity Runway Lighting (MIRL), and Low Intensity Runway Lighting (LIRL).
- Runway End Identification Lights (REILs): REILs are a lighting system consisting of two flashing lights located on each corner of the runway-landing threshold. The light from this system enables pilots to quickly identify the runway threshold on approach.

Runway approach capabilities are discussed in a subsequent section of the inventory.

TABLE 1-6 – RUNWAY LIGHTING INFORMATION

City	Airport Name	FAA ID	Runway	Edge Lights	Runway End	REILs
Commercial Service Airports						
Charleston	Charleston International Airport	CHS	15/33	HIRL	15	No
					33	No
			03/21	HIRL	03	Yes
					21	Yes
Columbia	Columbia Metropolitan Airport	CAE	11/29	HIRL	11	No
					29	No
			05/23	HIRL	05	No
					23	Yes
Florence	Florence Regional Airport	FLO	09/27	HIRL	09	No
					27	Yes
			01/19	MIRL	01	Yes
					19	Yes
Greer	Greenville-Spartanburg International (Roger Milliken Field)	GSP	04/22	HIRL	04	No
					22	No
Hilton Head Island	Hilton Head Airport	HXD	03/21	MIRL	03	Yes
					21	Yes
Myrtle Beach	Myrtle Beach International Airport	MYR	18/36	HIRL	18	No
					36	No
General Aviation Airports						
Aiken	Aiken Regional Airport	AIK	07/25	MIRL	07	No
					25	Yes
			01/19	No	01	No
					19	Yes
Allendale	Allendale County Airport	AQX	17/35	MIRL	17	No
					35	No
Anderson	Anderson Regional Airport	AND	05/23	HIRL	05	No
					23	No
			17/35	No	17	No
					35	No

TABLE 1-6 – RUNWAY LIGHTING INFORMATION

City	Airport Name	FAA ID	Runway	Edge Lights	Runway End	REILs
Andrews	Robert F. Swinnie Airport	PHH	18/36	MIRL	18	No
					36	No
Bamberg	Bamberg County Airport	99N	05/23	MIRL	05	No
					23	No
Barnwell	Barnwell Regional Airport	BNL	17/35	MIRL	17	Yes
					35	No
			05/23	No	05	No
					23	No
Beaufort	Beaufort County Airport	ARW	07/25	MIRL	07	No
					25	Yes
Bennettsville	Marlboro County Airport - H E Avent Field	BBP	07/25	MIRL	07	Yes
					25	Yes
Bishopville	Lee County Airport-Butters Field	52J	06/24	MIRL	06	No
					24	No
Camden	Woodward Field	CDN	06/24	MIRL	06	Yes
					24	Yes
			14/32	No	14	No
					32	Yes
Charleston	Charleston Executive Airport	JZI	09/27	HIRL	09	No
					27	No
			04/22	MIRL	04	No
					22	No
Cheraw	Cheraw Municipal/Lynch Bellinger Field	CQW	08/26	MIRL	08	Yes
					26	Yes
Chester	Chester Catawba Regional Airport	DCM	17/35	MIRL	17	No
					35	No
			05/23	No	05	No
					23	No
Clemson	Oconee County Regional Airport	CEU	07/25	MIRL	07	Yes
					25	Yes
Columbia	Jim Hamilton - LB Owens Airport	CUB	13/31	MIRL	13	Yes
					31	Yes
Conway	Conway-Horry County Airport	HYW	04/22	MIRL	04	No
					22	No
Darlington	Darlington County Airport	UDG	05/23	MIRL	05	Yes
					23	Yes
Dillon	Dillon County Airport	DLC	07/25	MIRL	07	No
					25	No
Georgetown	Georgetown County Airport	GGE	05/23	MIRL	05	Yes
					23	No
			11/29	MIRL	11	No
					29	No

TABLE 1-6 – RUNWAY LIGHTING INFORMATION

City	Airport Name	FAA ID	Runway	Edge Lights	Runway End	REILs
Greenville	Greenville Downtown Airport	GMU	01/19	HIRL	01	No
					19	Yes
			10/28	MIRL	10	No
					28	Yes
Greenville	Donaldson Field	GYH	05/23	HIRL	05	No
					23	No
Greenwood	Greenwood County Airport	GRD	09/27	MIRL	09	Yes
					27	Yes
			05/23	No	05	No
					23	No
Hampton	Hampton County Airport	3J0	11/29	No	11	No
					29	No
Hartsville	Hartsville Regional Airport	HVS	03/21	MIRL	03	No
					21	No
Kingstree	Williamsburg Regional Airport	CKI	14/32	MIRL	14	No
					32	No
Lake City	Lake City Municipal Airport CJ Evans Field	51J	01/19	MIRL	01	No
					19	No
Lancaster	Lancaster County-McWhirter Field	LKR	06/24	MIRL	06	No
					24	No
Laurens	Laurens County Airport	LUX	08/26	MIRL	08	Yes
					26	Yes
Loris	Twin City Airport	5J9	08/26	LIRL	08	No
					26	No
Manning	Santee Cooper Regional Airport	MNI	02/20	MIRL	02	No
					20	No
Marion	Marion County Airport	MAO	04/22	MIRL	04	No
					22	No
McCormick	McCormick County Airport	S19	18/36	No	18	No
					36	No
Moncks Corner	Berkeley County Airport	MKS	05/23	MIRL	05	No
					23	No
Mount Pleasant	Mt Pleasant Regional-Faison Field	LRO	17/35	MIRL	17	No
					35	No
Newberry	Newberry County Airport	EOE	04/22	MIRL	04	No
					22	No
North Myrtle Beach	Grand Strand Airport	CRE	05/23	HIRL	05	Yes
					23	No
Orangeburg	Orangeburg Municipal Airport	OGB	17/35	MIRL	17	Yes
					35	Yes
			05/23	MIRL	05	Yes
					23	Yes

City	Airport Name	FAA ID	Runway	Edge Lights	Runway End	REILs
Pageland	Pageland Airport	PYG	06/24	MIRL	05	Yes
					23	Yes
Pelion	Lexington County Airport	6J0	18/36	MIRL	18	Yes
					36	Yes
Pickens	Pickens County Airport	LQK	05/23	MIRL	05	No
					23	No
Ridgeland	Ridgeland-Claude Dean Airport	3J1^	03/21	MIRL	03	No
					21	No
Rock Hill	Rock Hill/York Co/Bryant Field	UZA	02/20	MIRL	02	No
					20	No
Saluda	Saluda County Airport	6J4	01/19	MIRL	01	No
					19	No
Spartanburg	Spartanburg Downtown Memorial Airport	SPA	05/23	HIRL	05	No
					23	No
St George	St. George Airport	6J2	05/23	LIRL	05	No
					23	No
Summerville	Summerville Airport	DYB	06/24	MIRL	06	No
					24	No
Sumter	Sumter Airport	SMS	05/23	MIRL	05	Yes
					23	Yes
			14/32	No	14	No
					32	No
Trenton	Edgefield County Airport	6J6	11/29	No	11	No
					29	No
			15/33	No	15	No
					33	No
Union	Union County, Troy Shelton Field	35A	05/23	MIRL	05	No
					23	No
Walterboro	Lowcountry Regional Airport	RBW	05/23	MIRL	05	No
					23	Yes
			17/35	No	17	No
					35	No
			09/27	No	09	No
					27	No
Winnsboro	Fairfield County Airport	FDW	04/22	MIRL	04	No
					22	No

Source: South Carolina Comprehensive Aviation Information Reporting System and FAA Facilities Directory
Note: LIRL = Low Intensity Runway Lighting, MIRL = Medium Intensity Runway Lighting, HIRL = High Intensity Runway Lighting
^ 3J1 - Runway 03/21 will close and be replaced with a new runway - Runway 18/36

1.5.2 Taxiway Information

According to FAA guidelines, full parallel taxiways are most often needed at the busiest of airports or at airports that have precision approach capabilities. A full parallel taxiway improves both runway safety and operational capacity. Because many of the study airports have lower activity levels, they do not have or need a full parallel taxiway; however, to support safety and operational needs, nearly all study airports have at least taxiway turnarounds. Turnarounds are located on runway ends; they provide landing aircraft with the ability to turn around once they land and to taxi back on the runway to reach hangar areas or other landside facilities.

Taxiway information collected as part of this study includes the type of taxiway system and taxiway lighting. Types of taxiways include full parallel, partial parallel, and turnarounds. Taxiway lighting also varies and ranges from high to medium to low intensity. All taxiways contribute to an airport's safety and operating efficiency. Current taxiway information for each airport is shown in **Table 1-7**. Based on the airport's role, this study reviewed the adequacy of each airport's current taxiway system.

TABLE 1-7 – TAXIWAY INFORMATION

City	Airport Name	FAA ID	Taxiway Type	Lighting
Commercial Service Airports				
Charleston	Charleston International Airport	CHS	Full	MITL
Columbia	Columbia Metropolitan Airport	CAE	Full	MITL
Florence	Florence Regional Airport	FLO	Full	MITL
Greer	Greenville-Spartanburg International (Roger Milliken Field)	GSP	Full	MITL
Hilton Head Island	Hilton Head Airport	HXD	Full	MITL
Myrtle Beach	Myrtle Beach International Airport	MYR	Full	MITL
General Aviation Airports				
Aiken	Aiken Regional Airport	AIK	Full	MITL
Allendale	Allendale County Airport	AQX	Full	MITL
Anderson	Anderson Regional Airport	AND	Full	MITL
Andrews	Robert F. Swinnie Airport	PHH	One Turnaround	MITL
Bamberg	Bamberg County Airport	99N	Partial	MITL
Barnwell	Barnwell Regional Airport	BNL	Full	MITL
Beaufort	Beaufort County Airport	ARW	Partial[A]	MITL
Bennettsville	Marlboro County Airport - H E Avent Field	BBP	Full	MITL
Bishopville	Lee County Airport-Butters Field	52J	None	None
Camden	Woodward Field	CDN	Full	MITL
Charleston	Charleston Executive Airport	JZI	Full	MITL
Cheraw	Cheraw Municipal/Lynch Bellinger Field	CQW	Full	MITL
Chester	Chester Catawba Regional Airport	DCM	Full	MITL
Clemson	Oconee County Regional Airport	CEU	Full	MITL
Columbia	Jim Hamilton - LB Owens Airport	CUB	Full	MITL
Conway	Conway-Horry County Airport	HYW	Full	MITL
Darlington	Darlington County Airport	UDG	Full	MITL

City	Airport Name	FAA ID	Taxiway Type	Lighting
Dillon	Dillon County Airport	DLC	None	None
Georgetown	Georgetown County Airport	GGE	Full	MITL
Greenville	Greenville Downtown Airport	GMU	Full	MITL
Greenville	Donaldson Field	GYH	Full	MITL
Greenwood	Greenwood County Airport	GRD	Full	MITL
Hampton	Hampton County Airport	3J0	None	None
Hartsville	Hartsville Regional Airport	HVS	Partial	MITL
Kingstree	Williamsburg Regional Airport	CKI	Full	MITL
Lake City	Lake City Municipal Airport CJ Evans Field	51J	Both Turnaround	None
Lancaster	Lancaster County-McWhirter Field	LKR	Full	MITL
Laurens	Laurens County Airport	LUX	Full	MITL
Loris	Twin City Airport	5J9	None	None
Manning	Santee Cooper Regional Airport	MNI	Full	MITL
Marion	Marion County Airport	MAO	Both Turnaround	MITL
McCormick	McCormick County Airport	S19	None	None
Moncks Corner	Berkeley County Airport	MKS	Full	MITL
Mount Pleasant	Mt Pleasant Regional-Faison Field	LRO	Full	MITL
Newberry	Newberry County Airport	EOE	Full	MITL
North Myrtle Beach	Grand Strand Airport	CRE	Full	MITL
Orangeburg	Orangeburg Municipal Airport	OGB	Full	MITL
Pageland	Pageland Airport	PYG	One Turnaround	MITL
Pelion	Lexington County Airport	6J0	Full	MITL
Pickens	Pickens County Airport	LQK	Full	MITL
Ridgeland	Ridgeland-Claude Dean Airport	3J1	None	None
Rock Hill	Rock Hill/York Co/Bryant Field	UZA	Full	MITL
Saluda	Saluda County Airport	6J4	None	None
Spartanburg	Spartanburg Downtown Memorial Airport	SPA	Full	MITL
St George	St. George Airport	6J2	None	None[B]
Summerville	Summerville Airport	DYB	Full	MITL
Sumter	Sumter Airport	SMS	Full	MITL
Trenton	Edgefield County Airport	6J6	None	None
Union	Union County, Troy Shelton Field	35A	None	None
Walterboro	Lowcountry Regional Airport	RBW	Full	MITL
Winnsboro	Fairfield County Airport	FDW	Full	MITL

Note: MITL = Medium Intensity Taxiway Lighting
Source: South Carolina Comprehensive Aviation Information Reporting System and FAA data
[A] ARW has a project underway to lengthen the taxiway to a full-parallel taxiway
[B] 6J2 has a connector taxiway that has MITL

1.6   Runway Approach Types

Approach types at an airport are often a critical decision-making factor, determining whether or not a pilot will fly to a specific airport. Published instrument approach procedures offer arriving and departing aircraft protection from obstacles within an airport's airspace, as well as the capability to land at an airport with conditions of low visibility. Instrument approaches are categorized by precision and non-precision. Precision instrument approach procedures provide both vertical and horizontal guidance to aircraft, while non-precision approaches typically provide only lateral guidance. The most common runway approach types include:

- Instrument Landing System (ILS): ILS is a precision approach that provides precise vertical and horizontal guidance information to approaching aircraft. The ILS provides guidance through the use of a localizer, a glide slope, and other ground-based facilities.
- Global Positioning System (GPS): GPS is a non-precision approach. It is a navigation system that consists of a network of satellites and ground stations. GPS satellites are capable of providing aircraft with three-dimensional position (latitude, longitude, and altitude), velocity, and time of day, in all weather conditions.
- Area Navigation/Required Navigation Performance (RNAV/RNP): RNAV/RNP is a non-precision approach and a performance-based type of navigation that allows aircraft to fly on a desired path within the coverage of ground or space-based navigational aids. RNP-capable aircraft are equipped with onboard performance monitoring and alerting capabilities.
- Localizer Performance with Vertical Guidance (LPV): LPV provides minimum approach heights for GPS/RNAV approaches through the use of wide area augmentation system (WAAS) and very precise GPS capabilities. In most cases, approaches with LPV have minimums comparable if not better than an ILS approach. An LPV approach provides landing aircraft with both lateral and vertical guidance.
- Very High Frequency Omni-Directional Range (VOR): VOR is a non-precision approach. It is a ground-based radio navigation aid that provides 360 degrees of continuous directional information and supplies aircraft with location relative to the VOR station.
- Localizer (LOC): The LOC is a non-precision approach using a radio transmitting antenna that supplies aircraft with lateral course guidance to the runway.
- Distance Measuring Equipment (DME): The DME is a non-precision approach. It is a ground-based Ultra High Frequency navigation aid that corresponds to aircraft DME avionics. From this, aircraft are able to determine the slant range between the aircraft and ground station.
- Non-Directional Beacon (NDB): The NDB is a non-precision approach. It is a ground-based, low or medium frequency radio beacon that broadcasts non-directional signals on an assigned frequency signal. Pilots can use NDBs to determine their location in relation to the ground station.

With the advent of satellite-based approaches, many of the traditional non-precision approach aids such as NDBs and VORs are being phased out. **Table 1-8** shows those South Carolina airports that continue to have non-precision approaches supported by VORs, NDBs, and DMEs. As **Table 1-8** reflects, study airports currently have a variety of approach procedures; since airport approaches are continually changing, FAA is the best source of information for current approach capabilities for any runway in South Carolina. Study airports that do not have either a precision or a non-precision approach have a visual approach. Later analysis in the study details whether current approaches are sufficient to satisfy each airport's role.

TABLE 1-8 – INSTRUMENT APPROACH PROCEDURES

City	Airport Name	FAA ID	ILS	LPV	GPS/RNAV	Other Non-Precision	Visual Only
Commercial Service Airports							
Charleston	Charleston International Airport	CHS	Yes	Yes	Yes	Yes	No
Columbia	Columbia Metropolitan Airport	CAE	Yes	Yes	Yes	No	No
Florence	Florence Regional Airport	FLO	Yes	Yes	Yes	No	No
Greer	Greenville-Spartanburg International (Roger Milliken Field)	GSP	Yes	Yes	Yes	No	No
Hilton Head Island	Hilton Head Airport	HXD	No	Yes	Yes	Yes	No
Myrtle Beach	Myrtle Beach International Airport	MYR	Yes	Yes	Yes	Yes	No
General Aviation Airports							
Aiken	Aiken Regional Airport	AIK	Yes	Yes	Yes	Yes	No
Allendale	Allendale County Airport	AQX	No	Yes	Yes	Yes	No
Anderson	Anderson Regional Airport	AND	Yes	Yes	Yes	Yes	No
Andrews	Robert F. Swinnie Airport	PHH	No	No	No	Yes	No
Bamberg	Bamberg County Airport	99N	No	No	Yes	No	No
Barnwell	Barnwell Regional Airport	BNL	No	Yes	Yes	No	No
Beaufort	Beaufort County Airport	ARW	No	Yes	Yes	No	No
Bennettsville	Marlboro County Airport - H E Avent Field	BBP	No	Yes	Yes	No	No
Bishopville	Lee County Airport-Butters Field	52J	No	No	No	No	Yes
Camden	Woodward Field	CDN	No	Yes	Yes	No	No
Charleston	Charleston Executive Airport	JZI	Yes	Yes	Yes	No	No
Cheraw	Cheraw Municipal/Lynch Bellinger Field	CQW	No	Yes	Yes	Yes	No
Chester	Chester Catawba Regional Airport	DCM	No	Yes	Yes	Yes	No
Clemson	Oconee County Regional Airport	CEU	No	Yes	Yes	Yes	No
Columbia	Jim Hamilton - LB Owens Airport	CUB	No	No [A]	Yes	Yes	No
Conway	Conway-Horry County Airport	HYW	No	Yes	Yes	Yes	No
Darlington	Darlington County Airport	UDG	No	Yes	Yes	Yes	No
Dillon	Dillon County Airport	DLC	No	No	Yes	Yes	No
Georgetown	Georgetown County Airport	GGE	No	Yes	Yes	Yes	No
Greenville	Greenville Downtown Airport	GMU	Yes	Yes	Yes	Yes	No
Greenville	Donaldson Field	GYH	Yes	Yes	Yes	Yes	No
Greenwood	Greenwood County Airport	GRD	No	Yes	Yes	Yes	No
Hampton	Hampton County Airport	3J0	No	No	No	No	Yes
Hartsville	Hartsville Regional Airport	HVS	No	Yes	Yes	Yes	No
Kingstree	Williamsburg Regional Airport	CKI	No	Yes	Yes	No	No
Lake City	Lake City Municipal Airport CJ Evans Field	51J	No	No	Yes	No	No
Lancaster	Lancaster County-McWhirter Field	LKR	No	Yes	Yes	Yes	No
Laurens	Laurens County Airport	LUX	No	Yes	Yes	No	No

TABLE 1-8 – INSTRUMENT APPROACH PROCEDURES

City	Airport Name	FAA ID	ILS	LPV	GPS/RNAV	Other Non-Precision	Visual Only
Loris	Twin City Airport	5J9	No	No	Yes	No	No
Manning	Santee Cooper Regional Airport	MNI	No	No	Yes	Yes	No
Marion	Marion County Airport	MAO	No	Yes	Yes	No	No
McCormick	McCormick County Airport	S19	No	No	No	No	Yes
Moncks Corner	Berkeley County Airport	MKS	No	Yes	Yes	No	No
Mount Pleasant	Mt Pleasant Regional-Faison Field	LRO	No	Yes	Yes	No	No
Newberry	Newberry County Airport	EOE	No	No	Yes	Yes	No
North Myrtle Beach	Grand Strand Airport	CRE	Yes	Yes	Yes	Yes	No
Orangeburg	Orangeburg Municipal Airport	OGB	No	Yes	Yes	No	No
Pageland	Pageland Airport	PYG	No	Yes	Yes	Yes	No
Pelion	Lexington County Airport	6J0	No	Yes	Yes	No	No
Pickens	Pickens County Airport	LQK	No	Yes	Yes	Yes	No
Ridgeland	Ridgeland-Claude Dean Airport	3J1	No	No	No	No	Yes
Rock Hill	Rock Hill/York Co/Bryant Field	UZA	Yes	Yes	Yes	No	No
Saluda	Saluda County Airport	6J4	No	No	Yes	No	No
Spartanburg	Spartanburg Downtown Memorial Airport	SPA	Yes	Yes	Yes	No	No
St George	St. George Airport	6J2	No	No	Yes	No	No
Summerville	Summerville Airport	DYB	No	Yes	Yes	Yes	No
Sumter	Sumter Airport	SMS	Yes	Yes	Yes	Yes	No
Trenton	Edgefield County Airport	6J6	No	No	No	No	Yes
Union	Union County, Troy Shelton Field	35A	No	No	Yes	No	No
Walterboro	Lowcountry Regional Airport	RBW	Yes	Yes	Yes	No	No
Winnsboro	Fairfield County Airport	FDW	No	Yes	Yes	Yes	No

Source: South Carolina Aeronautics Commission data, South Carolina Airports, FAA Facilities Directory/Approach Plates
[A] CUB will be programmed for an LPV approach in 2018

1.7 Navigation, Approach, and Landing Aids

A variety of navigational aids (NAVAIDS) support operations at study airports. NAVAIDS provide information for enroute and ground-based pilots and include instrument approach aids, visual aids, and automated weather systems. NAVAIDS improve safety and help airports remain operational during periods of reduced visibility.

1.7.1 Instrument Approach Equipment

The inventory collected information on study airports that have approach equipment to support their published instrument approach procedures. . Instrument approach equipment is needed only when an airport has a precision instrument approach. Instrument approach equipment inventoried in this study is shown in **Table 1-9**. It is important to note that this equipment is typically only present at the busiest airports in South Carolina.

- Precision Approach Path Indicators (PAPIs): PAPIs are a lighting system consisting of two or four lighted boxes located to the side of the runway touchdown zone. The light from this system provides visual glide path indication to the approaching aircraft through the use of red and white lights.
- Visual Approach Slope Indicators (VASIs): VASIs are a lighting system located to the side of the runway touchdown zone. The light from this system provides visual approach slope guidance that ensures clearance of all obstructions in the approach area.
- "Other" Approach Lighting: There are numerous "other" types of approach lighting used throughout the United States. For the South Carolina airports inventoried in the system plan update, "other" includes:
  - Approach Lighting System with Sequence Flashing Lights (ALSF2): ALSF2 consists of a combination of steady burning lights and flashing lights (strobes) that provide visual information on runway alignment, height, roll guidance, and horizontal reference.
  - Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR): MALSRs are a lighting system consisting of a combination of lights and light bars/flashers that provide visual information on runway alignment, height, roll guidance, and horizontal reference.
  - Medium Intensity Approach Lighting System with Sequenced Flashers (MALSF): MALSFs are the same as MALSRs with the addition of three sequenced flashers; typically found at locations where there may be approach identification challenges.
  - Omnidirectional Approach Lighting System (ODALS): ODALS are a lighting system consisting of sequenced flashing lights that provide circling, offset, and straight-in visual guidance.

TABLE 1-9 – RUNWAY INSTRUMENT APPROACH EQUIPMENT

City	Airport Name	FAA ID	Runway	Runway End	PAPI	VASI	Other
Commercial Service Airports							
Charleston	Charleston International Airport	CHS	15/33	15	Yes	No	ALSF2
				33	Yes	No	MALSR
			03/21	03	Yes	No	
				21	Yes	No	
Columbia	Columbia Metropolitan Airport	CAE	11/29	11	Yes	No	ALSF2
				29	Yes	No	MALSR
			05/23	05	Yes	No	MALSR
				23	No	Yes	
Florence	Florence Regional Airport	FLO	09/27	09	Yes	No	MALSR
				27	Yes	No	

TABLE 1-9 – RUNWAY INSTRUMENT APPROACH EQUIPMENT

City	Airport Name	FAA ID	Runway	Runway End	PAPI	VASI	Other
			01/19	01	Yes	No	
				19	Yes	No	
Greer	Greenville-Spartanburg International (Roger Milliken Field)	GSP	04/22	04	Yes	No	ALSF2
				22	No	Yes	MALSR
Hilton Head Island	Hilton Head Airport	HXD	03/21	03	Yes	No	
				21	Yes	No	
Myrtle Beach	Myrtle Beach International Airport	MYR	18/36	18	Yes	No	MALSR
				36	Yes	No	MALSF
General Aviation Airports							
Aiken	Aiken Regional Airport	AIK	07/25	07	Yes	No	
				25	Yes	No	ODALS
			01/19	01	No	No	
				19	No	No	
Allendale	Allendale County Airport	AQX	17/35	17	Yes	No	
				35	Yes	No	
Anderson	Anderson Regional Airport	AND	05/23	05	Yes	No	MALSR
				23	Yes	No	
			17/35	17	No	No	
				35	No	No	
Andrews	Robert F. Swinnie Airport	PHH	18/36	18	Yes	No	
				36	Yes	No	
Bamberg	Bamberg County Airport	99N	05/23	05	Yes	No	
				23	Yes	No	
Barnwell	Barnwell Regional Airport	BNL	17/35	17	Yes	No	ODALS
				35	Yes	No	
			05/23	05	No	No	
				23	No	No	
Beaufort	Beaufort County Airport	ARW	07/25	07	Yes	No	
				25	Yes	No	
Bennettsville	Marlboro County Airport - H E Avent Field	BBP	07/25	07	Yes	No	
				25	Yes	No	
Bishopville	Lee County Airport-Butters Field	52J	06/24	06	Yes	No	
				24	Yes	No	
Camden	Woodward Field	CDN	06/24	06	Yes	No	
				24	Yes	No	
			14/32	14	No	No	
				32	No	No	
Charleston	Charleston Executive Airport	JZI	09/27	09	Yes	No	
				27	Yes	No	
			04/22	04	No	S2L	

TABLE 1-9 – RUNWAY INSTRUMENT APPROACH EQUIPMENT

City	Airport Name	FAA ID	Runway	Runway End	PAPI	VASI	Other
				22	No	No	
Cheraw	Cheraw Municipal/Lynch Bellinger Field	CQW	08/26	08	Yes	No	
				26	Yes	No	
Chester	Chester Catawba Regional Airport	DCM	17/35	17	Yes	No	
				35	Yes	No	
			05/23	05	No	No	
				23	No	No	
Clemson	Oconee County Regional Airport	CEU	07/25	07	Yes	No	
				25	Yes	No	
Columbia	Jim Hamilton - LB Owens Airport	CUB	13/31	13	Yes	No	
				31	Yes	No	
Conway	Conway-Horry County Airport	HYW	04/22	04	Yes	No	
				22	Yes	No	
Darlington	Darlington County Airport	UDG	05/23	05	Yes	No	ODALS
				23	Yes	No	
Dillon	Dillon County Airport	DLC	07/25	07	No	No	
				25	No	No	
Georgetown	Georgetown County Airport	GGE	05/23	05	Yes	No	ODALS
				23	Yes	No	
			11/29	11	No	No	
				29	No	No	
Greenville	Greenville Downtown Airport	GMU	01/19	01	Yes	No	MALSF
				19	Yes	No	
			10/28	10	No	No	
				28	Yes	No	
Greenville	Donaldson Field	GYH	05/23	05	Yes	No	MALSR
				23	Yes	No	
Greenwood	Greenwood County Airport	GRD	09/27	09	Yes	No	
				27	Yes	No	ODALS
			05/23	05	No	No	
				23	No	No	
Hampton	Hampton County Airport	3J0	11/29	11	No	No	
				29	No	No	
Hartsville	Hartsville Regional Airport	HVS	03/21	03	Yes	No	
				21	Yes	No	
Kingstree	Williamsburg Regional Airport	CKI	14/32	14	Yes	No	
				32	Yes	No	
Lake City	Lake City Municipal Airport CJ Evans Field	51J	01/19	01	No	Yes	
				19	No	Yes	
Lancaster	Lancaster County-McWhirter Field	LKR	06/24	06	Yes	No	

TABLE 1-9 – RUNWAY INSTRUMENT APPROACH EQUIPMENT

City	Airport Name	FAA ID	Runway	Runway End	PAPI	VASI	Other
				24	Yes	No	
Laurens	Laurens County Airport	LUX	08/26	08	Yes	No	
				26	Yes	No	
Loris	Twin City Airport	5J9	08/26	08	No	No	
				26	No	S2L	
Manning	Santee Cooper Regional Airport	MNI	02/20	02	Yes	No	
				20	Yes	No	
Marion	Marion County Airport	MAO	04/22	04	Yes	No	
				22	Yes	No	
McCormick	McCormick County Airport	S19	18/36	18	No	No	
				36	No	No	
Moncks Corner	Berkeley County Airport	MKS	05/23	05	Yes	No	
				23	Yes	No	
Mount Pleasant	Mt Pleasant Regional-Faison Field	LRO	17/35	17	Yes	No	
				35	Yes	No	
Newberry	Newberry County Airport	EOE	04/22	04	Yes	No	
				22	Yes	No	
North Myrtle Beach	Grand Strand Airport	CRE	05/23	05	Yes	No	
				23	Yes	No	MALSR
Orangeburg	Orangeburg Municipal Airport	OGB	17/35	17	Yes	No	ODALS
				35	Yes	No	ODALS
			05/23	05	No	Yes	
				23	No	No	
Pageland	Pageland Airport	PYG	06/24	06	Yes	No	
				24	No	No	
Pelion	Lexington County Airport	6J0	18/36	18	No	No	
				36	Yes	No	
Pickens	Pickens County Airport	LQK	05/23	05	Yes	No	
				23	Yes	No	
Ridgeland	Ridgeland-Claude Dean Airport	3J1	03/21^	03	No	No	
				21	Yes	No	
Rock Hill	Rock Hill/York Co/Bryant Field	UZA	02/20	02	Yes	No	MALSR
				20	Yes	No	
Saluda	Saluda County Airport	6J4	01/19	01	Yes	No	
				19	Yes	No	
Spartanburg	Spartanburg Downtown Memorial Airport	SPA	05/23	05	No	Yes	MALSR
				23	No	Yes	
St George	St. George Airport	6J2	05/23	05	No	No	
				23	No	No	
Summerville	Summerville Airport	DYB	06/24	06	Yes	No	

TABLE 1-9 – RUNWAY INSTRUMENT APPROACH EQUIPMENT

City	Airport Name	FAA ID	Runway	Runway End	PAPI	VASI	Other
				24	No	No	
Sumter	Sumter Airport	SMS	05/23	05	Yes	No	
				23	Yes	No	ODALS
			14/32	14	No	No	
				32	No	No	
Trenton	Edgefield County Airport	6J6	11/29	11	No	No	
				29	No	No	
			15/33	15	No	No	
				33	No	No	
Union	Union County, Troy Shelton Field	35A	05/23	05	Yes	No	
				23	Yes	No	
Walterboro	Lowcountry Regional Airport	RBW	05/23	05	Yes	No	
				23	Yes	No	ODALS
			17/35	17	No	No	
				35	No	No	
			09/27	09	No	No	
				27	No	No	
Winnsboro	Fairfield County Airport	FDW	04/22	04	Yes	No	
				22	Yes	No	

Source: South Carolina Comprehensive Aviation Information Reporting System and FAA Facilities Directory/Approach Plates
Note: MALSR = Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights, ODALS = Omni-directional Approach Lighting System, MALSF = Medium Intensity Approach Lighting System with Sequenced Flashing Lights, ALSF2 = High Intensity Approach Lighting System with Sequenced Flashing Lights
[A] 3J1 - Runway 03/21 will close and be replaced with a new runway - Runway 18/36

1.7.2   Visual Aids

Airports also have visual aids to assist approaching aircraft. Visual aids help pilots locate the airport and offer approach guidance. The most common visual aids include:

- Rotating Beacon: A rotating beacon helps pilots locate an airport at night. The light color combinations indicate the type of airport. White and green, which indicates a civilian land airport, is the most common combination.
- Segmented Circle: A segmented circle provides airport location, traffic pattern, and a centralized location for other indicators (typically a wind cone).
- Wind Cone: Wind cones indicate wind direction and relative wind speed, and can be lighted or unlighted.

All study airports reported having visual aids, with the most common visual aids being a rotating beacon and a lighted wind cone. All South Carolina airports have visual approach aids that correspond to their role in the state system. SCAC monitors the public airports on a consistent basis to ensure that appropriate visual landing aids are in place and operational.

1.7.3   Automated Weather Reporting Systems

There are two primary automated weather systems at study airports: the Automated Weather Observation System (AWOS) and the Automated Surface Observation System (ASOS). These systems typically provide basic weather data such as temperature, dew point, density altitude, altimeter setting, and wind speed and direction. The systems are defined as follows:

- Automated Weather Observation System (AWOS): The AWOS automatically collects weather data from various locations on and around the airport. The information is then transmitted to pilots via a computer-generated voice message on a specified frequency. An AWOS configuration varies by what parameters it measures. The most common type of AWOS at South Carolina airports is the AWOS-III. Some AWOS systems are capable of also detecting precipitation and thunderstorms, as designated by a "P" (precipitation) and "T" (thunderstorm).
- Automated Surface Observation System (ASOS): The ASOS collects minute-by-minute weather observations, from which it generates aviation weather information. This information is disseminated to pilots by a computer-generated voice message via a specified radio frequency. Generally, an ASOS is capable of reporting all the parameters of the AWOS-III as well as precipitation and lighting (which often indicates a thunderstorm).

Table 1-10 depicts the type of automated weather reporting system at each study airport.

TABLE 1-10 – WEATHER REPORTING SYSTEMS

City	Airport Name	FAA ID	Weather System
Commercial Service Airports			
Charleston	Charleston International Airport	CHS	ASOS
Columbia	Columbia Metropolitan Airport	CAE	ASOS
Florence	Florence Regional Airport	FLO	ASOS
Greer	Greenville-Spartanburg International (Roger Milliken Field)	GSP	ASOS
Hilton Head Island	Hilton Head Airport	HXD	AWOS-III P/T
Myrtle Beach	Myrtle Beach International Airport	MYR	AWOS-III P/T
General Aviation Airports			
Aiken	Aiken Regional Airport	AIK	AWOS-III P/T
Allendale	Allendale County Airport	AQX	AWOS-III P/T
Anderson	Anderson Regional Airport	AND	ASOS
Andrews	Robert F. Swinnie Airport	PHH	None
Bamberg	Bamberg County Airport	99N	None
Barnwell	Barnwell Regional Airport	BNL	AWOS-III P/T
Beaufort	Beaufort County Airport	ARW	AWOS-III P/T
Bennettsville	Marlboro County Airport - H E Avent Field	BBP	AWOS-III P/T
Bishopville	Lee County Airport-Butters Field	52J	None
Camden	Woodward Field	CDN	AWOS-III P/T
Charleston	Charleston Executive Airport	JZI	AWOS-III P/T
Cheraw	Cheraw Municipal/Lynch Bellinger Field	CQW	AWOS-III P/T
Chester	Chester Catawba Regional Airport	DCM	AWOS-III P/T
Clemson	Oconee County Regional Airport	CEU	ASOS
Columbia	Jim Hamilton - LB Owens Airport	CUB	ASOS
Conway	Conway-Horry County Airport	HYW	AWOS-III P/T
Darlington	Darlington County Airport	UDG	AWOS-III P/T
Dillon	Dillon County Airport	DLC	None
Georgetown	Georgetown County Airport	GGE	AWOS-III P/T
Greenville	Greenville Downtown Airport	GMU	ASOS
Greenville	Donaldson Field	GYH	AWOS-III P/T
Greenwood	Greenwood County Airport	GRD	ASOS
Hampton	Hampton County Airport	3J0	None
Hartsville	Hartsville Regional Airport	HVS	AWOS-III P
Kingstree	Williamsburg Regional Airport	CKI	AWOS-III P/T
Lake City	Lake City Municipal Airport CJ Evans Field	51J	None
Lancaster	Lancaster County-McWhirter Field	LKR	AWOS-III P/T
Laurens	Laurens County Airport	LUX	AWOS-III P/T
Loris	Twin City Airport	5J9	None

TABLE 1-10 – WEATHER REPORTING SYSTEMS

City	Airport Name	FAA ID	Weather System
Manning	Santee Cooper Regional Airport	MNI	AWOS-III P/T
Marion	Marion County Airport	MAO	AWOS-III P/T
McCormick	McCormick County Airport	S19	None
Moncks Corner	Berkeley County Airport	MKS	AWOS-III P/T
Mount Pleasant	Mt Pleasant Regional-Faison Field	LRO	AWOS-III P/T
Newberry	Newberry County Airport	EOE	AWOS-III P/T
North Myrtle Beach	Grand Strand Airport	CRE	ASOS
Orangeburg	Orangeburg Municipal Airport	OGB	ASOS
Pageland	Pageland Airport	PYG	None
Pelion	Lexington County Airport	6J0	None
Pickens	Pickens County Airport	LQK	AWOS-III P/T
Ridgeland	Ridgeland-Claude Dean Airport	3J1	None
Rock Hill	Rock Hill/York Co/Bryant Field	UZA	ASOS
Saluda	Saluda County Airport	6J4	None
Spartanburg	Spartanburg Downtown Memorial Airport	SPA	AWOS-III P/T
St George	St. George Airport	6J2	None
Summerville	Summerville Airport	DYB	AWOS-III P/T
Sumter	Sumter Airport	SMS	AWOS-III P/T
Trenton	Edgefield County Airport	6J6	None
Union	Union County, Troy Shelton Field	35A	AWOS-III-PT *
Walterboro	Lowcountry Regional Airport	RBW	AWOS-III P/T
Winnsboro	Fairfield County Airport	FDW	AWOS-III

Source: South Carolina Comprehensive Aviation Information Reporting System and FAA data
* AWOS installation underway

1.8 Airport Services

Many South Carolina airports have services to support aircraft and airport users. Facilities and services identified as part of the inventory effort include fuel, terminal, and FBO facilities; hangars; and tie-downs. Information on aircraft storage and aircraft parking facilities at each airport is not reported in this chapter, but was provided separately to SCAC to update their aircraft storage database.

1.8.1 Fuel Services

Nearly all study airports currently have some type of fuel available. The two most common types of aviation fuel are 100LL (AvGas) and Jet A. AvGas is used by most general aviation piston-engine aircraft, while Jet A is used by larger turbo-prop and jet-engine aircraft. **Table 1-11** depicts what fuel is currently offered at each study airport and its availability. Study airports self-reported if each type of fuel is available through a self-service (SS) pump. Airports were also asked to indicate if they had the capability to arrange to have someone pump fuel on a 24/7 basis. **Table 1-11** indicates if each type of fuel is available through a self-service pump or if arrangements can be made to have someone pump fuel (24/7 or SS). Depending on the airport's role in the state system, different objectives for fuel services were analyzed.

TABLE 1-11 – FUEL TYPE AND AVAILABILITY

City	Airport Name	FAA ID	100LL	100LL Available 24/7 or SS*	Jet A	Jet A Available 24/7 or SS*
Commercial Service Airports						
Charleston	Charleston International Airport	CHS	Yes	Yes	Yes	Yes
Columbia	Columbia Metropolitan Airport	CAE	Yes	Yes	Yes	Yes
Florence	Florence Regional Airport	FLO	Yes	Yes	Yes	Yes
Greer	Greenville-Spartanburg International (Roger Milliken Field)	GSP	Yes	Yes	Yes	Yes
Hilton Head Island	Hilton Head Airport	HXD	Yes	Yes	Yes	Yes
Myrtle Beach	Myrtle Beach International Airport	MYR	Yes	Yes	Yes	Yes
General Aviation Airports						
Aiken	Aiken Regional Airport	AIK	Yes	Yes	Yes	Yes
Allendale	Allendale County Airport	AQX	Yes	Yes	Yes	Yes
Anderson	Anderson Regional Airport	AND	Yes	Yes	Yes	No
Andrews	Robert F. Swinnie Airport	PHH	Yes	Yes	No	No
Bamberg	Bamberg County Airport	99N	No	No	No	No
Barnwell	Barnwell Regional Airport	BNL	Yes	Yes	Yes	Yes
Beaufort	Beaufort County Airport	ARW	Yes	Yes	Yes	Yes
Bennettsville	Marlboro County Airport - H E Avent Field	BBP	Yes	No	Yes	No
Bishopville	Lee County Airport-Butters Field	52J	Yes	Yes	No	No
Camden	Woodward Field	CDN	Yes	Yes	Yes	Yes
Charleston	Charleston Executive Airport	JZI	Yes	No	Yes	No
Cheraw	Cheraw Municipal/Lynch Bellinger Field	CQW	Yes	No	Yes	No
Chester	Chester Catawba Regional Airport	DCM	Yes	Yes	Yes	Yes
Clemson	Oconee County Regional Airport	CEU	Yes	Yes	Yes	No
Columbia	Jim Hamilton - LB Owens Airport	CUB	Yes	No	Yes	No
Conway	Conway-Horry County Airport	HYW	Yes	Yes	Yes	Yes
Darlington	Darlington County Airport	UDG	Yes	Yes	Yes	No
Dillon	Dillon County Airport	DLC	No	No	No	No
Georgetown	Georgetown County Airport	GGE	Yes	No	Yes	No
Greenville	Greenville Downtown Airport	GMU	Yes	Yes	Yes	No
Greenville	Donaldson Field	GYH	Yes	No	Yes	No
Greenwood	Greenwood County Airport	GRD	Yes	No	Yes	No
Hampton	Hampton County Airport	3J0	Yes	Yes	No	No
Hartsville	Hartsville Regional Airport	HVS	Yes	No	Yes	No
Kingstree	Williamsburg Regional Airport	CKI	Yes	No	No	No
Lake City	Lake City Municipal Airport CJ Evans Field	51J	No	No	No	No
Lancaster	Lancaster County-McWhirter Field	LKR	Yes	Yes	Yes	Yes
Laurens	Laurens County Airport	LUX	Yes	Yes	No	No

TABLE 1-11 – FUEL TYPE AND AVAILABILITY

City	Airport Name	FAA ID	100LL	100LL Available 24/7 or SS*	Jet A	Jet A Available 24/7 or SS*
Loris	Twin City Airport	5J9	No	No	No	No
Manning	Santee Cooper Regional Airport	MNI	Yes	Yes	No	No
Marion	Marion County Airport	MAO	Yes	No	Yes	No
McCormick	McCormick County Airport	S19	No	No	No	No
Moncks Corner	Berkeley County Airport	MKS	Yes	Yes	Yes	Yes
Mount Pleasant	Mt Pleasant Regional-Faison Field	LRO	Yes	No	Yes	No
Newberry	Newberry County Airport	EOE	Yes	Yes	No	No
North Myrtle Beach	Grand Strand Airport	CRE	Yes	Yes	Yes	No
Orangeburg	Orangeburg Municipal Airport	OGB	Yes	Yes	Yes	Yes
Pageland	Pageland Airport	PYG	Yes	Yes	No	No
Pelion	Lexington County Airport	6J0	Yes	Yes	No	No
Pickens	Pickens County Airport	LQK	Yes	Yes	Yes	No
Ridgeland	Ridgeland-Claude Dean Airport	3J1	Yes	No	No	No
Rock Hill	Rock Hill/York Co/Bryant Field	UZA	Yes	Yes	Yes	No
Saluda	Saluda County Airport	6J4	Yes	Yes	No	No
Spartanburg	Spartanburg Downtown Memorial Airport	SPA	Yes	Yes	Yes	No
St George	St. George Airport	6J2	No	No	No	No
Summerville	Summerville Airport	DYB	Yes	No	Yes	No
Sumter	Sumter Airport	SMS	Yes	Yes	Yes	No
Trenton	Edgefield County Airport	6J6	No	No	No	No
Union	Union County, Troy Shelton Field	35A	Yes	Yes	No	No
Walterboro	Lowcountry Regional Airport	RBW	Yes	Yes	Yes	No
Winnsboro	Fairfield County Airport	FDW	Yes	No	Yes	No

Source: South Carolina Aeronautics Commission data, South Carolina Airports, FAA data
* SS = self-service pump

1.8.2 Airport and Customer Services

Varying services and facilities are found at study airports. The inventory collected data on airports that have public restrooms, fixed base operators (FBOs), on-site aircraft maintenance, an enclosed passenger waiting area, and/or a Part 139 Certification. **Table 1-12** depicts what services are available at each study airport. Ground access options available at study airports are shown in **Table 1-13**. The following are the facility definitions for the purposes of this particular study.

- Restrooms: Most study airports have some type of restroom facilities for their customers. As part of the inventory effort, an attempt was made to identify those airports with restrooms available to the public on a 24/7 basis.
- Fixed Base Operator (FBO): Provides services for pilots, aircraft, and passengers. There are a wide variety of FBOs that serve South Carolina airports. Some are operated by Cities/Counties and others are privately-owned. On the most basic level, an FBO provides fueling services. But depending on the size of the FBO, a much larger scope of services may be available.

- **On-Site Maintenance Service:** Aircraft maintenance services located on-site airport. Again, the scope of aircraft maintenance services ranges from minor to major repairs.
- **Enclosed Passenger Waiting Area:** Enclosed passenger waiting areas can be provided by the airport itself or through an FBO.
- **FAA Part 139 Certification:** An FAA Part 139 Certificate is required for all airports serviced by a commercial airline, but larger general aviation airports can sometimes hold a Part 139 Certificate.
- **Ground Access:** Transportation options such as a courtesy car or on-site/pre-arranged rental cars. It is worth noting that almost all airports have access to ground transportation services provided by companies such as Uber and Lyft.

TABLE 1-12 – AIRPORT AND CUSTOMER SERVICES

City	Airport Name	FAA ID	Public Restrooms 24/7	FBO	On-Site Maintenance	Passenger Waiting Area	Part 139
Commercial Service Airports							
Charleston	Charleston International Airport	CHS	Yes	Yes	Yes	Yes	Yes
Columbia	Columbia Metropolitan Airport	CAE	Yes	Yes	Yes	Yes	Yes
Florence	Florence Regional Airport	FLO	Yes	Yes	Yes	Yes	Yes
Greer	Greenville-Spartanburg International (Roger Milliken Field)	GSP	Yes	Yes	Yes	Yes	Yes
Hilton Head Island	Hilton Head Airport	HXD	No	Yes	Yes	No	Yes
Myrtle Beach	Myrtle Beach International Airport	MYR	Yes	Yes	Yes	Yes	Yes
General Aviation Airports							
Aiken	Aiken Regional Airport	AIK	No	Yes	Yes	Yes	No
Allendale	Allendale County Airport	AQX	Yes	Yes	No	Yes	No
Anderson	Anderson Regional Airport	AND	Yes	Yes	Yes	Yes	Yes
Andrews	Robert F. Swinnie Airport	PHH	No	No	No	No	No
Bamberg	Bamberg County Airport	99N	No	No	No	No	No
Barnwell	Barnwell Regional Airport	BNL	Yes	Yes	No	Yes	No
Beaufort	Beaufort County Airport	ARW	Yes	Yes	No	Yes	No
Bennettsville	Marlboro County Airport - H E Avent Field	BBP	No	Yes	No	Yes	No
Bishopville	Lee County Airport-Butters Field	52J	Yes	No	No	Yes	No
Camden	Woodward Field	CDN	No	Yes	Yes	Yes	No
Charleston	Charleston Executive Airport	JZI	Yes	Yes	Yes	Yes	No
Cheraw	Cheraw Municipal/Lynch Bellinger Field	CQW	Yes	Yes	Yes	Yes	No
Chester	Chester Catawba Regional Airport	DCM	Yes	Yes	No	Yes	No
Clemson	Oconee County Regional Airport	CEU	Yes	Yes	Yes	Yes	No
Columbia	Jim Hamilton - LB Owens Airport	CUB	Yes	Yes	Yes	Yes	No
Conway	Conway-Horry County Airport	HYW	Yes	Yes	Yes	Yes	No
Darlington	Darlington County Airport	UDG	Yes	Yes	No	Yes	No
Dillon	Dillon County Airport	DLC	No	No	No	No	No
Georgetown	Georgetown County Airport	GGE	No	Yes	Yes	Yes	No
Greenville	Greenville Downtown Airport	GMU	Yes	Yes	Yes	Yes	No
Greenville	Donaldson Field	GYH	Yes	Yes	Yes	Yes	Yes
Greenwood	Greenwood County Airport	GRD	Yes	Yes	Yes	Yes	No
Hampton	Hampton County Airport	3J0	No	No	No	Yes	No

TABLE 1-12 – AIRPORT AND CUSTOMER SERVICES

City	Airport Name	FAA ID	Public Restrooms 24/7	FBO	On-Site Maintenance	Passenger Waiting Area	Part 139
Hartsville	Hartsville Regional Airport	HVS	No	Yes	Yes	Yes	No
Kingstree	Williamsburg Regional Airport	CKI	No	No	No	Yes	No
Lake City	Lake City Municipal Airport CJ Evans Field	51J	No	No	No	No	No
Lancaster	Lancaster County-McWhirter Field	LKR	Yes	Yes	Yes	Yes	No
Laurens	Laurens County Airport	LUX	Yes	Yes	No	Yes	No
Loris	Twin City Airport	5J9	No	No	No	No	No
Manning	Santee Cooper Regional Airport	MNI	Yes	Yes	Yes	Yes	No
Marion	Marion County Airport	MAO	No	Yes	No	Yes	No
McCormick	McCormick County Airport	S19	No	No	No	No	No
Moncks Corner	Berkeley County Airport	MKS	No	Yes	Yes	Yes	No
Mount Pleasant	Mt Pleasant Regional-Faison Field	LRO	No	Yes	Yes	Yes	No
Newberry	Newberry County Airport	EOE	Yes	No	Yes	Yes	No
North Myrtle Beach	Grand Strand Airport	CRE	No	Yes	Yes	Yes	No
Orangeburg	Orangeburg Municipal Airport	OGB	Yes	Yes	Yes	Yes	No
Pageland	Pageland Airport	PYG	No	No	No	No	No
Pelion	Lexington County Airport	6J0	Yes	No	No	Yes	No
Pickens	Pickens County Airport	LQK	No	Yes	Yes	Yes	No
Ridgeland	Ridgeland-Claude Dean Airport	3J1	Yes	No	Yes	Yes	No
Rock Hill	Rock Hill/York Co/Bryant Field	UZA	No	Yes	Yes	Yes	No
Saluda	Saluda County Airport	6J4	Yes	No	No	Yes	No
Spartanburg	Spartanburg Downtown Memorial Airport	SPA	Yes	Yes	Yes	Yes	No
St George	St. George Airport	6J2	Yes	No	No	Yes	No
Summerville	Summerville Airport	DYB	No	Yes	Yes	Yes	No
Sumter	Sumter Airport	SMS	No	Yes	Yes	Yes	No
Trenton	Edgefield County Airport	6J6	No	No	No	No	No
Union	Union County, Troy Shelton Field	35A	Yes	Yes	Yes	Yes	No
Walterboro	Lowcountry Regional Airport	RBW	Yes	Yes	Yes	Yes	No
Winnsboro	Fairfield County Airport	FDW	No	Yes	Yes	Yes	No

Source: South Carolina Aeronautics Commission data, South Carolina Airports, FAA data, Aircraft Owners and Pilots Association data, survey data

TABLE 1-13 – GROUND ACCESS OPTIONS

City	Airport Name	FAA ID	Courtesy Car	On-site Rental Car
Commercial Service Airports				
Charleston	Charleston International Airport	CHS	No	Yes
Columbia	Columbia Metropolitan Airport	CAE	Yes	Yes
Florence	Florence Regional Airport	FLO	No	Yes
Greer	Greenville-Spartanburg International (Roger Milliken Field)	GSP	Yes	Yes
Hilton Head Island	Hilton Head Airport	HXD	Yes	Yes
Myrtle Beach	Myrtle Beach International Airport	MYR	No	Yes
General Aviation Airports				
Aiken	Aiken Regional Airport	AIK	Yes	Yes
Allendale	Allendale County Airport	AQX	No	No
Anderson	Anderson Regional Airport	AND	Yes	No
Andrews	Robert F. Swinnie Airport	PHH	No	No
Bamberg	Bamberg County Airport	99N	No	No
Barnwell	Barnwell Regional Airport	BNL	No	No
Beaufort	Beaufort County Airport	ARW	Yes	No
Bennettsville	Marlboro County Airport - H E Avent Field	BBP	No	No
Bishopville	Lee County Airport-Butters Field	52J	No	No
Camden	Woodward Field	CDN	Yes	No
Charleston	Charleston Executive Airport	JZI	No	No
Cheraw	Cheraw Municipal/Lynch Bellinger Field	CQW	Yes	No
Chester	Chester Catawba Regional Airport	DCM	Yes	No
Clemson	Oconee County Regional Airport	CEU	Yes	No
Columbia	Jim Hamilton - LB Owens Airport	CUB	Yes	No
Conway	Conway-Horry County Airport	HYW	Yes	No
Darlington	Darlington County Airport	UDG	No	No
Dillon	Dillon County Airport	DLC	No	No
Georgetown	Georgetown County Airport	GGE	Yes	No
Greenville	Greenville Downtown Airport	GMU	Yes	Yes
Greenville	Donaldson Field	GYH	Yes	No
Greenwood	Greenwood County Airport	GRD	Yes	No
Hampton	Hampton County Airport	3J0	No	No
Hartsville	Hartsville Regional Airport	HVS	No	No
Kingstree	Williamsburg Regional Airport	CKI	No	No
Lake City	Lake City Municipal Airport CJ Evans Field	51J	No	No
Lancaster	Lancaster County-McWhirter Field	LKR	Yes	No
Laurens	Laurens County Airport	LUX	Yes	No

City	Airport Name	FAA ID	Courtesy Car	On-site Rental Car
Loris	Twin City Airport	5J9	No	No
Manning	Santee Cooper Regional Airport	MNI	No	No
Marion	Marion County Airport	MAO	No	No
McCormick	McCormick County Airport	S19	Yes	No
Moncks Corner	Berkeley County Airport	MKS	Yes	No
Mount Pleasant	Mt Pleasant Regional-Faison Field	LRO	Yes	No
Newberry	Newberry County Airport	EOE	Yes	No
North Myrtle Beach	Grand Strand Airport	CRE	Yes	No
Orangeburg	Orangeburg Municipal Airport	OGB	Yes	No
Pageland	Pageland Airport	PYG	No	No
Pelion	Lexington County Airport	6J0	No	No
Pickens	Pickens County Airport	LQK	Yes	Yes
Ridgeland	Ridgeland-Claude Dean Airport	3J1	No	No
Rock Hill	Rock Hill/York Co/Bryant Field	UZA	Yes	No
Saluda	Saluda County Airport	6J4	No	No
Spartanburg	Spartanburg Downtown Memorial Airport	SPA	Yes	No
St George	St. George Airport	6J2	No	No
Summerville	Summerville Airport	DYB	Yes	No
Sumter	Sumter Airport	SMS	Yes	No
Trenton	Edgefield County Airport	6J6	No	No
Union	Union County, Troy Shelton Field	35A	Yes	No
Walterboro	Lowcountry Regional Airport	RBW	Yes	Yes
Winnsboro	Fairfield County Airport	FDW	Yes	No

Source: South Carolina Aeronautics Commission data, Surveys of all South Carolina Airports, FAA data, Aircraft Owners and Pilots Association data

1.9 Airport Planning Documentation

1.9.1 Airport Master Plan/Layout Plan

Information regarding the current status of planning documentation for each study airport is depicted in **Table 1-14**. The table identifies the date of the most current airport master plan or airport layout plan (ALP). The airport master plan is a report that documents the airport's long-range planning process, while the ALP is a set of drawings that graphically depicts recommendations that are a result of the planning process.

TABLE 1-14 – MASTER PLAN (MP)/AIRPORT LAYOUT PLAN (ALP)

City	Airport Name	FAA ID	MP/ALP	Approval Date
Commercial Service Airports				
Charleston	Charleston International Airport	CHS	Yes	2011
Columbia	Columbia Metropolitan Airport	CAE	Yes	2012
Florence	Florence Regional Airport	FLO	Yes	2017
Greer	Greenville-Spartanburg International (Roger Milliken Field)	GSP	Yes	2007
Hilton Head Island	Hilton Head Airport	HXD	Yes	2011
Myrtle Beach	Myrtle Beach International Airport	MYR	Yes	2010
General Aviation Airports				
Aiken	Aiken Regional Airport	AIK	Yes	2012
Allendale	Allendale County Airport	AQX	Yes	2007
Anderson	Anderson Regional Airport	AND	Yes	2006
Andrews	Robert F. Swinnie Airport	PHH	Yes	2002
Bamberg	Bamberg County Airport	99N	Yes	1994
Barnwell	Barnwell Regional Airport	BNL	Yes	2015
Beaufort	Beaufort County Airport	ARW	Yes	2014
Bennettsville	Marlboro County Airport - H E Avent Field	BBP	Yes	2004
Bishopville	Lee County Airport-Butters Field	52J	Yes	2003
Camden	Woodward Field	CDN	Yes	2016
Charleston	Charleston Executive Airport	JZI	Yes	2013
Cheraw	Cheraw Municipal/Lynch Bellinger Field	CQW	Yes	2004
Chester	Chester Catawba Regional Airport	DCM	Yes	2004
Clemson	Oconee County Regional Airport	CEU	Yes	2016
Columbia	Jim Hamilton - LB Owens Airport	CUB	Yes	2011
Conway	Conway-Horry County Airport	HYW	Yes [A]	2002
Darlington	Darlington County Airport	UDG	Yes	2012
Dillon	Dillon County Airport	DLC	Yes	2013
Georgetown	Georgetown County Airport	GGE	Yes [A]	2005
Greenville	Greenville Downtown Airport	GMU	Yes	2000
Greenville	Donaldson Field	GYH	Yes	2016
Greenwood	Greenwood County Airport	GRD	Yes	2006
Hampton	Hampton County Airport	3J0	Yes	1999
Hartsville	Hartsville Regional Airport	HVS	Yes	2007
Kingstree	Williamsburg Regional Airport	CKI	Yes	2004

TABLE 1-14 – MASTER PLAN (MP)/AIRPORT LAYOUT PLAN (ALP)

City	Airport Name	FAA ID	MP/ALP	Approval Date
Lake City	Lake City Municipal Airport CJ Evans Field	51J	Yes	2016
Lancaster	Lancaster County-McWhirter Field	LKR	Yes	2006
Laurens	Laurens County Airport	LUX	Yes	2005
Loris	Twin City Airport	5J9	Yes [A]	2002
Manning	Santee Cooper Regional Airport	MNI	Yes	2012
Marion	Marion County Airport	MAO	Yes	2006
McCormick	McCormick County Airport	S19	Yes	1995
Moncks Corner	Berkeley County Airport	MKS	Yes	2002
Mount Pleasant	Mt Pleasant Regional-Faison Field	LRO	Yes	2008
Newberry	Newberry County Airport	EOE	Yes	2011
North Myrtle Beach	Grand Strand Airport	CRE	Yes [A]	2004
Orangeburg	Orangeburg Municipal Airport	OGB	Yes	2012
Pageland	Pageland Airport	PYG	Yes	2000
Pelion	Lexington County Airport	6J0	Yes	2012
Pickens	Pickens County Airport	LQK	Yes	2013
Ridgeland	Ridgeland-Claude Dean Airport	3J1	Yes	2014
Rock Hill	Rock Hill/York Co/Bryant Field	UZA	Yes	2016
Saluda	Saluda County Airport	6J4	Yes	2004
Spartanburg	Spartanburg Downtown Memorial Airport	SPA	Yes	2001
St George	St. George Airport	6J2	Yes	2001
Summerville	Summerville Airport	DYB	Yes	2007
Sumter	Sumter Airport	SMS	Yes	2004
Trenton	Edgefield County Airport	6J6	No	N/A
Union	Union County, Troy Shelton Field	35A	Yes	2015
Walterboro	Lowcountry Regional Airport	RBW	Yes	2016
Winnsboro	Fairfield County Airport	FDW	Yes	2017

Source: South Carolina Aeronautics Commission data and South Carolina Airports
[A] HYW, GGE, 5J9, and CRE have MP/ALPs underway

1.9.2 Height Zoning Ordinances

14 Code of Federal Regulations (CFR) Part 77 defines the standards for determining obstructions in the vicinity of an airport or within its airspace. Part 77 defines each airport's imaginary surfaces, which are geometric shapes in relation to the airport and each associated runway. Airports that accept state and federal funds sign grant assurances to protect their facility from obstructions that impact safety and approach minimums. While the airports sign the grant assurances, it is really the communities that surround each airport that have the authority to control land use and limit the height of objects in the airport environs.

SCAC developed the Compatible Land Use Evaluation (CLUE) Tool (available on SCAC's website) to help communities and airports proactively approach the need to adopt compatible land use controls in the vicinity of each airport. It is particularly important to control the height of building, towers, and other structures in the airport environs. Both SCAC and FAA have online resources that can be used to determine if existing or proposed structures pose a potential hazard to airport operations.

As part of this study's inventory effort, airports were asked to provide information concerning surrounding municipalities that have adopted appropriate land use controls and height zoning ordinances. From that effort, it is apparent that airports in South Carolina have some, but far from a complete, understanding on what actions surrounding communities have taken to implement appropriate land use controls and height zoning ordinances. Clearly, additional and continued outreach throughout South Carolina is essential so the appropriate steps are taken to protect the viability of the state's airport system.

1.9.3   Approach Obstructions

FAA and the State require airports to consider the airspace that surrounds each facility. Specifically, through various regulations such as Title 14, Code of Federal Regulations (CFR) Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace*, FAA AC 150/5300-13A, *Airport Design*, and FAA Order 8260.3B, *U.S. Standard for Terminal Instrument procedures (TERPS)*, FAA defines and establishes standards for determining obstructions that affect airspace in the vicinity of an airport.

Federal regulations apply to the use of navigable airspace by aircraft and to existing or planned airports. Regulations are enforced primarily through the identification of imaginary airspace surfaces specified in FAR Part 77. A penetration to these surfaces is considered an "obstruction;" obstructions can be an existing or proposed man-made object, object of natural growth, or terrain.

Table 1-15 depicts study airports with reported runway obstructions, according to FAA Form 5010. SCAC is in the process of a comprehensive effort to identify and map runway obstructions at study airports. However, this project is not complete at this time. The only current and consistent source of information on runway obstructions for all study airports is FAA Form 5010. This FAA database is the source of information reported in **Table 1-15**.

TABLE 1-15 – FAA 5010 REPORTED RUNWAY OBSTRUCTIONS

City	Airport Name	FAA ID	Runway End	Obstruction
Commercial Service Airports				
Charleston	Charleston International Airport	CHS	15	None
			33	None
			3	None
			21	None
Columbia	Columbia Metropolitan Airport	CAE	11	None
			29	None
			5	None
			23	Tree
Florence	Florence Regional Airport	FLO	9	None
			27	None
			1	Trees
			19	Trees
Greer	Greenville-Spartanburg International (Roger Milliken Field)	GSP	4	None
			22	None
Hilton Head Island	Hilton Head Airport	HXD	3	Tree
			21	Tree
Myrtle Beach	Myrtle Beach International Airport	MYR	18	Pline
			36	Trees

TABLE 1-15 – FAA 5010 REPORTED RUNWAY OBSTRUCTIONS

City	Airport Name	FAA ID	Runway End	Obstruction
General Aviation Airports				
Aiken	Aiken Regional Airport	AIK	7	None
			25	None
			1	Tree
			19	None
Allendale	Allendale County Airport	AQX	17	Tree
			35	None
Anderson	Anderson Regional Airport	AND	5	Trees
			23	Trees
			17	Trees
			35	Trees
Andrews	Robert F. Swinnie Airport	PHH	18	Tree
			36	None
Bamberg	Bamberg County Airport	99N	5	Tree
			23	Tree
Barnwell	Barnwell Regional Airport	BNL	17	Tree
			35	Tree
			5	None
			23	None
Beaufort	Beaufort County Airport	ARW	7	Pole
			25	None
Bennettsville	Marlboro County Airport - H E Avent Field	BBP	7	None
			25	None
Bishopville	Lee County Airport-Butters Field	52J	6	Trees
			24	Trees
Camden	Woodward Field	CDN	6	None
			24	None
			14	Trees
			32	Trees
Charleston	Charleston Executive Airport	JZI	9	Trees
			27	Tree
			4	Tree
			22	None
Cheraw	Cheraw Municipal/Lynch Bellinger Field	CQW	8	Tree
			26	Pole
Chester	Chester Catawba Regional Airport	DCM	17	Tree
			35	Tree
			5	None
			23	Tree
Clemson	Oconee County Regional Airport	CEU	7	Trees

TABLE 1-15 – FAA 5010 REPORTED RUNWAY OBSTRUCTIONS

City	Airport Name	FAA ID	Runway End	Obstruction
			25	Trees
Columbia	Jim Hamilton - LB Owens Airport	CUB	13	Trees
			31	Trees
Conway	Conway-Horry County Airport	HYW	4	Tree
			22	Tree
Darlington	Darlington County Airport	UDG	5	None
			23	Trees
Dillon	Dillon County Airport	DLC	7	Pole
			25	Tree
Georgetown	Georgetown County Airport	GGE	5	None
			23	Tree
			11	Trees
			29	Trees
Greenville	Greenville Downtown Airport	GMU	1	None
			19	Trees
			10	Trees
			28	Trees
Greenville	Donaldson Field	GYH	5	None
			23	None
Greenwood	Greenwood County Airport	GRD	9	Trees
			27	Trees
			5	None
			23	None
Hampton	Hampton County Airport	3J0	11	Tree
			29	Tree
Hartsville	Hartsville Regional Airport	HVS	3	None
			21	Tree
Kingstree	Williamsburg Regional Airport	CKI	14	Tree
			32	Tree
Lake City	Lake City Municipal Airport CJ Evans Field	51J	1	Tree
			19	Tree
Lancaster	Lancaster County-McWhirter Field	LKR	6	Tree
			24	Trees
Laurens	Laurens County Airport	LUX	8	Tree
			26	Tree
Loris	Twin City Airport	5J9	8	Road
			26	Trees
Manning	Santee Cooper Regional Airport	MNI	2	Tree
			20	Tree
Marion	Marion County Airport	MAO	4	Tree

City	Airport Name	FAA ID	Runway End	Obstruction
			22	Tree
McCormick	McCormick County Airport	S19	18	Tree
			36	Tree
Moncks Corner	Berkeley County Airport	MKS	5	Trees
			23	Trees
Mount Pleasant	Mt Pleasant Regional-Faison Field	LRO	17	None
			35	Trees
Newberry	Newberry County Airport	EOE	4	Trees
			22	Pole
North Myrtle Beach	Grand Strand Airport	CRE	5	Trees
			23	Trees
Orangeburg	Orangeburg Municipal Airport	OGB	17	Tree
			35	None
			5	None
			23	None
Pageland	Pageland Airport	PYG	6	None
			24	None
Pelion	Lexington County Airport	6J0	18	None
			36	None
Pickens	Pickens County Airport	LQK	5	Trees
			23	Trees
Ridgeland	Ridgeland-Claude Dean Airport	3J1^	3	Trees
			21	Trees
Rock Hill	Rock Hill/York Co/Bryant Field	UZA	2	Trees
			20	Trees
Saluda	Saluda County Airport	6J4	1	Trees
			19	Trees
Spartanburg	Spartanburg Downtown Memorial Airport	SPA	5	Trees
			23	None
St George	St. George Airport	6J2	5	Tree
			23	Tree
Summerville	Summerville Airport	DYB	6	None
			24	Trees
Sumter	Sumter Airport	SMS	5	Trees
			23	Trees
			14	Trees
			32	Trees
Trenton	Edgefield County Airport	6J6	11	Tree
			29	Tree
			15	None

TABLE 1-15 – FAA 5010 REPORTED RUNWAY OBSTRUCTIONS

City	Airport Name	FAA ID	Runway End	Obstruction
			33	Tree
Union	Union County, Troy Shelton Field	35A	5	None
			23	Tree
Walterboro	Lowcountry Regional Airport	RBW	5	Trees
			23	None
			17	Tree
			35	Tree
			9	Trees
			27	None
Winnsboro	Fairfield County Airport	FDW	4	None
			22	None

Source: FAA Form 5010
^A 3J1 - Runway 03/21 will close and be replaced with a new runway - Runway 18/36

1.9.4   Minimum Standards

Minimum Standards are the "qualifications" that may be established by an airport owner/operator as the minimum requirements to be met as a condition for the right to conduct an aeronautical activity on an airport. When consistently applied and enforced, they permit the airport sponsor to maintain a high level of service for the public, while also offering consistent, predictable decision-making criteria for current and potential tenants. These guidelines are important to operate an airport in a professional and business-like manner.

Generally, Minimum Standards are established primarily for commercial operators on an airport, less often for private and corporate tenants. Oftentimes, however, Minimum Standards will outline and prescribe construction materials, setbacks, and landscaping requirements for tenants constructing building or hangars at the airport. The primary purpose for Minimum Standards is to set threshold requirements for aeronautical service providers who want to operate on a particular airport. Once established, Minimum Standards require that aviation businesses seeking to operate on an airport agree to offer a minimum level of service for their type of business, as detailed in the standards, to be allowed to do business on the airport. In doing so, Minimum Standards help the sponsor ensure that undercapitalized or doubtful operators are not awarded the use of a public facility to operate their businesses.

All South Carolina airports that have adopted Minimum Standards, either operating or development, should have such standards on file with SCAC. These standards should also be reviewed and updated on a regular basis. As part of the inventory, 38 of the 57 study airports reported that they have adopted Minimum Standards; however, there are not 38 standards on file with SCAC. Airports that have adopted Minimum Standards should provide copies of these agreements to SCAC.

1.9.5   Summary

Information presented in this chapter is essential to subsequent steps in the system planning process. In **Chapters 4** and **5**, various system performance measures, benchmarks, facility, and service objectives are used to evaluate the current performance for South Carolina's airport system and individual study airports. Information gathered as part of the inventory effort helps the South Carolina Aeronautics Commission better understand how current airport system performance and airport performance may need to be enhanced in the future.

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2.0 AVIATION DEMAND PROJECTIONS

2.1 Introduction

This chapter discusses the methodologies used to project aviation activity demand for study airports. Demand projections developed in the South Carolina Airport System Plan provide a framework to guide analysis for future development. It should be recognized that there are always short- and long-term fluctuations in demand projections due to a variety of factors that cannot always be anticipated.

Projections of aviation activity for the state were prepared for the near-term (2021) and mid-term (2026) time frames. These projections are unconstrained and assume study airports will be able to develop the various facilities necessary to accommodate future based aircraft, passenger enplanements, and annual operations.

Projections of demand developed for the system airports are documented in the following sections:

- Historic and Current Aviation Activity in South Carolina
- Socioeconomic Trends that May Impact Future Aviation Growth
- Projections of Aviation Demand by Activity Component
- Passenger Enplanements
- Total Based Aircraft
- Total Annual Operations by Type

2.2 Historic and Current Aviation Activity in South Carolina

Historic activity data for airports in South Carolina provides a baseline from which future activity can sometimes be projected. While historic trends are not always reflective of future periods, historic data does provide insight into how aviation-related trends may be tied to future growth. This section discusses how aviation activity has changed in South Carolina since South Carolina Airport System Plan was completed in 2008.

2.2.1 Commercial Service Trends in South Carolina

South Carolina has six (6) commercial service airports. They include:

- Charleston International Airport
- Columbia Metropolitan Airport
- Florence Regional Airport
- Greenville-Spartanburg International (Roger Milliken Field)
- Hilton Head Airport
- Myrtle Beach International Airport

These airports served approximately 4.4 million commercial enplanements in 2016. Since 2008, statewide enplanements in South Carolina have grown at an average annual rate of 3.6%, as shown in **Table 2-1**. Growing enplanements at Charleston International, Greenville-Spartanburg International, and Myrtle Beach International drove this statewide growth. Not all commercial airports in South Carolina have experienced increasing passenger enplanements between 2008 and 2016, and as shown in **Table 2-1**, some individual commercial airport had declining levels of passenger enplanements.

TABLE 2-1 – HISTORIC ENPLANEMENTS AT SOUTH CAROLINA COMMERCIAL SERVICE AIRPORTS

City	Airport Name	FAA ID	2008	2010	2015	2016	CAGR 2008-16
Charleston	Charleston International Airport	CHS	1,174,667	1,013,418	1,669,998	1,804,036	5.5%
Columbia	Columbia Metropolitan Airport	CAE	565,938	486,879	533,575	553,589	-0.3%
Florence	Florence Regional Airport	FLO	64,835	82,961	52,611	45,300	-4.4%
Greer	Greenville-Spartanburg International (Roger Milliken Field)	GSP	699,805	642,512	955,097	990,512	4.4%
Hilton Head Island	Hilton Head Airport	HXD	79,912	73,776	38,322	30,951	-11.2%
Myrtle Beach	Myrtle Beach International Airport	MYR	705,430	782,737	899,859	944,499	3.7%
	Total		3,290,587	3,082,283	4,149,452	4,368,887	3.6%

Source: Federal Aviation Administration (FAA)
Note: CAGR = Compound Annual Growth Rate

As shown in **Figure 2-1**, service levels (as measured by average daily commercial aircraft departures and departing seats) in South Carolina fell between 2008 and 2010. In response to the recession of 2007-2009, airlines focused on profitability by cutting unprofitable and redundant flying throughout their networks and by minimizing the number of departing seats to be more in line with passenger demand. This action resulted in fewer empty seats on each departing flight. In addition, it became less cost-effective for airlines to fly 50-seat regional jets between short haul markets; this led to the retirement of many commercial aircraft with lower seating capacities. Fewer empty seats have resulted in greater airline profitability. While the number of flight departures has remained relatively unchanged since 2010, airlines have been adding larger aircraft. This means the same number or even fewer commercial flights can carry more passenger enplanements. Over the past five years, new service to South Carolina's commercial airports has been provided primarily by low fare carriers. Southwest and JetBlue have entered South Carolina markets, and Allegiant and Spirit Airlines have continued to add new routes as well.

FIGURE 2-1 – HISTORIC FLIGHT DEPARTURES AND DEPARTING SEATS IN SOUTH CAROLINA
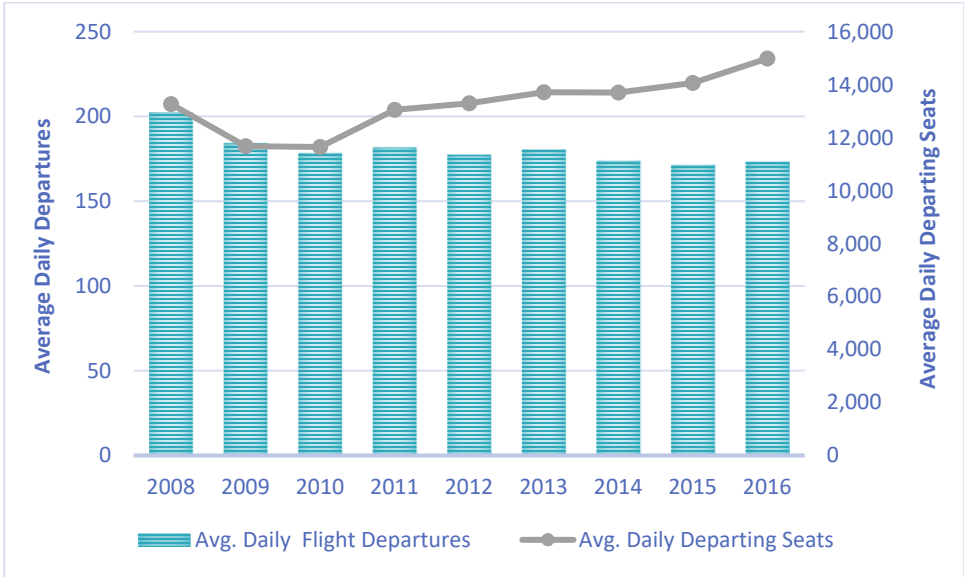
Source: *Official Airline Guide*

Table 2-2 shows that average seats per departing commercial flight have grown from 65.6 in 2008 to 86.5 in 2016. The number of carriers providing service to airports in South Carolina has remained relatively unchanged, but there has been a shift from the percent of passenger carried by mainline/legacy carriers. The number of non-stop destinations has more than doubled, from 22 in 2008 to 54 in 2016.

TABLE 2-2 – SOUTH CAROLINA AIR SERVICE SUMMARY (2008-2016)

	2008	2010	2012	2014	2016	% Change 2008-16
Average Daily Flight Departures	202.2	178.4	177.4	173.8	173.3	-14.3%
Average Daily Departing Seats	13,266	11,645	13,295	13,699	14,988	13.0%
Average Seats per Flight	65.6	65.3	74.9	78.8	86.5	31.9%
No. of Carriers	9	8	9	8	8	-11.1%
No. of Nonstop Destinations Served	22	30	46	45	54	145.5%

Source: *Official Airline Guide*

Figure 2-2 presents the carrier share of monthly departing seats at commercial airports for 2008 and 2016. As shown, the carrier mix in the state has shifted with the mergers of Delta and Northwest (2010), United and Continental (2012), and US Airways and American (2015). JetBlue (serving Charleston International) and Southwest (serving Greenville-Spartanburg International and Charleston International) have entered the market in the last five years and Spirit and Allegiant have also maintained a presence. While Delta and American/US Airways continue to be the largest carriers in the state, the share of capacity offered on low cost carriers has shifted. In 2008, 14% of the seats departing South Carolina airports were on low cost carriers. By 2016, the number of seats on low cost carriers rose to 26%.

FIGURE 2-2 – CARRIER SHARES OF SOUTH CAROLINA COMMERCIAL AIRCRAFT SEAT CAPACITY
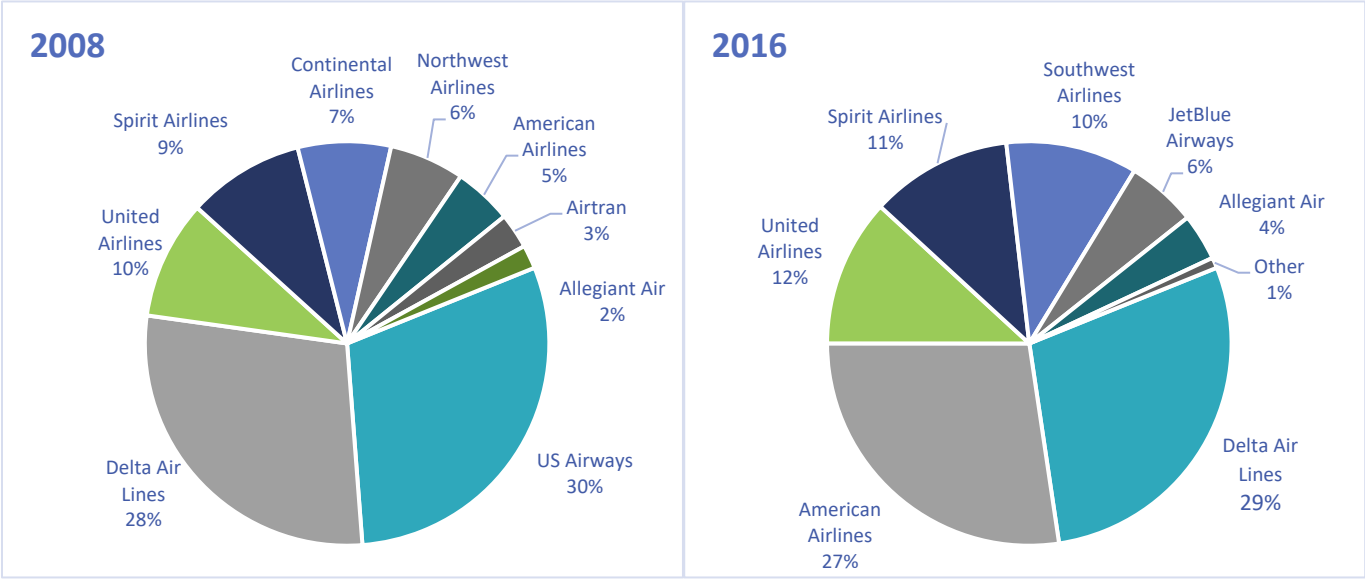
Source: *Official Airline Guide*

2.2.2   General Aviation Trends in South Carolina

This section discusses how general aviation activity has changed in South Carolina since the previous system plan was completed in 2008. Over the past eight (8) years, factors such as the 2007-2009 U.S. economic downturn, overall high aviation fuel costs during the time frame, and a declining number students seeking pilot training have impacted general aviation.

Based Aircraft

Based aircraft are those aircraft that are stored at an airport. In 2016, 2,290 aircraft were reported based at South Carolina's 57 study airports. This is down 2% from 2008 or -0.26% per year on average. This decline mirrors the decline in active general aviation aircraft experienced in the United States over the last decade.

To provide additional context for the number of aircraft based at the 57 study airports, it is important to consider aircraft that are based at non-study airports. As noted in **Chapter 1, Inventory**, there are at least 131 privately-owned private-use airports in the state. According to FAA Airport Master Record Form 5010 data, there are more than 400 additional aircraft based at private airports in South Carolina. It is not uncommon for aircraft to migrate from airport to airport for various reasons including location, service providers, operating environment, and fees. It is possible that some of the change in statewide aircraft base at the study airports is a result of some aircraft migration to private airports.

Another explanation for the change in statewide based aircraft is related to how the FAA reports based aircraft at federally eligible public-use airports. Since the 2008 Airport System Plan, the FAA changed the way airports report based aircraft. At the time of the prior plan, based aircraft were frequently double counted—assigned to more than one airport. Double counting of the based aircraft fleet was common at airports throughout the United States. Given South Carolina's abundance of second homeowners, the state realizes an impact from "snowbirds" that temporarily base their aircraft at South Carolina airports. It is possible that some of the reported decline of South Carolina's based aircraft since the 2008 plan is a result of the FAA's new National Based Aircraft Inventory Program, rather than an actual decrease in based aircraft.

Annual Aircraft Operations

For this analysis, an operation is defined as either a takeoff or a landing. Current aircraft operational data for this system plan were derived from the airport manager's verification of the FAA's 5010 reports or from data reported by an airport air traffic control tower (ATCT). For non-towered airports, annual operations reported on the Form 5010 are estimates only, they are not verified through actual counts.

Local operations are defined by the FAA as those performed by aircraft that 1) operate in a local traffic pattern or within sight of an airport, 2) depart or arrive to practice landings and takeoffs within a 20-mile radius, or 3) execute an instrument approach. All other operations are considered itinerant. Air taxi operations are itinerant operations that are typically conducted by air charter operators or by Part 135/Part 139 operators.

2016 total operations at South Carolina study airports were estimated to be just over 931,000; this number includes both commercial aircraft and general aviation aircraft operations for all study airports. This total includes operational estimates from the non-towered airports and actual air traffic control tower counts. Nine airports in South Carolina have an aircraft control tower.[1] As discussed in the previous chapter, annual operations estimates at the non-towered study airports were reviewed and adjusted using FAA guidance on ratios of annual operations to based aircraft. Tower reports from South Carolina indicate that general aircraft operations have shown a downward trend. This update to the state system plan took

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[1] Towered airports in South Carolina include Charleston International Airport/Charleston AFB, Columbia Metropolitan Airport, Donaldson Field, Grand Strand Airport, Greenville Downtown Airport, Greenville-Spartanburg International, Hilton Head Airport, and Myrtle Beach International Airport.

the opportunity to make a similar adjustment in general aviation at the non-towered airports. This adjustment resulted in a decrease of nearly 300,000 general aviation operations statewide.

Between 2008 and 2016, commercial service operations declined by nearly 14,000 primarily due to aircraft fleet changes over that period (i.e. larger airplanes flying more passengers on fewer flights). Since the 2008 system plan, general aviation operations at the nine airports with ATCTs declined 32%, representing an average annual rate of decline of -1.45%. These trends help to provide background to help better understand reported decreases in statewide aircraft operations.

Table 2-3 presents the change in based aircraft and general aviation operations at each South Carolina system airport. As applicable, operations in **Table 2-3** reflect both commercial and general aviation operations.

TABLE 2-3 – TOTAL BASED AIRCRAFT & TOTAL ANNUAL OPERATIONS IN SOUTH CAROLINA

City	Airport Name	FAA ID	Total Based Aircraft			Total Annual Operations		
			2008	2016	CAGR	2008	2016	CAGR
Commercial Service Airports								
Charleston	Charleston International Airport	CHS	37	56	5.32%	112,287	107,102	-0.59%
Columbia	Columbia Metropolitan Airport	CAE	100	68	-4.71%	90,861	50,869	-6.99%
Florence	Florence Regional Airport	FLO	52	36	-4.49%	28,081	20,680	-3.75%
Greer	Greenville-Spartanburg International (Roger Milliken Field)	GSP	15	16	0.81%	55,588	46,726	-2.15%
Hilton Head Island	Hilton Head Airport	HXD	87	89	0.28%	36,125	29,554	-2.48%
Myrtle Beach	Myrtle Beach International Airport	MYR	52	56	0.93%	66,604	112,224	6.74%
General Aviation Airports								
Aiken	Aiken Regional Airport	AIK	67	63	-0.77%	55,100	28,000	-8.11%
Allendale	Allendale County Airport	AQX	12	10	-2.25%	9,080	7,000	-3.20%
Anderson	Anderson Regional Airport	AND	81	84	0.46%	53,600	18,000	-12.75%
Andrews	Robert F. Swinnie Airport	PHH	4	5	2.83%	1,000	4,000	18.92%
Bamberg	Bamberg County Airport	99N	5	3	-6.19%	3,500	1,000	-14.50%
Barnwell	Barnwell Regional Airport	BNL	36	37	0.34%	23,750	5,000	-17.70%
Beaufort	Beaufort County Airport	ARW	45	39	-1.77%	41,000	18,000	-9.78%
Bennettsville	Marlboro County Airport - H E Avent Field	BBP	15	16	0.81%	3,760	3,760	0.00%
Bishopville	Lee County Airport-Butters Field	52J	1	6	25.10%	700	700	0.00%
Camden	Woodward Field	CDN	38	40	0.64%	36,400	8,000	-17.25%
Charleston	Charleston Executive Airport	JZI	70	41	-6.47%	55,000	28,000	-8.09%
Cheraw	Cheraw Municipal/Lynch Bellinger Field	CQW	28	16	-6.76%	20,700	6,000	-14.34%
Chester	Chester Catawba Regional Airport	DCM	26	27	0.47%	8,400	8,400	0.00%
Clemson	Oconee County Regional Airport	CEU	69	70	0.18%	35,600	21,000	-6.38%
Columbia	Jim Hamilton - LB Owens Airport	CUB	135	121	-1.36%	56,000	24,000	-10.05%
Conway	Conway-Horry County Airport	HYW	40	39	-0.32%	43,050	12,000	-14.76%
Darlington	Darlington County Airport	UDG	12	13	1.01%	8,200	6,000	-3.83%
Dillon	Dillon County Airport	DLC	2	0	-100.00%	2,100	280	-22.26%

TABLE 2-3 – TOTAL BASED AIRCRAFT & TOTAL ANNUAL OPERATIONS IN SOUTH CAROLINA

City	Airport Name	FAA ID	Total Based Aircraft			Total Annual Operations		
			2008	2016	CAGR	2008	2016	CAGR
Georgetown	Georgetown County Airport	GGE	34	53	5.71%	48,000	15,000	-13.53%
Greenville	Greenville Downtown Airport	GMU	250	176	-4.29%	70,491	47,972	-6.87%
Greenville	Donaldson Field	GYH	83	53	-5.45%	44,014	24,910	-4.70%
Greenwood	Greenwood County Airport	GRD	62	56	-1.26%	40,000	12,000	-13.97%
Hampton	Hampton County Airport	3J0	2	2	0.00%	1,400	400	-14.50%
Hartsville	Hartsville Regional Airport	HVS	24	17	-4.22%	6,000	5,000	-2.25%
Kingstree	Williamsburg Regional Airport	CKI	10	20	9.05%	6,000	6,000	0.00%
Lake City	Lake City Municipal Airport CJ Evans Field	51J	5	10	9.05%	3,060	2,000	-5.18%
Lancaster	Lancaster County-McWhirter Field	LKR	34	40	2.05%	25,000	9,000	-11.99%
Laurens	Laurens County Airport	LUX	12	18	5.20%	5,500	3,000	-7.30%
Loris	Twin City Airport	5J9	8	13	6.26%	1,200	1,200	0.00%
Manning	Santee Cooper Regional Airport	MNI	24	19	-2.88%	37,100	5,000	-22.16%
Marion	Marion County Airport	MAO	7	18	12.53%	4,550	5,000	1.19%
McCormick	McCormick County Airport	S19	0	0	0.00%	600	210	-12.30%
Moncks Corner	Berkeley County Airport	MKS	41	42	0.30%	29,550	8,000	-15.07%
Mount Pleasant	Mt Pleasant Regional-Faison Field	LRO	72	52	-3.99%	29,200	18,000	-5.87%
Newberry	Newberry County Airport	EOE	17	12	-4.26%	12,100	4,000	-12.92%
North Myrtle Beach	Grand Strand Airport	CRE	61	53	-1.74%	48,532	34,756	-4.09%
Orangeburg	Orangeburg Municipal Airport	OGB	33	36	1.09%	22,420	8,000	-12.09%
Pageland	Pageland Airport	PYG	9	10	1.33%	2,300	2,300	0.00%
Pelion	Lexington County Airport	6J0	9	22	11.82%	13,000	6,300	-8.66%
Pickens	Pickens County Airport	LQK	34	41	2.37%	23,177	10,000	-9.97%
Ridgeland	Ridgeland-Claude Dean Airport	3J1	57	70	2.60%	15,250	8,000	-7.75%
Rock Hill	Rock Hill/York Co/Bryant Field	UZA	104	150	4.68%	42,500	28,000	-5.08%
Saluda	Saluda County Airport	6J4	2	3	5.20%	1,400	1,400	0.00%
Spartanburg	Spartanburg Downtown Memorial Airport	SPA	115	139	2.40%	53,000	33,000	-5.75%
St George	St. George Airport	6J2	9	6	-4.94%	5,200	1,000	-18.62%
Summerville	Summerville Airport	DYB	65	41	-5.60%	36,000	9,000	-15.91%
Sumter	Sumter Airport	SMS	55	42	-3.31%	12,600	12,000	-0.61%
Trenton	Edgefield County Airport	6J6	26	26	0.00%	10,500	5,000	-8.86%
Union	Union County, Troy Shelton Field	35A	18	12	-4.94%	6,500	3,000	-9.21%
Walterboro	Lowcountry Regional Airport	RBW	20	50	12.14%		12,000	-13.17%
Winnsboro	Fairfield County Airport	FDW	30	37	2.66%	17,000	7,000	-10.50%
		Total	2,361	2,290	-0.38%	1,519,630	913,843	-6.16%

Source: South Carolina Aeronautics Commission data, FAA Form 5010, South Carolina Airports, and FAA Air Traffic Control Towers
Note: CAGR = Compound Annual Growth Rate

The downward trend for based general aviation aircraft and annual general aviation operations is not unique to South Carolina airports. The trends are a reflection of the decline in general aviation activity across the nation. While there are many factors that contributed to the decline, a weak economy and high fuel prices during much of the last decade are major contributors. Additionally, recreational flying or "utility flying" activity has decreased due to an increase in aircraft operating costs such as maintenance regulations, insurance, parts replacement, and fuel. On the opposite side of the general aviation industry, business aviation continues to improve and growth with moderate increases in activity that is shown jet fuel consumption increasing during the period.

To better understand the state's trends in based aircraft and general aviation operations, comparative information for the United States and FAA's Southern Region was reviewed. As shown in **Figure 2-3**, between 2008 and 2016 based aircraft in South Carolina declined 0.4% per year on average. This compares to a decline of 0.5% in the region and a decline of 1.1% nationally. In terms of general aviation operations, reviewing general aviation operations at towered airports is the most accurate means for determining change. South Carolina's average annual decline in general aviation operations at towered airports (-3.6%) was greater than the rate experienced by all towered airports in the region (-1.5%) and by all towered airports in the United States. (-2.6%).

The overall trend in general aviation operations for the state, region, and nation are similar. This helps substantiate that future aviation trends at system airports may also be similar to national trends projected by FAA.

FIGURE 2-3 – COMPARISON OF SOUTH CAROLINA, SOUTHERN REGION, AND U.S. GENERAL AVIATION ACTIVITY TRENDS
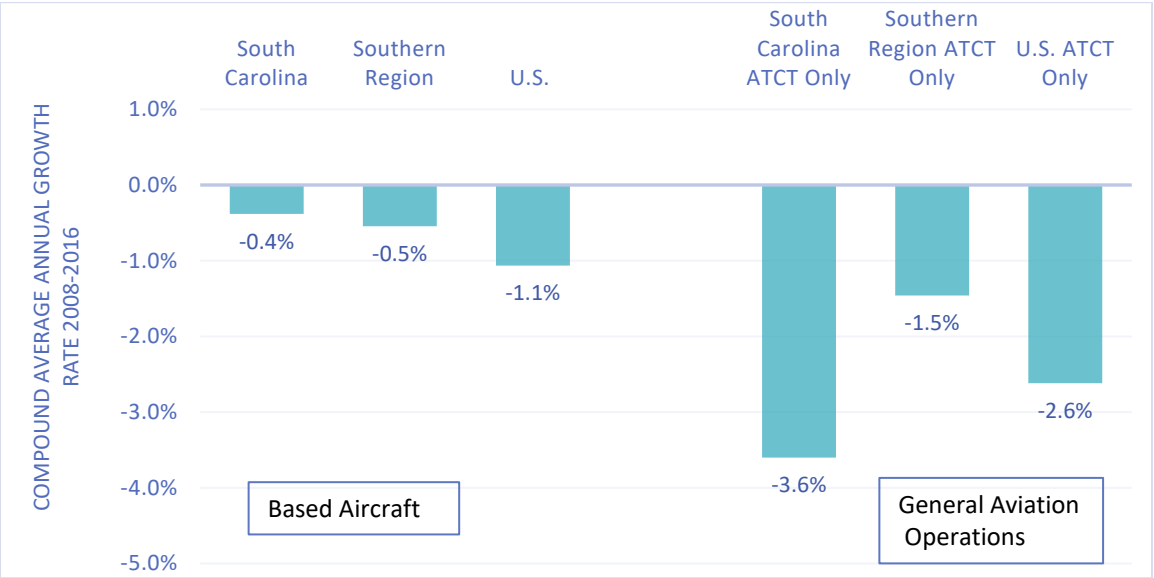
Sources: South Carolina Airport Management, FAA Terminal Area Forecast, FAA Air Traffic Activity Data System database, FAA Aerospace Forecasts Fiscal Years 2017-2037
Notes: ATCT = Airports with Air Traffic Control Towers that record general aviation operations. Southern Region includes Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee, Puerto Rico, and the U.S. Virgin Islands

2.3 Socioeconomic Trends that May Impact Future Aviation Growth

Factors that may influence future aviation activity, that are independent of historic airport activity, include socioeconomic and demographic trends. Anticipated changes in socioeconomic and demographic characteristics are often examined to support the development of aviation demand projections. As socioeconomic/demographic indicators rise, commercial and general aviation activity may also increase.

South Carolina and many of its 46 counties have growing economies. The top industries in the state include automotive manufacturing, aerospace, biotechnology, alternative energy, and logistics. The state offers numerous incentives and workforce training for business attraction and retention. With a mild climate, a business-friendly environment, skilled workforce, and an ideal geographic location, major companies such as Boeing, BMW, Monster.com, Google, GE Energy, and Michelin have located in the state. In recent years, there has been a growing trend nationally for business use of general aviation aircraft. Businesses use general aviation as a tool to improve their efficiency and expand their market area. This fact was considered as projections of future aviation demand were developed.

A summary of South Carolina's historic and projected trends in socioeconomic and demographic is presented below. These trends were considered as projections of aviation demand for each system airport were developed.

Population. Between 2000 and 2016, statewide population grew at an average annual rate of 1.3% per year. In 2016, South Carolina's estimated population was 4.9 million, up from 4.0 million in 2000 (see **Figure 2-4**). Over the 10-year forecast period, the rate of population growth is estimated to slow to 0.8% per year on average.[2]

Employment. Between 2000 and 2016, employment in South Carolina increased at an average annual rate of 1.0% per year. In 2016, it was estimated that state employment was 2.7 million, up from 2.3 million in 2000 (**Figure 2-4**). Employment in South Carolina is projected to grow at 1.5% per year on average between 2016 and 2026.[3]

FIGURE 2-4 – HISTORIC AND PROJECTED SOUTH CAROLINA POPULATION AND EMPLOYMENT
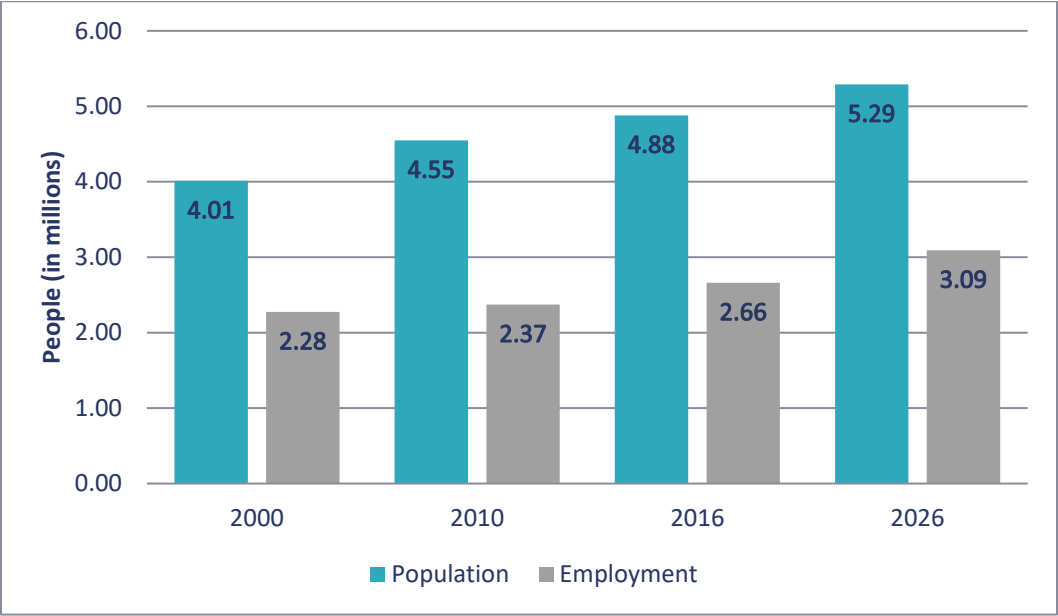
Sources: U.S. Census Bureau, South Carolina Department of Administration, and Woods & Poole Economics, Inc.

Table 2-4 presents projected growth rates of South Carolina population by county. Higher rates of population increase are projected to occur along interstate corridors, urban areas, and coastal areas. Employment growth rates by county show a similar trend (see **Chapter 4, Airport Roles, Figure 4-3, Projected Rates of Employment Increase by County and SC Workforce Development Areas).** The workforce development regions anticipated to see the highest rates of employment growth over the next decade include Greenville, Midlands, Low Country, Trident, and Waccamaw regional areas. These areas are the same that are projected to have higher rates of population increase.

[2] South Carolina Department of Administration.

[3] Woods & Poole Economics, Inc.

TABLE 2-4 – PROJECTED SOUTH CAROLINA POPULATION GROWTH RATES BY COUNTY

County	Population		
	2016	2026	CAGR
Abbeville	25,243	28,752	1.3%
Aiken	167,263	189,568	1.3%
Allendale	10,242	11,020	0.7%
Anderson	195,292	211,824	0.8%
Bamberg	15,744	13,917	-1.2%
Barnwell	22,330	26,998	1.9%
Beaufort	180,349	202,064	1.1%
Berkeley	210,898	274,856	2.7%
Calhoun	15,201	17,652	1.5%
Charleston	396,484	435,628	0.9%
Cherokee	56,346	65,769	1.6%
Chester	32,824	35,743	0.9%
Chesterfield	48,156	46,929	-0.3%
Clarendon	35,817	37,714	0.5%
Colleton	39,050	45,354	1.5%
Darlington	69,108	71,860	0.4%
Dillon	32,515	30,748	-0.6%
Dorchester	153,773	181,977	1.7%
Edgefield	27,813	32,649	1.6%
Fairfield	24,144	26,125	0.8%
Florence	141,005	148,329	0.5%
Georgetown	61,686	74,583	1.9%
Greenville	480,311	522,075	0.8%
Greenwood	70,898	78,125	1.0%
Hampton	20,975	24,622	1.6%
Horry	302,648	347,274	1.4%
Jasper	26,400	27,882	0.5%
Kershaw	65,271	72,104	1.0%
Lancaster	83,275	81,671	-0.2%
Laurens	65,556	68,398	0.4%
Lee	18,928	21,964	1.5%
Lexington	281,739	318,053	1.2%
Marion	32,311	35,817	1.0%
Marlboro	29,012	26,158	-1.0%
McCormick	10,323	12,395	1.8%

County	Population		
	2016	2026	CAGR
Newberry	38,023	42,658	1.2%
Oconee	77,348	87,852	1.3%
Orangeburg	92,882	99,570	0.7%
Pickens	122,360	146,143	1.8%
Richland	410,703	410,600	0.0%
Saluda	20,056	21,264	0.6%
Spartanburg	298,082	326,511	0.9%
Sumter	108,441	118,395	0.9%
Union	28,623	26,803	-0.7%
Williamsburg	33,584	35,139	0.5%
York	255,746	271,397	0.6%
South Carolina	**4,885,834**	**5,299,838**	**0.8%**

Source: South Carolina Department of Administration and Charleston Regional Development Alliance
Note: CAGR = Compound Annual Growth Rate

2.4   Projections of Aviation Demand by Activity Component

For this plan, projections of aviation demand were developed for enplanements, based aircraft, and annual operations. The following assumptions were used to establish demand projections for system airports:

- In many instances, aviation activity at system airports will generally reflect the national aviation industry. The FAA projects low rates of growth for most aspects of aviation; except for commercial passenger enplanements, which are expected to see slightly higher growth rates.
- Local economies may grow and population and employment increase; changes in aviation demand will most likely not be directly related to, but may be supported by these increases.
- Economic disturbances may cause year-to-year demand variations.
- Fuel prices will continue to fluctuate and the future availability of 100LL fuel (needed to fly piston aircraft) may further impact the general aviation projections.
- Commercial service forecasts assume mainline or legacy network carriers will continue to operate their hubs in a manner consistent with current operations.
- The future of fleet commercial use of unmanned aircraft systems (UAS) and unmanned aircraft vehicles (UAV) is expected to be 10 times larger in 2021 than in 2016. The FAA anticipates that the expected levels of the commercial UAS/UAV fleet will have an impact on the national airspace system as they mix with expected increases of regional jets and business jets[4].
- By January 1, 2020 aircraft will be required to be equipped with ADS-B Out to fly into the most controlled airspace.[5] This requirement will likely present financial challenges to aircraft owners, which may in turn impact general aviation operations.
- Projections are unconstrained with respect to facilities.

[4] FAA *Aerospace Forecasts Fiscal Years 2017-2037*.

[5] Per Federal Regulations 14 CFR 91.225 and 14 CFR 91. 227.

2.4.1   Passenger Enplanements

Table 2-5 presents the enplanement projections for South Carolina's commercial service airports. For Hilton Head, the airport's recent master plan growth rates were applied to 2016 actual enplanements to develop their projection of commercial enplanements. It is expected Hilton Head will experience growth in commercial activity upon the completion of its on-going project to extend its runway. For the other commercial airports, a methodology was used that applied a variation of the FAA's enplanement growth rate projection from the *FAA Aerospace Forecasts Fiscal Years 2017-2037* to each airport's 2016 enplanements. The growth rate selected for each airport was based on each airport's recent growth (2008-2016) in enplanements.

Based on this approach, South Carolina can expect an average annual rate of growth of 3.2% for all enplanements over the forecast period. Enplanements are expected to reach 6.0 million by 2026. This rate of growth is higher than the 1.9% national rate of growth for all U.S. enplanements projected by the FAA in its *Aerospace Forecasts Fiscal Years 2017-2037*. Charleston International and Myrtle Beach International are expected to see the highest rate of growth in enplanements, with an average annual growth rate of 3.9%; the airports are projected to have 2.7 million enplanements and 1.4 million enplanements, respectively, by 2026. Greenville-Spartanburg is projected to grow at 2.9%, on average, over the next 10 years. It is anticipated that Columbia Metropolitan and Hilton Head will grow 2.0% per year, and Florence Regional will grow 1.0% per year on average over the 10-year period.

TABLE 2-5 – SOUTH CAROLINA ENPLANEMENT PROJECTIONS

City	Airport Name	FAA ID	2016	2021	2026	CAGR 2016-26
Charleston	Charleston AFB/International	CHS	1,804,036	2,246,358	2,652,098	3.9%
Columbia	Columbia Metropolitan	CAE	553,589	618,519	672,524	2.0%
Florence	Florence Regional	FLO	45,300	47,898	49,955	1.0%
Greer	Greenville-Spartanburg International	GSP	990,512	1,168,674	1,324,341	2.9%
Hilton Head Island	Hilton Head [1]	HXD	30,951	34,105	37,581	2.0%
Myrtle Beach	Myrtle Beach International	MYR	944,499	1,176,076	1,388,500	3.9%
		Total	4,368,887	5,291,631	6,125,000	3.4%

Source: Marr Arnold Planning
Note: CAGR = Compound Annual Growth Rate
[1] Projected growth rate from individual airport master plan

2.4.2   Total Based Aircraft

Estimating the number of aircraft anticipated to be based at system airports over the next 10 years impacts the planning for future facilities and infrastructure. Initially, based aircraft were projected using four methodologies.

A summary of the four scenarios used to develop based aircraft projections are discussed below and are shown in **Table 2-6** and **Figure 2-5**; this table and figure summarize statewide results for the four projection methodologies examined for the system plan update.

Scenario 1: Historic Based Aircraft Growth & FAA Active General Aviation Fleet Growth

This bottom-up methodology considered historic growth from 2008-2016 for based aircraft at each airport. A range of projected growth rates was then applied based on the FAA's projected growth rate for active general aviation aircraft in the U.S. Rates of growth for this methodology were derived from the *FAA Aerospace Forecasts, Fiscal Years 2017-2037*. This methodology considered the operational fleet mix of aircraft at all airports and projected a slightly higher rate of growth for those airports that have aircraft types that are expected to see higher rates of future growth. If an airport experienced declines in based aircraft over the last eight years and had no based jets, based aircraft were projected to remain constant

throughout the 10-year forecast period. This scenario produces a 0.62% compound annual growth rate (CAGR) in statewide based aircraft through 2026.

Scenario 2: County Population Growth Rate

This scenario assumes that the growth in based aircraft at each system airport will be equal to the rate of projected population growth for the county in which the airport is located. The population projections used to support this scenario were developed by the South Carolina Department of Administration. The statewide annual growth rate for based aircraft in this scenario is 0.97%.

Scenario 3: County Employment Growth

Similar to Scenario 2, this scenario assumes that the growth of based aircraft at each study airport will be equal to the rate of employment growth for the county in which the airport is located. Woods & Poole Economics, Inc. developed the employment projections used to support this scenario. This scenario projects statewide based aircraft to growth at average annual rate of 1.47%.

Scenario 4: Market Share: FAA's Terminal Area Forecast (TAF) Growth Rate

The FAA annually publishes its Terminal Area Forecasts in which it projects operations and based aircraft for each airport included in the NPIAS. This top-down scenario assumes that the system airports will maintain their share of the total South Carolina based aircraft fleet through the 10-year forecast period. This assumption produces a 0.59% CAGR in statewide based aircraft growth at study airports through the 10-year planning period.

TABLE 2-6 – COMPARISON OF BASED AIRCRAFT PROJECTION SCENARIOS

Scenarios	2016	2021	2026	CAGR 2016-26
1 - Historic Growth/FAA Growth Rate	2,286	2,358	2,432	0.62%
2 - County Population Growth	2,286	2,409	2,536	1.02%
3 - County Employment Growth	2,286	2,458	2,645	1.47%
4 - Market Share/TAF Growth Rate	2,286	2,346	2,424	0.59%

Source: Marr Arnold Planning
Note: CAGR = Compound Annual Growth Rate

FIGURE 2-5 – COMPARISON OF BASED AIRCRAFT PROJECTION SCENARIOS
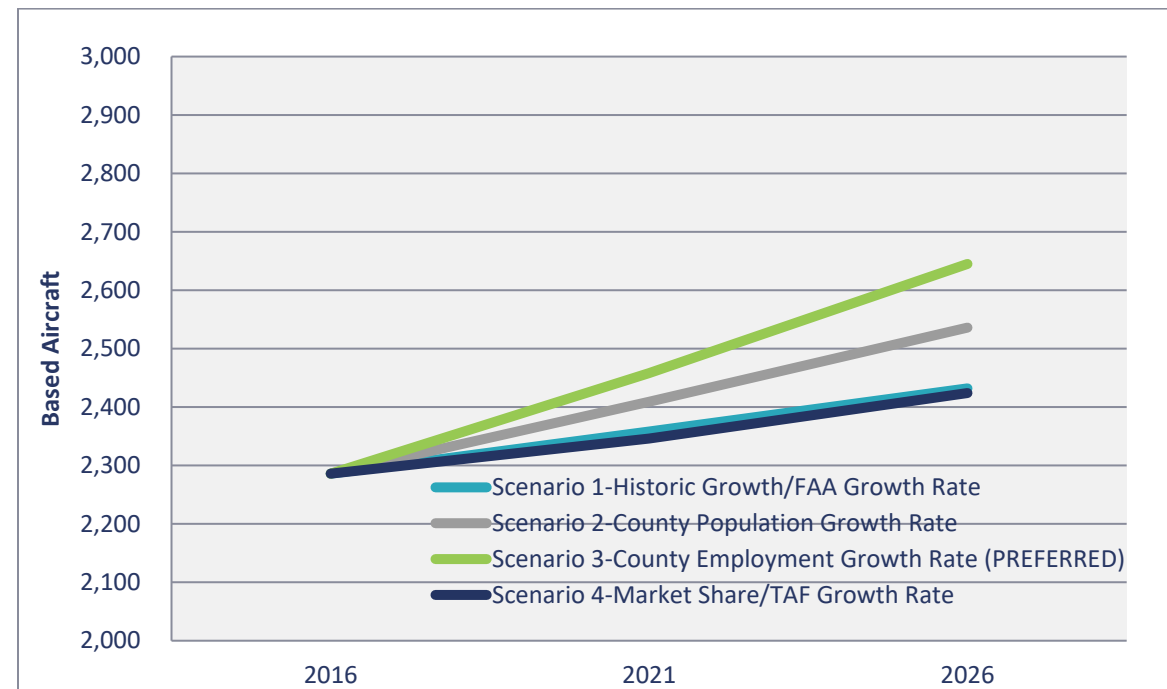
Source: Marr Arnold Planning

Preferred Based Aircraft Projection

Scenario 3 – County Employment Growth Rate was selected as the preferred projection for based aircraft. This projection was selected as a result of South Carolina's strong and diversified business climate. According to sources such as Honeywell, General Aviation Manufacturers Association (GAMA), and the FAA, business aircraft are expected to have higher rates of growth over the next 10 years. The employment based projection of based aircraft was selected to best reflect that anticipated growth.

Once the preferred methodology was chosen, additional analysis was conducted at the individual airport level to determine if there was a need to adjust the results from the selected methodology at individual airports. Adjustments occurred based on an airport's location versus other system airports, which South Carolina Department of Employment Workforce (SC DEW) workforce development region where each airport is located, socio-economic and demographic characteristics of the airport's market area, and the airport's role in the South Carolina system.

Considering these factors, it was determined that for the majority of airports Scenario 3, County Employment Growth Rate Methodology, produced a reasonable projection of based aircraft over the 10-year planning period. This methodology supports FAA's anticipated projections by general aviation by fleet mix, while at the same time considering area of the state that are anticipated to have higher rates of employment growth.

Additional review of the preferred methodology showed that six airports (Hilton Head, Jim Hamilton L B Owens, Twin City, Lexington County, Lake City Municipal – CJ Evans Field, and St. George) needed adjustments to their initial based aircraft projections. A summary of this additional analysis is included below.

- Beaufort County's employment is projected to experience a compound annual growth rate of 2.15% between 2016 and 2026. The two airports in the county (Hilton Head Airport and Beaufort County Airport) have seen different levels of based aircraft growth. Hilton Head, a predominately service industry driven economy, has maintained near constant levels of based aircraft. The area surrounding the Beaufort County Airport has a more diverse economic

base. Given differences in area characteristics, it was determined that the based aircraft projection from Scenario 1, Historic Growth & FAA Active General Aviation Fleet Growth Methodology, better suited the Hilton Head Airport. While the results from the preferred projection were better matched to Beaufort County Airport.

- The Midlands Region is expected to see employment growth over the planning period. This area includes Lexington, Fairfield, and Richland counties. Airports in this area include: Columbia Metropolitan and Lexington County both in Lexington County, Fairfield County Airport, and Jim Hamilton L B Owens Airport in Richland County. Considering socioeconomic data, airport roles, historic data, and airport locations, it was determined that the based aircraft projections from Scenario 1, Historic Growth & FAA Active General Aviation Fleet Growth Methodology, were more appropriate for both Lexington County and Jim Hamilton L B Owens airports. Based aircraft projections from the preferred methodology were adopted for Columbia Metropolitan and Fairfield County airports.

- Lake City Municipal – CJ Evans Field is located on the southern border of the PeeDee Workforce Development Area. Historically, this airport has shown no growth or change in its fleet mix. Give its proximity to other airports, it was determined that Scenario 1, Historic Growth & FAA Active General Aviation Fleet Growth Methodology, produced a more reasonable based aircraft projection for this airport.

- St. George Airport's historic activity and proximity to other airports indicates that Scenario 1, Historic Growth & FAA Active General Aviation Fleet Growth Methodology, produces a more reasonable projection of based aircraft. As result, this methodology has been adopted and incorporated into the statewide projection of based aircraft.

2.4.3 Total Annual Operations by Type

Annual operations consist of several sub-types of activity that, when added together, total each airport's annual operations. For this analysis, annual projections of operations were developed by sub-type then added together to develop a projection of "total" operations. Operations were divided into the following categories:

TABLE 2-7 – OPERATIONS CATEGORIES

Commercial Service	General Aviation	Military
Air Carrier – Itinerant Operations	Air Taxi – Itinerant Operations	Itinerant Operations
	General Aviation – Itinerant Operations	Local Operations
	General Aviation – Local Operations	

Commercial Service Operations

Table 2-8 shows forecasts for commercial service operations for South Carolina's commercial service airports. These projections include only operations (takeoffs and landings) by scheduled commercial airlines. General aviation (including air taxi) activity at commercial service airports is projected later in a subsequent section.

Similar to enplanement projections, commercial service operational projections were developed based on the individual airport's operational growth that occurred between 2008 and 2016 and the FAA's projected national rate of growth for commercial service operations. Total commercial service operations for all commercial airports in South Carolina, are projected to increase at an average annual rate of growth of 1.1%. Statewide, commercial operations are projected to increase from 131,657 in 2016 to 147,165 in 2026. This growth is just slightly lower than the FAA's projected annual average annual growth rate for all U.S. commercial service operations; the national rate of projected increase for commercial aircraft operations (as per FAA) is 1.3% annually.

TABLE 2-8 – SOUTH CAROLINA COMMERCIAL SERVICE OPERATIONAL PROJECTIONS

City	Airport Name	FAA ID	2016	2021	2026	CAGR 2016-26
Charleston	Charleston AFB/International	CHS	46,112	48,809	52,392	1.3%
Columbia	Columbia Metropolitan	CAE	26,554	27,322	28,311	0.6%
Florence	Florence Regional	FLO	2,994	3,037	3,092	0.3%
Greer	Greenville-Spartanburg International	GSP	33,256	35,201	37,785	1.3%
Hilton Head Island	Hilton Head	HXD	2,435	2,470	2,514	0.3%
Myrtle Beach	Myrtle Beach International	MYR	20,306	21,494	23,071	1.3%
		Total	131,657	138,333	147,165	1.1%

Source: Marr Arnold Planning
Note: CAGR = Compound Annual Growth Rate

General Aviation Operations

Different factors impact the number of operations at an airport. These factors include but are not limited to:

- Total based aircraft
- Area demographics/including business density
- Activity and facilities at neighboring airports
- National trends
- Airport location

These factors were examined and four methodologies were used to develop projections of annual general aviation operations for each study airport. A summary of the methodologies used to develop projections of general aviation aircraft operations are shown in **Table 2-9** and **Figure 2-6**.

Scenario 1: Operations Per Based Aircraft (OPBA)

OPBA is calculated by dividing the number of total operations by the number of aircraft based at each airport. It is important to note that the OPBA ratio represents operations performed by both based and visiting aircraft. In Scenario 1, total operations at each system airport are projected by applying the airport's 2016 OPBA ratio to the airport's preferred projection of based aircraft. Utilizing this methodology, it is projected that total general aviation aircraft operations at system airports will grow at a CAGR of 1.49% over the 10-year forecast period.

Scenario 2: County Population Growth

Scenario 2 assumes that growth for general aviation operations at each study airport will be equal to the rate of growth for population for the county where the airport is located. The US Census Bureau and South Carolina Department of Administration both provide county population growth rate data through the 10-year planning period. This methodology produced an average annual rate of growth of 1.03% CAGR for general aviation aircraft operations over the planning period.

Scenario 3: County Employment Growth

Scenario 3 assumes that the growth of general aviation operations at each system airport will be equal to the rate of average annual projected rate of employment growth for the county in which the airport is located. Employment projections for

each South Carolina county were obtained from Woods & Poole Economics, Inc. The annual growth rate for annual general aviation operations in this scenario is 1.55%.

Scenario 4: Historic Activity & FAA Hours Flown Growth

This bottom-up methodology considered 2016 operational fleet mix and 2016 Instrument Flight Rules (IFR) activity at each airport. This information was obtained from SCAC and the FAA's Traffic Flow Management System Counts (TFMSC). A range of projected growth rates was identified and then applied based on the FAA's projected growth rates for general aviation aircraft hours flown (derived from FAA Aerospace Forecasts, Fiscal Years 2017-2037). The CAGR for total general aviation operations developed this methodology is 1.42%.

TABLE 2-9 – COMPARISON OF GENERAL AVIATION OPERATIONS PROJECTIONS SCENARIOS

Scenarios	2016	2021	2026	CAGR 2016-26
1 - OPBA	748,413	806,056	867,496	1.49%
2 - County Population Growth	748,413	789,678	833,772	1.09%
3 - County Employment Growth	748,413	807,908	872,693	1.55%
4 – Historic/FAA Hours Flown	748,413	802,627	861,417	1.42%

Source: Marr Arnold Planning
Note: CAGR = Compound Annual Growth Rate

FIGURE 2-6 – COMPARISON OF GENERAL AVIATION OPERATIONS PROJECTION SCENARIOS
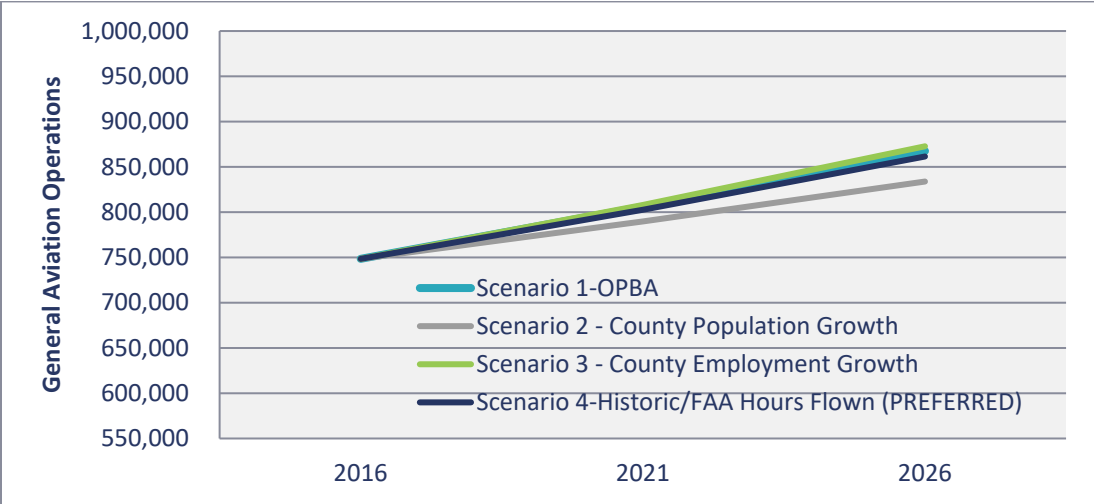
Source: Marr Arnold Planning

Preferred General Aviation Operations Projection

Scenario 4 – Historic Activity & FAA Hours Flown Growth was selected as the preferred projection for general aviation operations. This methodology was chosen because it mirrors South Carolina-specific activity trends and socioeconomic trends, while also recognizing the national aviation trends. Once the preferred methodology was chosen, additional analysis was conducted at individual airports to determine if the results seemed reasonable for each airport. A similar analysis was conducted for the preferred based aircraft projection. The additional review considered airport location, socioeconomic/demographic growth rates by county, historical data, and airport role. As a result of this additional analysis, no airports were determined to require an adjustment. The results of the preferred methodology for annual general aviation aircraft operations was adopted for all study airports.

Military Operations

Between 2008 and 2016, military activity occurring at study airports declined by nearly 9,000 annual operations or an average decline of -1.88% per year. However, military operations at the nine South Carolina airports with ATCTs have experienced year-to-date growth in 2017 compared to the same period in 2016. While military activity varies with the political climate and variations in government funding for the military, for this update to the state system plan, military operations are projected to grow at 0.42% annually to reflect the recent growth in military activity at South Carolina airports. **Table 2-10** presents a summary of military operations and reflects the national projections in the FAA Aerospace Forecasts, Fiscal Years 2017-2037. It is important to note that within the context of this plan, the military activity occurring at Shaw Air Force Base, McEntire Air National Guard Base, and Beaufort Marine Corps Air Station are not included in the military operations numbers.

TABLE 2-10 – SUMMARY OF MILITARY OPERATIONS PROJECTIONS

	2016			2026		
	Itinerant	Local	Total	Itinerant	Local	Total
Commercial Service Airports	22,992	10,781	33,773	23,976	11,243	35,219
General Aviation Airports	16,753	2,695	19,448	17,470	2,810	20,281
Statewide	39,745	13,476	53,221	41,447	14,053	55,500

Source: Marr Arnold Planning

Operational Mix by Activity Type

An operational mix considers how each airport's annual aircraft operations are spread between types of aviation activity. For this analysis, three types of general aviation operations were projected over the 10-year planning period: air taxi, itinerant, and local. General aviation activity mix ratios for 2016 were derived from SCAC's "Operations Per Year by Public Use Facility Report."

Over the planning period it is anticipated that the ratios by type of activity will remain relatively the same. The results are summarized in **Table 2-11**. As shown, commercial airports have a much higher percentage of operations in the Air Taxi category. These are often operator flying under Part 135 or Part 139. Charter and fractional ownership planes also are typically included in this category. Local operations are primarily recreational and training flights, and as expected, the higher percentage of these operations take place at the general aviation airports.

TABLE 2-11 – GENERAL AVIATION OPERATIONAL FLEET MIX RATIOS

	2016			2026		
	Air Taxi	Itinerant	Local	Air Taxi	Itinerant	Local
Commercial Service Airports	47%	46%	7%	47%	46%	7%
General Aviation Airports	10%	40%	50%	10%	40%	50%
Statewide	20%	41%	39%	21%	42%	38%

Source: Marr Arnold Planning

Instrument Operations

Building on the operations projections prepared for air carrier (commercial service operations), general aviation itinerant operations (air taxi and general aviation), and military itinerant operations, a projection was developed to predict the number of instrument operations occurring at each airport. To determine the relationship between instrument operations and itinerant operations, a ratio was developed based on the current number of instrument operations recorded for each airport (derived from the SCAC's 2016 Flight Data) and total itinerant operations (air carrier, air taxi, general aviation, and military). This ratio was then used to develop an instrument operations projection for the 10-year planning period. Table 2-12 presents a summary of the statewide instrument operations projections.

Having an understanding of current and projected instrument operations is important to planning future facilities for system airports.

TABLE 2-12 – SUMMARY OF INSTRUMENT OPERATIONS PROJECTIONS

	2016	2021	2026
Commercial Service Airports	206,198	222,685	239,828
General Aviation Airports	78,150	83,630	89,560
Statewide	284,348	306,315	329,389

Source: Marr Arnold Planning

2.5 Summary

This plan took a conservative and thoughtful approach to projecting future aviation demand for system airports. The preferred projections follow national and state aviation trends, while also recognizing anticipated socioeconomic growth. **Table 2-12** presents demand projections for each system airport by activity component for the 10-year planning period. Commercial service enplanements are presented in **Table 2-5**. As applicable, these projections will be used to help establish future facility needs for study airports.

TABLE 2-13 – ACTIVITY DEMAND PROJECTIONS BY AIRPORT

| City | Airport | FAA ID | Year | Based Aircraft | Itinerant Operations | | | | Local Operations | | Total Operations | Instrument Operations |
					Air Carrier	Air Taxi	General Aviation	Military	General Aviation	Military		
Commercial												
Charleston	Charleston AFB/International	CHS										
			2016	56	46,112	12,993	25,026	14,736	1,703	6,532	107,102	75,096
			2021	61	48,809	14,275	27,496	15,048	1,871	6,670	114,169	80,231
			2026	67	52,392	15,684	30,209	15,367	2,056	6,812	122,519	86,326
Columbia	Columbia Metropolitan	CAE										
			2016	68	26,554	5,220	14,856	1,597	1,830	812	50,869	41,313
			2021	76	27,322	5,735	16,322	1,631	2,011	829	53,850	43,697
			2026	85	28,311	6,301	17,933	1,665	2,209	847	57,265	46,438
Florence	Florence Regional	FLO										
			2016	36	2,994	1,647	10,377	1,044	3,505	1,113	20,680	6,602
			2021	39	3,037	1,810	11,401	1,066	3,851	1,137	22,301	7,116
			2026	42	3,092	1,988	12,526	1,089	4,231	1,161	24,086	7,684
Greer	Greenville-Spartanburg International	GSP										
			2016	16	33,256	848	7,486	1,856	436	750	44,632	40,439
			2021	17	35,201	1,154	10,189	1,895	593	766	49,798	45,087
			2026	19	37,785	1,268	11,194	1,935	652	782	53,616	48,571
Hilton Head Island	Hilton Head	HXD										
			2016	89	2,435	3,304	20,356	281	2,735	443	29,554	14,139
			2021	94	2,470	3,630	22,365	287	3,005	452	32,209	15,413
			2026	100	2,514	3,988	24,572	293	3,301	462	35,131	16,815
Myrtle Beach	Myrtle Beach International	MYR										
			2016	56	20,306	70,172	12,941	3,478	4,196	1,131	112,224	28,609
			2021	62	21,494	77,097	14,218	3,552	4,610	1,155	122,125	31,142
			2026	68	23,071	84,704	15,621	3,627	5,065	1,180	133,268	33,996
General Aviation												
Aiken	Aiken Regional	AIK										
			2016	63	-	1,617	14,152	300	12,231	-	28,300	4,002
			2021	69	-	1,777	15,548	306	13,438	-	31,069	4,391
			2026	76	-	1,952	17,082	313	14,764	-	34,112	4,819
Allendale	Allendale County	AQX										
			2016	10	-	150	1,464	20	5,385	-	7,020	396
			2021	10	-	156	1,516	20	5,577	-	7,269	410
			2026	10	-	161	1,570	21	5,775	-	7,527	424

TABLE 2-13 – ACTIVITY DEMAND PROJECTIONS BY AIRPORT

City	Airport	FAA ID	Year	Based Aircraft	Itinerant Operations				Local Operations		Total Operations	Instrument Operations
					Air Carrier	Air Taxi	General Aviation	Military	General Aviation	Military		
Anderson	Anderson Regional	AND										
			2016	84	-	2,542	6,508	300	8,949	-	18,300	2,244
			2021	89	-	2,665	6,824	306	9,382	-	19,178	2,351
			2026	95	-	2,794	7,154	313	9,837	-	20,098	2,462
Andrews	Robert F Swinnie	PHH										
			2016	5	-	-	407	-	3,593	-	4,000	49
			2021	5	-	-	414	-	3,656	-	4,071	50
			2026	6	-	-	422	-	3,721	-	4,142	51
Bamberg	Bamberg County	99N										
			2016	3	-	-	688	-	313	-	1,000	23
			2021	3	-	-	712	-	324	-	1,036	24
			2026	3	-	-	737	-	335	-	1,072	25
Barnwell	Barnwell Regional	BNL										
			2016	37	-	412	2,118	750	2,471	-	5,750	319
			2021	38	-	432	2,220	766	2,590	-	6,008	332
			2026	38	-	453	2,328	782	2,716	-	6,278	347
Beaufort	Beaufort County	ARW										
			2016	39	-	472	8,079	-	9,449	-	18,000	3,156
			2021	43	-	489	8,365	-	9,784	-	18,639	3,268
			2026	48	-	507	8,662	-	10,131	-	19,301	3,384
Bennettsville	Marlboro County Jetport - H E Avent Field	BBP										
			2016	16	-	60	2,500	-	1,200	-	3,760	261
			2021	16	-	62	2,589	-	1,243	-	3,894	270
			2026	17	-	64	2,681	-	1,287	-	4,032	280
Bishopville	Lee County - Butters Field	52J										
			2016	6	-	-	438	-	263	-	700	11
			2021	6	-	-	445	-	267	-	712	11
			2026	6	-	-	453	-	272	-	725	11
Camden	Woodward Field	CDN										
			2016	40	-	310	2,529	250	5,161	-	8,250	626
			2021	42	-	325	2,651	255	5,411	-	8,643	655
			2026	45	-	340	2,780	261	5,673	-	9,054	685
Charleston	Charleston Executive	JZI										
			2016	41	-	2,022	15,870	3,000	10,108	-	31,000	9,350
			2021	45	-	2,221	17,436	3,064	11,106	-	33,827	10,169
			2026	49	-	2,440	19,157	3,128	12,202	-	36,927	11,066

TABLE 2-13 – ACTIVITY DEMAND PROJECTIONS BY AIRPORT

| City | Airport | FAA ID | Year | Based Aircraft | Itinerant Operations | | | | Local Operations | | Total Operations | Instrument Operations |
					Air Carrier	Air Taxi	General Aviation	Military	General Aviation	Military		
Cheraw	Cheraw Municipal - Lynch Bellinger Field	CQW										
			2016	16	-	155	2,224	200	3,621	-	6,200	159
			2021	17	-	161	2,303	204	3,749	-	6,417	164
			2026	18	-	166	2,385	209	3,882	-	6,642	170
Chester	Chester Catawba Regional	DCM										
			2016	27	-	-	2,400	-	6,000	-	8,400	113
			2021	28	-	-	2,485	-	6,213	-	8,698	117
			2026	28	-	-	2,573	-	6,433	-	9,007	121
Clemson	Oconee County Regional	CEU										
			2016	70	-	1,465	4,884	150	14,651	-	21,150	3,947
			2021	73	-	1,610	5,366	153	16,097	-	23,226	4,329
			2026	77	-	1,769	5,895	156	17,685	-	25,506	4,749
Columbia	Jim Hamilton L B Owens	CUB										
			2016	121	-	3,652	7,826	1,000	12,522	-	25,000	3,577
			2021	125	-	3,829	8,205	1,021	13,128	-	26,183	3,742
			2026	128	-	4,014	8,602	1,043	13,763	-	27,423	3,916
Conway	Conway-Horry County	HYW										
			2016	39	-	301	4,820	50	6,879	-	12,050	614
			2021	43	-	312	4,991	51	7,123	-	12,477	636
			2026	47	-	323	5,168	52	7,376	-	12,919	658
Darlington	Darlington County Jetport	UDG										
			2016	13	-	508	1,831	100	3,661	-	6,100	704
			2021	13	-	559	2,011	102	4,022	-	6,694	771
			2026	14	-	614	2,210	104	4,419	-	7,347	845
Dillon	Dillon County	DLC										
			2016	0	-	-	112	30	168	-	310	23
			2021	0	-	-	116	31	174	-	321	24
			2026	0	-	-	120	31	180	-	331	25
Georgetown	Georgetown County	GGE										
			2016	53	-	931	4,759	500	9,310	-	15,500	3,227
			2021	56	-	1,023	5,228	511	10,229	-	16,991	3,525
			2026	60	-	1,124	5,744	521	11,239	-	18,628	3,852
Greenville	Donaldson Field	GYH										
			2016	53	-	8,069	7,569	3,651	9,272	2,330	30,891	3,755
			2021	57	-	8,865	8,316	3,728	10,187	2,379	33,476	4,070
			2026	62	-	9,740	9,137	3,807	11,192	2,430	36,306	4,416

TABLE 2-13 – ACTIVITY DEMAND PROJECTIONS BY AIRPORT

City	Airport	FAA ID	Year	Based Aircraft	Itinerant Operations				Local Operations		Total Operations	Instrument Operations
					Air Carrier	Air Taxi	General Aviation	Military	General Aviation	Military		
Greenville	Greenville Downtown	GMU										
			2016	176	-	11,710	22,941	829	13,317	210	49,006	12,042
			2021	190	-	12,865	25,204	847	14,631	214	53,761	13,208
			2026	205	-	14,135	27,692	865	16,074	219	58,984	14,490
Greenwood	Greenwood County	GRD										
			2016	56	-	750	4,500	100	6,750	-	12,100	1,367
			2021	58	-	786	4,718	102	7,077	-	12,683	1,432
			2026	60	-	824	4,946	104	7,419	-	13,294	1,501
Hampton	Hampton County	3J0										
			2016	2	-	-	343	-	57	-	400	50
			2021	2	-	-	349	-	58	-	407	51
			2026	2	-	-	355	-	59	-	414	52
Hartsville	Hartsville Regional	HVS										
			2016	17	-	205	1,742	300	3,053	-	5,300	354
			2021	18	-	215	1,826	306	3,201	-	5,549	370
			2026	18	-	225	1,915	313	3,356	-	5,809	386
Kingstree	Williamsburg Regional	CKI										
			2016	20	-	-	908	50	5,092	-	6,050	184
			2021	21	-	-	952	51	5,339	-	6,342	193
			2026	21	-	-	998	52	5,597	-	6,647	202
Lake City	Lake City Municipal - CJ Evans Field	51J										
			2016	10	-	23	456	10	1,521	-	2,010	103
			2021	10	-	23	464	10	1,548	-	2,045	105
			2026	10	-	24	472	10	1,575	-	2,082	107
Lancaster	Lancaster County - McWhirter Field	LKR										
			2016	40	-	575	3,425	300	5,000	-	9,300	493
			2021	44	-	595	3,547	306	5,177	-	9,626	510
			2026	48	-	617	3,672	313	5,361	-	9,963	528
Laurens	Laurens County	LUX										
			2016	18	-	134	896	150	1,970	-	3,150	262
			2021	19	-	139	927	153	2,040	-	3,260	271
			2026	19	-	144	960	156	2,113	-	3,373	280
Loris	Twin City	5J9										
			2016	13	-	-	600	-	600	-	1,200	33
			2021	13	-	-	611	-	611	-	1,221	34
			2026	13	-	-	621	-	621	-	1,243	34

TABLE 2-13 – ACTIVITY DEMAND PROJECTIONS BY AIRPORT

City	Airport	FAA ID	Year	Based Aircraft	Itinerant Operations				Local Operations		Total Operations	Instrument Operations
					Air Carrier	Air Taxi	General Aviation	Military	General Aviation	Military		
Manning	Santee Cooper Regional	MNI										
			2016	19	-	202	1,970	50	2,828	-	5,050	319
			2021	20	-	206	2,004	51	2,878	-	5,139	325
			2026	21	-	209	2,040	52	2,929	-	5,230	330
Marion	Marion County	MAO										
			2016	18	-	102	2,755	100	2,143	-	5,100	202
			2021	19	-	106	2,853	102	2,219	-	5,280	209
			2026	19	-	109	2,954	104	2,298	-	5,466	216
McCormick	McCormick County	S19										
			2016	0	-	-	158	44	53	-	254	9
			2021	0	-	-	160	45	53	-	259	9
			2026	0	-	-	163	46	54	-	263	9
Moncks Corner	Berkeley County	MKS										
			2016	42	-	557	3,392	100	4,051	-	8,100	653
			2021	49	-	584	3,557	102	4,247	-	8,489	684
			2026	57	-	612	3,729	104	4,452	-	8,898	717
Mount Pleasant	Mount Pleasant Regional-Faison Field	LRO										
			2016	52	-	963	4,361	250	12,676	-	18,250	3,148
			2021	57	-	1,010	4,572	255	13,290	-	19,127	3,297
			2026	62	-	1,059	4,793	261	13,933	-	20,046	3,452
Newberry	Newberry County	EOE										
			2016	12	-	132	2,110	100	1,758	-	4,100	225
			2021	12	-	137	2,185	102	1,821	-	4,244	233
			2026	13	-	141	2,262	104	1,885	-	4,393	241
North Myrtle Beach	Grand Strand	CRE										
			2016	53	-	6,053	14,740	865	13,958	155	35,772	5,613
			2021	58	-	6,346	15,454	883	14,634	158	37,476	5,879
			2026	64	-	6,654	16,202	902	15,343	162	39,262	6,157
Orangeburg	Orangeburg Municipal	OGB										
			2016	36	-	244	4,439	50	3,317	-	8,050	1,053
			2021	38	-	256	4,654	51	3,478	-	8,438	1,104
			2026	39	-	268	4,879	52	3,646	-	8,846	1,157
Pageland	Pageland	PYG										
			2016	10	-	-	1,000	-	1,300	-	2,300	63
			2021	11	-	-	1,018	-	1,323	-	2,341	64
			2026	11	-	-	1,036	-	1,346	-	2,382	65

TABLE 2-13 – ACTIVITY DEMAND PROJECTIONS BY AIRPORT

City	Airport	FAA ID	Year	Based Aircraft	Itinerant Operations				Local Operations		Total Operations	Instrument Operations
					Air Carrier	Air Taxi	General Aviation	Military	General Aviation	Military		
Pelion	Lexington County	6J0										
			2016	22	-	-	3,537	144	2,763	-	6,444	79
			2021	22	-	-	3,599	147	2,812	-	6,558	80
			2026	23	-	-	3,663	150	2,861	-	6,674	82
Pickens	Pickens County	LQK										
			2016	41	-	611	5,333	1,000	4,056	-	11,000	1,418
			2021	43	-	671	5,860	1,021	4,456	-	12,008	1,542
			2026	46	-	738	6,438	1,043	4,895	-	13,114	1,678
Ridgeland	Ridgeland-Claude Dean Airport	3J1										
			2016	70	-	-	1,032	250	6,968	-	8,250	166
			2021	78	-	-	1,050	255	7,091	-	8,396	169
			2026	88	-	-	1,069	261	7,216	-	8,545	172
Rock Hill	Rock Hill-York County - Bryant Field	UZA										
			2016	150	-	1,289	12,067	100	14,644	-	28,100	4,348
			2021	163	-	1,351	12,651	102	15,353	-	29,458	4,558
			2026	177	-	1,416	13,264	104	16,097	-	30,881	4,777
Saluda	Saluda County	6J4										
			2016	3	-	-	800	-	600	-	1,400	44
			2021	3	-	-	814	-	611	-	1,425	45
			2026	3	-	-	828	-	621	-	1,450	46
Spartanburg	Spartanburg Downtown Memorial	SPA										
			2016	139	-	5,566	12,649	390	14,785	-	33,390	4,641
			2021	148	-	5,835	13,262	398	15,500	-	34,996	4,863
			2026	157	-	6,118	13,904	407	16,251	-	36,679	5,096
St George	St George	6J2										
			2016	6	-	-	700	-	300	-	1,000	25
			2021	6	-	-	712	-	305	-	1,018	25
			2026	6	-	-	725	-	311	-	1,036	26
Summerville	Summerville	DYB										
			2016	41	-	823	3,909	250	4,269	-	9,250	964
			2021	45	-	852	4,047	255	4,420	-	9,575	998
			2026	49	-	882	4,191	261	4,577	-	9,911	1,032
Sumter	Sumter	SMS										
			2016	42	-	353	4,387	100	7,261	-	12,100	1,448
			2021	44	-	388	4,819	102	7,977	-	13,286	1,589
			2026	46	-	426	5,295	104	8,764	-	14,590	1,743

TABLE 2-13 – ACTIVITY DEMAND PROJECTIONS BY AIRPORT

| City | Airport | FAA ID | Year | Based Aircraft | Itinerant Operations | | | | Local Operations | | Total Operations | Instrument Operations |
					Air Carrier	Air Taxi	General Aviation	Military	General Aviation	Military		
Trenton	Edgefield County	6J6										
			2016	26	-	-	500	-	4,500	-	5,000	2
			2021	27	-	-	509	-	4,579	-	5,088	2
			2026	27	-	-	518	-	4,660	-	5,178	2
Union	Union County - Troy Shelton Field	35A										
			2016	12	-	-	1,671	-	1,329	-	3,000	106
			2021	12	-	-	1,700	-	1,353	-	3,053	108
			2026	12	-	-	1,730	-	1,376	-	3,107	110
Walterboro	Lowcountry Regional	RBW										
			2016	50	-	1,160	6,622	620	4,218	-	12,620	1,871
			2021	54	-	1,274	7,276	633	4,634	-	13,817	2,045
			2026	58	-	1,400	7,994	647	5,091	-	15,132	2,236
Winnsboro	Fairfield County	FDW										
			2016	37	-	313	2,925	300	3,761	-	7,300	309
			2021	39	-	325	3,029	306	3,895	-	7,555	320
			2026	42	-	336	3,137	313	4,033	-	7,819	331

Source: Marr Arnold Planning
Note: Figures may not sum to total due to rounding

3.0 EXISTING SYSTEM EVALUATION

3.1 Introduction

An important part to updating the South Carolina Statewide Airport System Plan is evaluating the state's airport system to determine its current performance. The evaluation is supported using several performance measures that were established at the onset of this update. The performance measures are generally reflective of characteristics that define an airport system that functions at a high level, meeting the state's transportation and economic needs and objectives.

For this update to the South Carolina system plan, the following system performance measures were considered:

- 30-minute accessibility to an airport exhibiting selected National Business Aviation Association (NBAA) business airport characteristics
- 60-minute and 90-minute accessibility to an airport with scheduled commercial airline service
- 30-minute accessibility to an airport with one runway at least 5,000 feet long
- 30-minute accessibility to an airport with an approach supported by vertical guidance
- 30-minute accessibility to an airport with a published approach to at least one runway end
- 30-minute accessibility to any airport

Using these performance measures, geographic information system (GIS) analysis was used to determine current accessibility for each of the measures. System performance was evaluated in a multi-step process. First, drive time service areas were developed for South Carolina airports; then, accessibility to just South Carolina airports was determined.

Next, if there are airports in adjacent states that exhibit the characteristic being measured, accessibility to both South Carolina airports and airports in neighboring states was determined. For some measures, an additional step was taken to determine how accessibility could change in the future.

The results of the GIS accessibility analysis are discussed in the following sections. The last update to South Carolina's Airport System Plan in 2008 did not include a similar system performance analysis; therefore, it is not possible to compare current and past performance for the measures identified above.

3.2 30-Minute Accessibility to an Airport Exhibiting NBAA Business Airport Characteristics

As the forecast chapter of this system plan update discussed, business aviation is the fastest growing segment of the general aviation industry. South Carolina actively recruits businesses and employers from around the world. The state's aggressive strategies for business recruitment and retention have been very successful, and South Carolina has attracted many new manufacturing, aerospace, and high-tech companies. While not the only factor that is important to business growth and development, many employers rely on general aviation.

General aviation is often an important business tool that enables companies to improve their efficiency and profitability. Using general aviation enables companies to expand their market areas. Using general aviation aircraft, businesses can fly directly to cities that do not have scheduled commercial airline service, reducing travel time from days to hours. Customers and suppliers also use general aviation to reach businesses that are based in South Carolina. Proximity to a business class general aviation airport is one factor that is often important to attracting and retaining jobs.

For this performance measure, information on business airport characteristics, as obtained from the National Business Aircraft Association, was considered. NBAA is an organization whose membership includes major corporations throughout the United States who use general aviation aircraft to support their travel needs and to improve their efficiency. NBAA seeks input from their membership and then publishes information on business airport characteristics that are considered desirable. While NBAA has published a wide range of business airport characteristics, for the South Carolina Airport System Plan, selected NBAA business airport characteristics initially used to measure system performance and accessibility were as follows:

- Runway 5,000 feet by 100 feet
- Approach supported by vertical guidance
- Medium Intensity Runway Lighting (MIRL)
- On-site weather reporting equipment
- FBO services/aircraft maintenance
- Jet fuel

According to NBAA, the characteristics noted above are those typically associated with airports that can adequately accommodate medium business jets up to 50,000 pounds. For this study, the characteristics listed above reflect "medium business jet" NBAA airport characteristics. **Table 3-1** reflects all NBAA characteristics for business airports.

Airports in South Carolina that meet the medium business jet NBAA airport characteristics are not the only airports in South Carolina equipped to meet the needs of business aircraft. According to NBAA, business airports capable of accommodating "light business jets" (up to 25,000 pounds) are similar in many ways to the medium business jet characteristics, but they have different runway characteristics. NBAA characteristics for business airports accommodating light business jets call for a 4,000-foot-by-75-foot runway.

The next step in the evaluation was to identify all South Carolina airports currently exhibiting the identified NBAA business airport characteristics (both medium and light business jet aircraft), as well as to identify any nearby airports in neighboring states that have these characteristics. For this performance measure, and all other performance measures discussed in this chapter, a GIS program was used to establish a 30-, 60-, and 90-minute drive times each airport as applicable. The drive time service areas consider posted speed limits and normal driving conditions/congestion.

Table 3-2 and **Table 3-3** identify South Carolina airports that currently meet all selected NBAA business airport characteristics considered acceptable for medium and light business jets. For the actual mapping/accessibility analysis, only airports meeting all characteristics considered acceptable by NBAA for accommodating medium business jets were considered. However, the location of other airports meeting the NBAA characteristics for light business jet business airports were also identified; this identification shows how these airports act as an additional support system to meet the needs of business operators throughout the state.

TABLE 3-1 – NBAA BUSINESS AIRPORT GUIDELINES

Category	Optimum Facilities And Services		Acceptable Facilities And Services	
Runways*	– Taxiways for all runways – Stabilized Overruns on longest runway – 200 ft. by 300 ft. ramp area minimum		– Adequate ramp area for maneuvering/parking	
	Dimensions (ft.)	Weight Capacity (lbs.)	Dimensions (ft.)	Weight Capacity (lbs.)
– Heavy Jet (above 50,000lbs.)	7,500 by 150	120,000	5,500 by 100	75,000
– Medium Jet (up to 50,000lbs)	5,500 by 100	75,000	5,000 by 100	50,000
– Light Jet (up to 25,000lbs)	4,500 by 100	50,000	4,000 by 75	20,000
– Very Light Jet/Turboprop (up to 12,500lbs)	4,000 by 75	25,000	3,000 by 60	15,000
ATC Tower	24 hours		None	
Lighting	– Full approach lighting system – High Intensity runway lights – Visual glide scope indicator- all runways		– REIL or ODALS – Medium Intensity runway lights – Visual glide scope on instrument runway – Pilot controlled lights	
Instrument Procedures	RNAV SIDs/STARs**		RNAV SIDs/STARs	
Weather Reporting	ASOS		AWOS	
Services	– Full Service FBO*** – Transient hangar space – FAR Part 107 type security – De-icing (where applicable)		– Enclosed passenger waiting area – Fuel/tie downs – Elementary Security – Telephone	
Maintenance	– FAA Part 145 repair station		– Minimal Maintenance (tire/battery service, etc.)	
Amenities	– Nearby hotel/motel – Nearby restaurant		– Distant hotel/motel – Vending machines	

Source: NBAA
*Sea level requirements
** RNP/SAAAR where operationally advantageous
*** Staffed 24/7, fuel, passenger, and crew lounge, rental cars, shuttle/crew car, vending machines.
Note: These NBAA Guidelines are not intended to replace actual FAA design standards When an airport take federal assistance from the FAA for airport expansion and development, then the airport must develop to specific FAA standards, including runway length, width, weight-bearing capacity, eligibility for partial or full taxiways, and other requirements. The above table is not intended to replace or override airport requirements under federal AIP funding regulation.

TABLE 3-2 – SOUTH CAROLINA AIRPORTS MEETING SELECTED NBAA MEDIUM JET BUSINESS AIRPORT CHARACTERISTICS

City	Airport Name	FAA ID	5,000' Runway Length	100' Runway Width	MIRL	AWOS	ILS/ LPV	Jet Fuel	Aircraft Maintenance
Commercial Service Airports									
Charleston	Charleston International Airport	CHS	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Columbia	Columbia Metropolitan Airport	CAE	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Florence	Florence Regional Airport	FLO	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Greer	Greenville-Spartanburg International Airport (Roger Milliken Field)	GSP	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Hilton Head Island	Hilton Head Airport	HXD	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Myrtle Beach	Myrtle Beach International Airport	MYR	Yes	Yes	Yes	Yes	Yes	Yes	Yes
General Aviation Airports									
Aiken	Aiken Regional Airport	AIK	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Anderson	Anderson Regional Airport	AND	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Camden	Woodward Field	CDN	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Charleston	Charleston Executive Airport	JZI	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Clemson	Oconee County Regional Airport	CEU	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Georgetown	Georgetown County Airport	GGE	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Greenville	Greenville Downtown Airport	GMU	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Greenville	Donaldson Field	GYH	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Greenwood	Greenwood County Airport	GRD	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lancaster	Lancaster County-McWhirter Field	LKR	Yes	Yes	Yes	Yes	Yes	Yes	Yes
North Myrtle Beach	Grand Strand Airport	CRE	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Orangeburg	Orangeburg Municipal Airport	OGB	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Pickens	Pickens County Airport	LQK	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Rock Hill	Rock Hill/York Co/Bryant Field	UZA	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Spartanburg	Spartanburg Downtown Memorial Airport	SPA	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Sumter	Sumter Airport	SMS	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Walterboro	Lowcountry Regional Airport	RBW	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Winnsboro	Fairfield County Airport	FDW	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Source: South Carolina State Aviation System Plan

TABLE 3-3 – SOUTH CAROLINA AIRPORTS MEETING SELECTED NBAA MEDIUM AND SMALL JET BUSINESS AIRPORT CHARACTERISTICS

City	Airport Name	FAA ID	4,000' Runway Length	75' Runway Width	MIRL	AWOS	ILS/ LPV	Jet Fuel	Aircraft Maintenance/ FBO
Commercial Service Airports									
Charleston	Charleston International Airport	CHS	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Columbia	Columbia Metropolitan Airport	CAE	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Florence	Florence Regional Airport	FLO	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Greer	Greenville-Spartanburg International Airport (Roger Milliken Field)	GSP	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Hilton Head Island	Hilton Head Airport	HXD	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Myrtle Beach	Myrtle Beach International Airport	MYR	Yes	Yes	Yes	Yes	Yes	Yes	Yes
General Aviation Airports									
Aiken	Aiken Regional Airport	AIK	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Anderson	Anderson Regional Airport	AND	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Camden	Woodward Field	CDN	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Charleston	Charleston Executive Airport	JZI	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cheraw	Cheraw Municipal/Lynch Bellinger Field	CQW	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Clemson	Oconee County Regional Airport	CEU	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Columbia	Jim Hamilton-LB Owens Airport	CUB	Yes	Yes	Yes	Yes	*Yes	Yes	Yes
Conway	Conway-Horry County Airport	HYW	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Darlington	Darlington County Airport	UDG	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Georgetown	Georgetown County Airport	GGE	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Greenville	Greenville Downtown Airport	GMU	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Greenville	Donaldson Field	GYH	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Greenwood	Greenwood County Airport	GRD	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Hartsville	Hartsville Regional Airport	HVS	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lancaster	Lancaster County-McWhirter Field	LKR	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Moncks Corner	Berkeley County Airport	MKS	Yes	Yes	Yes	Yes	Yes	Yes	Yes
North Myrtle Beach	Grand Strand Airport	CRE	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Orangeburg	Orangeburg Municipal Airport	OGB	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Pickens	Pickens County Airport	LQK	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Rock Hill	Rock Hill/York Co/Bryant Field	UZA	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Spartanburg	Spartanburg Downtown Memorial Airport	SPA	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Summerville	Summerville Airport	DYB	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Sumter	Sumter Airport	SMS	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Walterboro	Lowcountry Regional Airport	RBW	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Winnsboro	Fairfield County Airport	FDW	Yes	Yes	Yes	Yes	Yes	Yes	Yes

*An RNAV (GPS) Approach with LPV is planned at CUB and will be published in 2018.
Source: South Carolina State Aviation System Plan

Figure 3-1 shows current accessibility to a South Carolina airport meeting acceptable characteristics for an NBAA business airport serving medium business jets. As **Figure 3-1** shows, current accessibility (considering a 30-minute drive time) to a South Carolina airport meeting NBAA business airport characteristics for medium business jets is reported at 75.84% for all South Carolina residents.

FIGURE 3-1 – 30-MINUTE ACCESSIBILITY SOUTH CAROLINA AIRPORTS MEETING ACCEPTABLE NBAA MEDIUM BUSINESS JET AIRPORT CHARACTERISTICS

75.84% (3,820,061 persons) of South Carolina residents are within a 30 minute drive of any airport in South Carolina meeting NBAA Characteristics for Medium Business Jets.
(Source ESRI Business Analyst Online 2017 population data)

Legend:
- Commercial Service Airport
- General Aviation Airport
- NBAA Medium Business Jet Characteristic Airport
- 30 Minute Drive Time
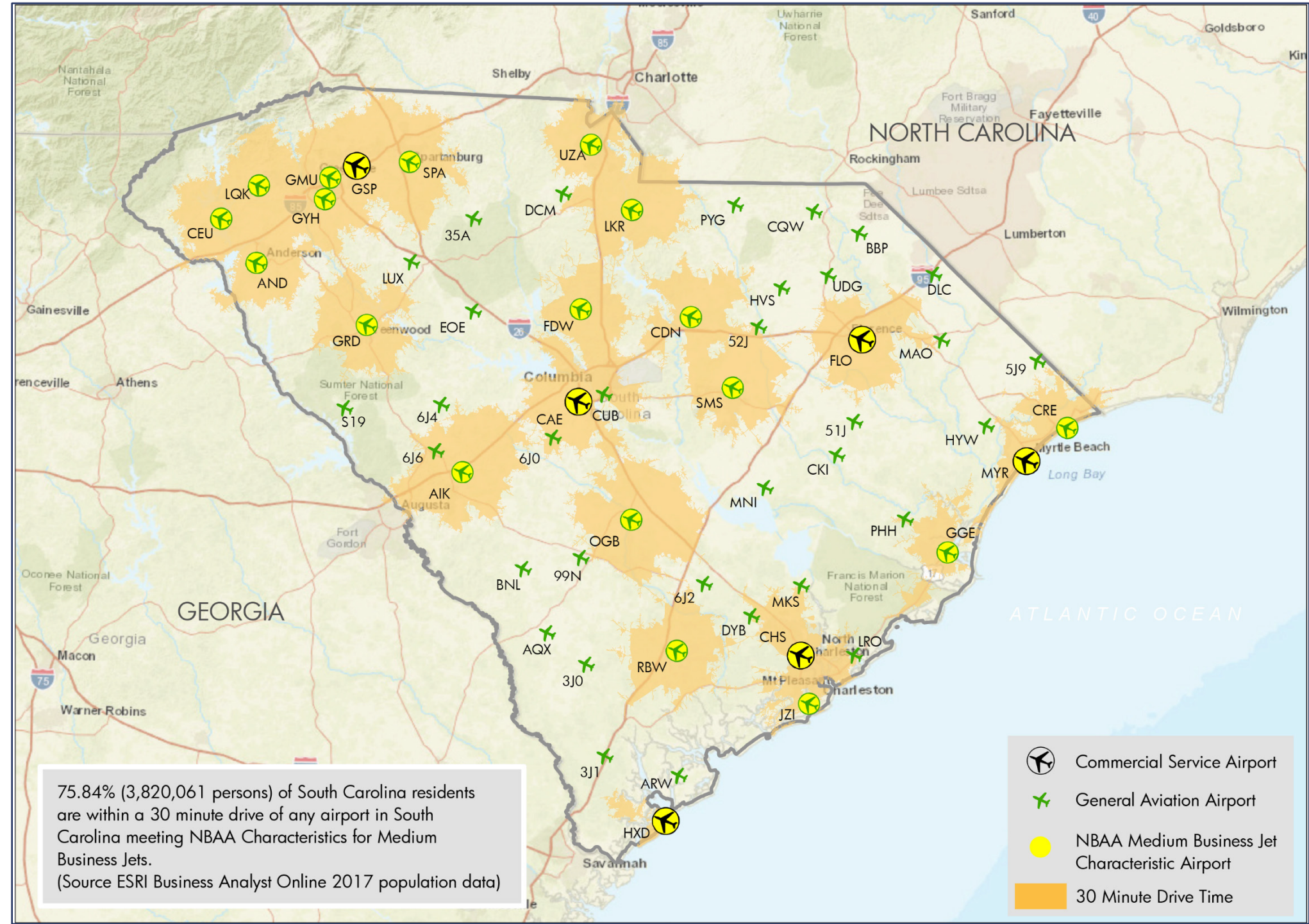
Source: Arora Engineering, Inc., South Carolina Aeronautics Commission, Jviation

The next step in the evaluation process was to determine if accessibility for this measure changes when applicable airports in adjacent states are considered. **Figure 3-2** shows combined accessibility provided by both South Carolina and nearby airports. When both are considered, current accessibility to an airport exhibiting NBAA business airport characteristics for medium business jets increases from 75.84% to 77.79%.

FIGURE 3-2 – 30-MINUTE ACCESSIBILITY SOUTH CAROLINA AND NEARBY AIRPORTS MEETING ACCEPTABLE NBAA MEDIUM BUSINESS JET AIRPORT CHARACTERISTICS

77.79% (3,918,477 persons) of South Carolina residents are within a 30 minute drive of any airport in any airport in South Carolina and/or in a neighboring state meeting NBAA Characteristics for Medium Business Jets (Source ESRI Business Analyst Online 2017 population data)
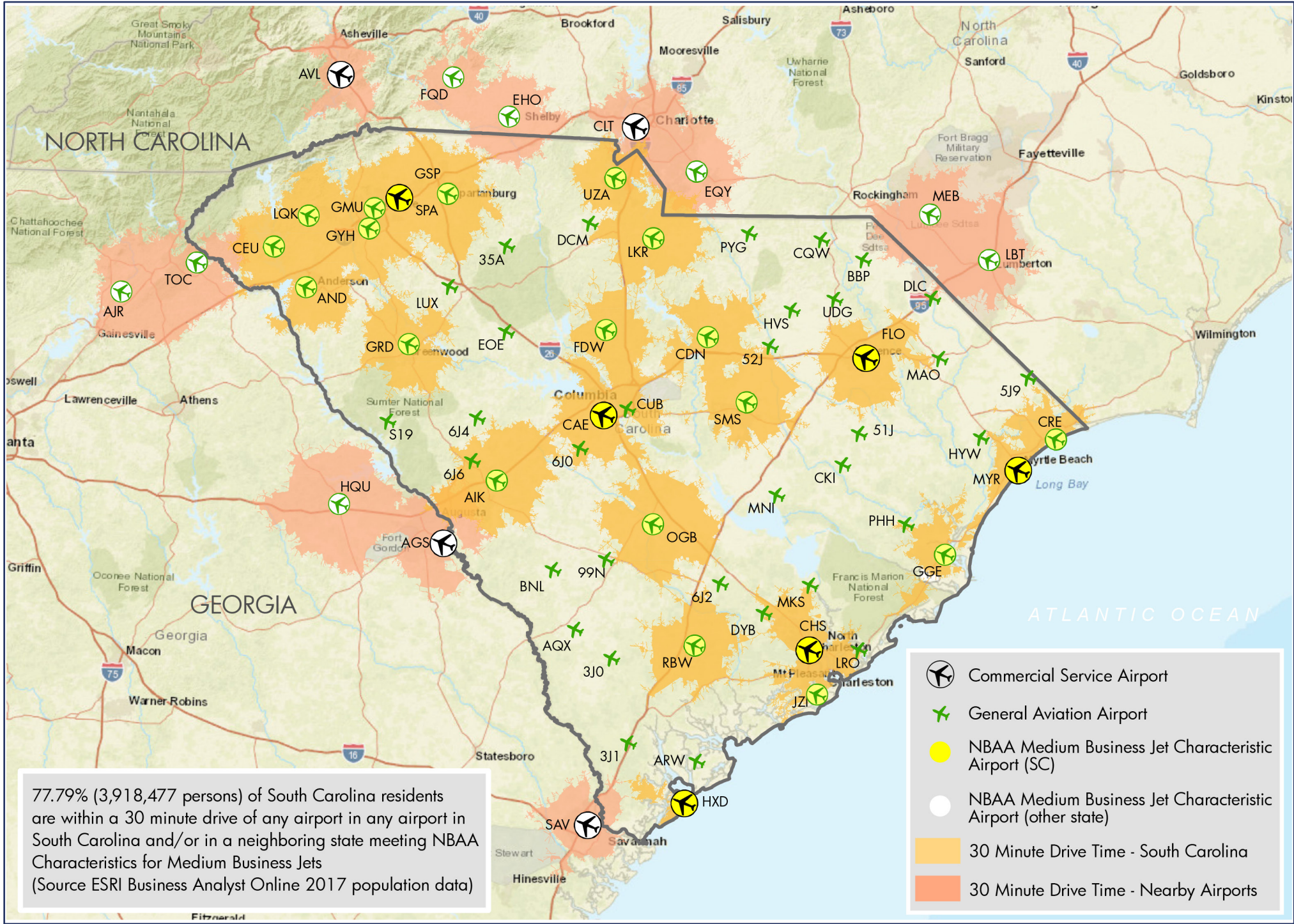
Source: Arora Engineering, Inc., South Carolina Aeronautics Commission, Jviation

Figure 3-3 depicts which South Carolina airports meet the NBAA light business jet airport characteristics; this is a graphic depiction overlaid on **Figure 3-1** without a new percent of population coverage calculated.

FIGURE 3-3 – SOUTH CAROLINA AIRPORTS WITH ACCEPTABLE NBAA MEDIUM BUSINESS JET AIRPORT CHARACTERISTICS AND LOCATION OF SOUTH CAROLINA AIRPORTS MEETING NBAA LIGHT BUSINESS JET AIRPORT CHARACTERISTICS
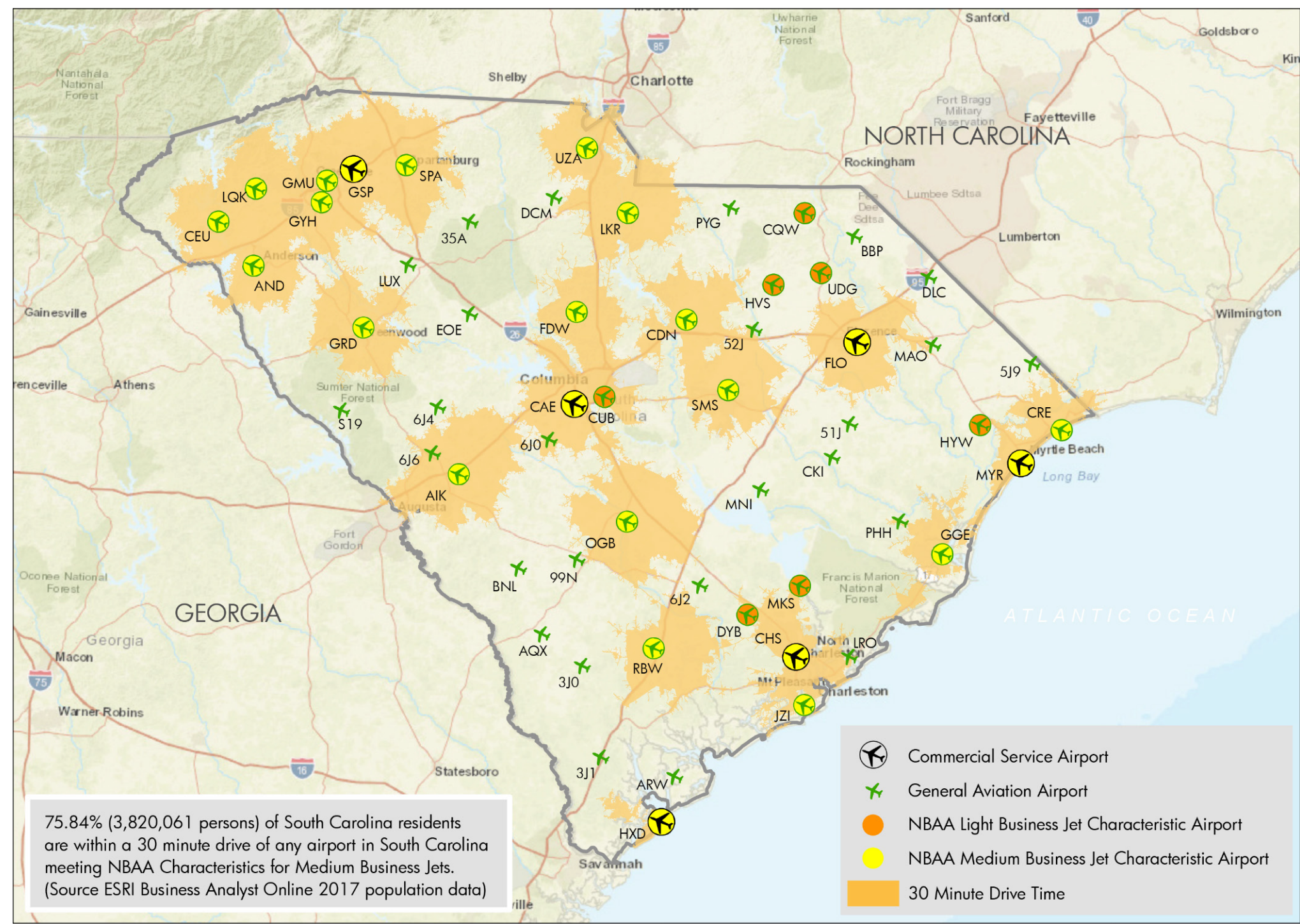
Source: South Carolina State Aviation System Plan

Mapping from **Figure 3-2** was compared to information on the current employment density for each South Carolina county and information on anticipated rates of employment increase by county. **Figure 3-4** and **Figure 3-5** present this information.

FIGURE 3-4 – NBAA BUSINESS AIRPORT ACCESSIBILITY COMPARED TO EMPLOYMENT DENSITIES

DATA SOURCE: SOUTH CAROLINA DEPARTMENT OF EMPLOYMENT AND WORKFORCE

Source: Jviation

DATA SOURCE: SOUTH CAROLINA DEPARTMENT OF EMPLOYMENT AND WORKFORCE
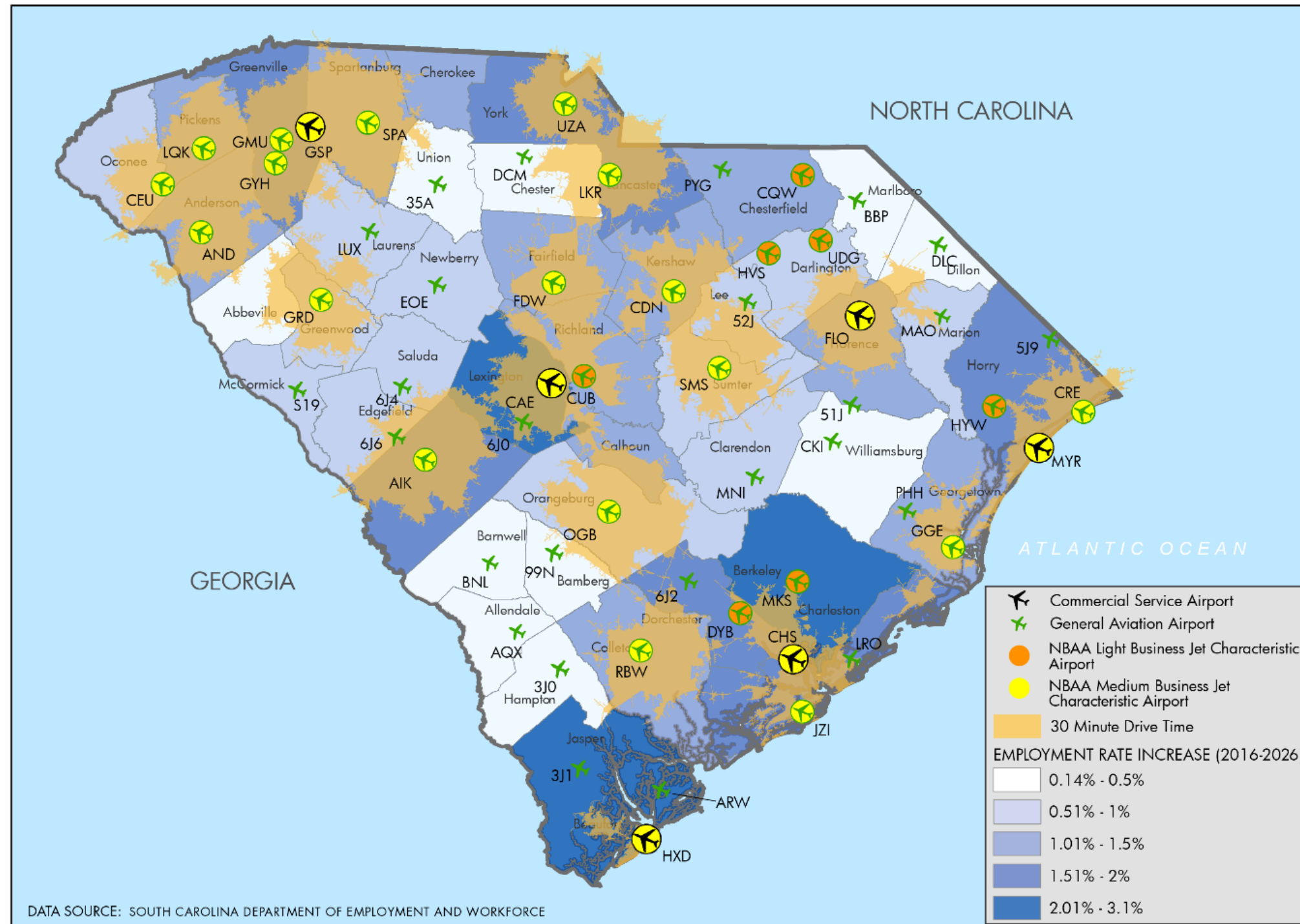
Source: Jviation

Figure 3-4 and Figure 3-5 reflect current accessibility, previously presented in Figure 3-2, to South Carolina airports that meet acceptable characteristics for an NBAA medium or light jet business airport. As these figures show, South Carolina counties with the highest concentrations of employment now have accessibility to one or more airports meeting NBAA business airport characteristics. The figures also show that when anticipated rates of employment growth are considered, the current system of business airports is well situated to meet the needs of South Carolina and visiting businesses.

Figure 3-6 summarizes how the system is performing related to the NBAA business airport accessibility measure. As shown, 24 airports or 42% of all study airports meet all characteristics for NBAA business airports serving medium jets; 33 airports or 58% of all study airports meet all characteristics for NBAA business airports serving light jets. It is important to note as it relates to the reporting shown in Figure 3-6 that all South Carolina airports meeting the medium jet business airport characteristics were also considered capable of meeting the light business jet characteristics. When the South Carolina Aeronautics Commission's (SCAC's) State Aviation System Plan is updated in subsequent planning cycles, this information can be used to report on how the system has changed.

FIGURE 3-6 – SUMMARY OF SYSTEM PERFORMANCE FOR AIRPORTS MEETING NBAA BUSINESS AIRPORT CHARACTERISTICS
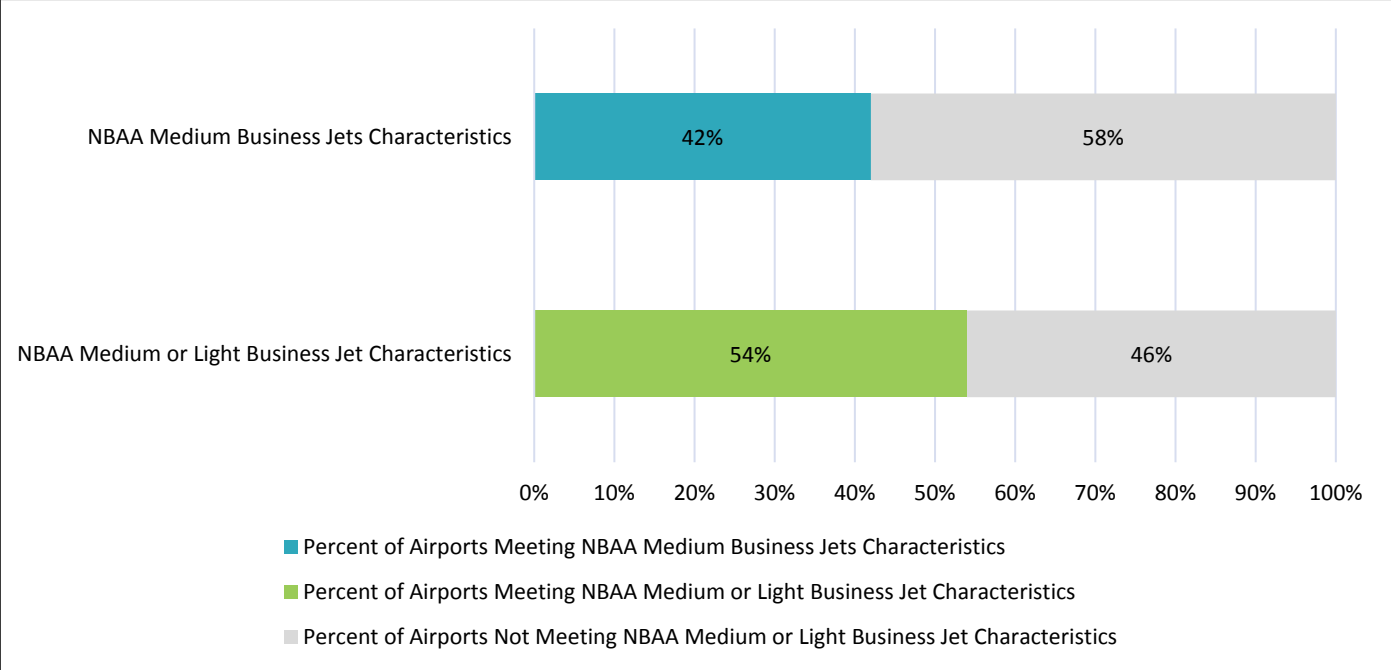
Source: Jviation

3.3 60-Minute Accessibility to an Airport with Scheduled Commercial Airline Service

Accessibility to an airport that has scheduled commercial airline service is essential to South Carolina's transportation and economic needs. Residents, visitors, and businesses all depend on commercial airline travel. South Carolina has significant international and domestic tourism, and airline service is an essential underpinning to successful leisure markets. The number of airports in South Carolina served by a scheduled commercial airline carrier has not changed since the preparation of the last state airport system plan. Six of the system airports have scheduled commercial airline service provided by at least one carrier.

For this system performance measure, a 60-minute drive time was used for all commercial airports. It is worth noting that depending on the level of service and comparative fares, travelers may be willing to drive more than 60-minutes to reach a commercial service airport. It is also worth noting that because of their proximity, fares, and levels of service, commercial airports in neighboring states compete for South Carolina's commercial airline travelers. A passenger "leakage" study was not part of this system plan update, but prior state and individual airport studies have shown that South Carolina experiences notable passenger diversion to commercial airports in Savannah, Charlotte, and Atlanta.

Current system accessibility to South Carolina's commercial airports, at a 60-minute drive time, is shown on Figure 3-7. As shown on Figure 3-7, when 60-minute drive time service areas are considered, approximately 77.62% of South Carolina's residents are within 60 minutes or less of a South Carolina commercial service airport. As Figure 3-7 shows, at a 60-minute drive time, there is some but not a significant overlap for the service areas for commercial airports in South Carolina.

77.62% (3,909,764 persons) of South Carolina residents are within a 60 minute drive of a commercial service airport in South Carolina.
(Source ESRI Business Analyst Online 2017 population data)

Legend:
- Commercial Service Airport
- General Aviation Airport
- 60 Minute Drive Time
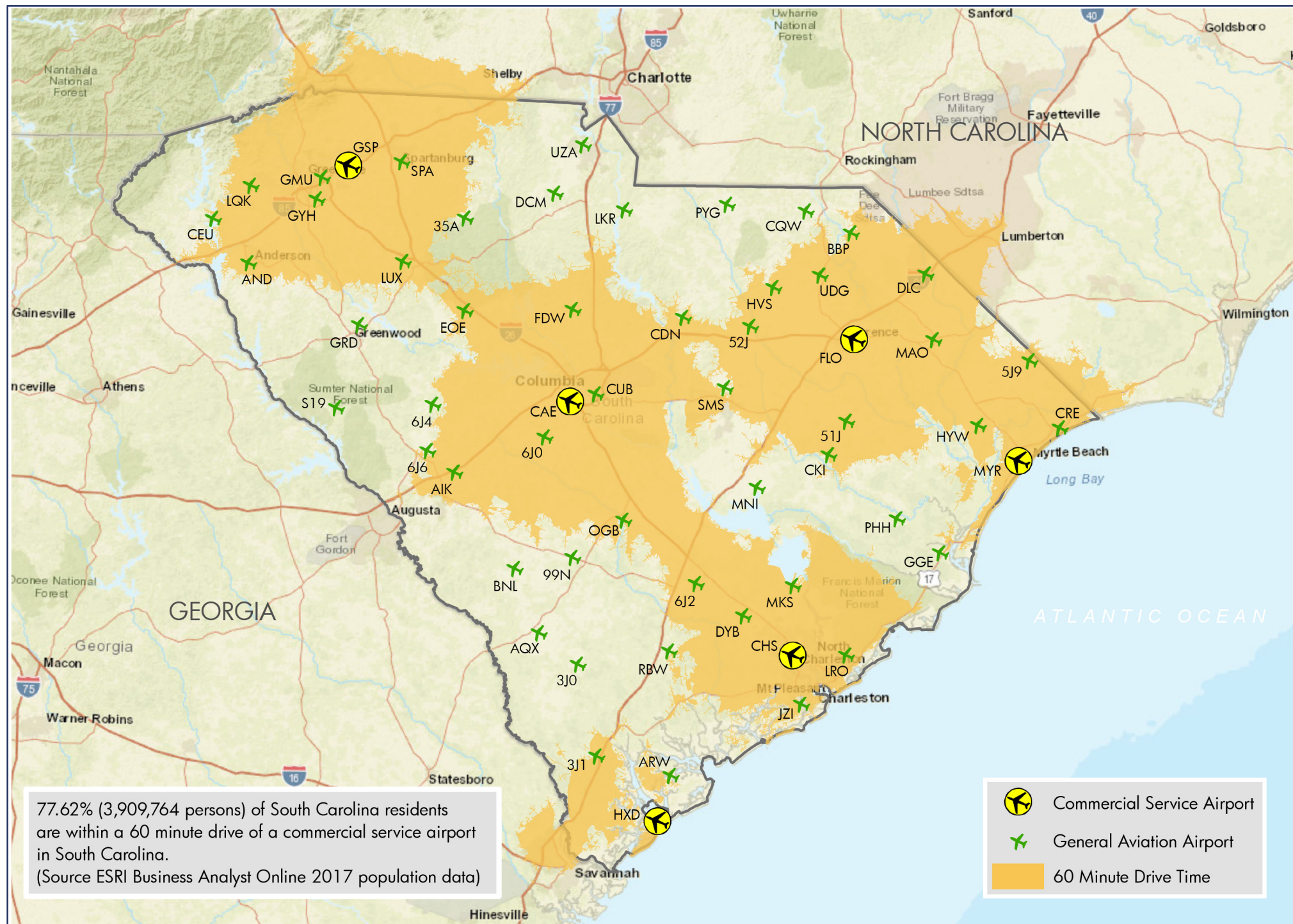
Source: South Carolina State Airport System Plan

Figure 3-8 shows coverage when both commercial airports in South Carolina and nearby commercial airports in neighboring states are considered. The accessibility calculation is again based on a 60-minute drive time for all airports. As **Figure 3-8** shows, when commercial airports in neighboring states are also considered, accessibility at 60-minutes increases from 77.62% to over 87.78% of all South Carolina residents.

FIGURE 3-8 – 60-MINUTE ACCESSIBILITY TO SOUTH CAROLINA AND NEIGHBORING COMMERCIAL AIRPORTS

87.78% (4,421,782 persons) of South Carolina residents are within a 60 minute drive of a commercial service airport in South Carolina and/or a commercial service airport in a neighboring state.
(Source ESRI Business Analyst Online 2017 population data)

Legend:
- Commercial Service Airport (SC)
- Commercial Service Airport (other state)
- General Aviation Airport
- 60 Minute Drive Time (SC)
- 60 Minute Drive Time (Nearby Airports)
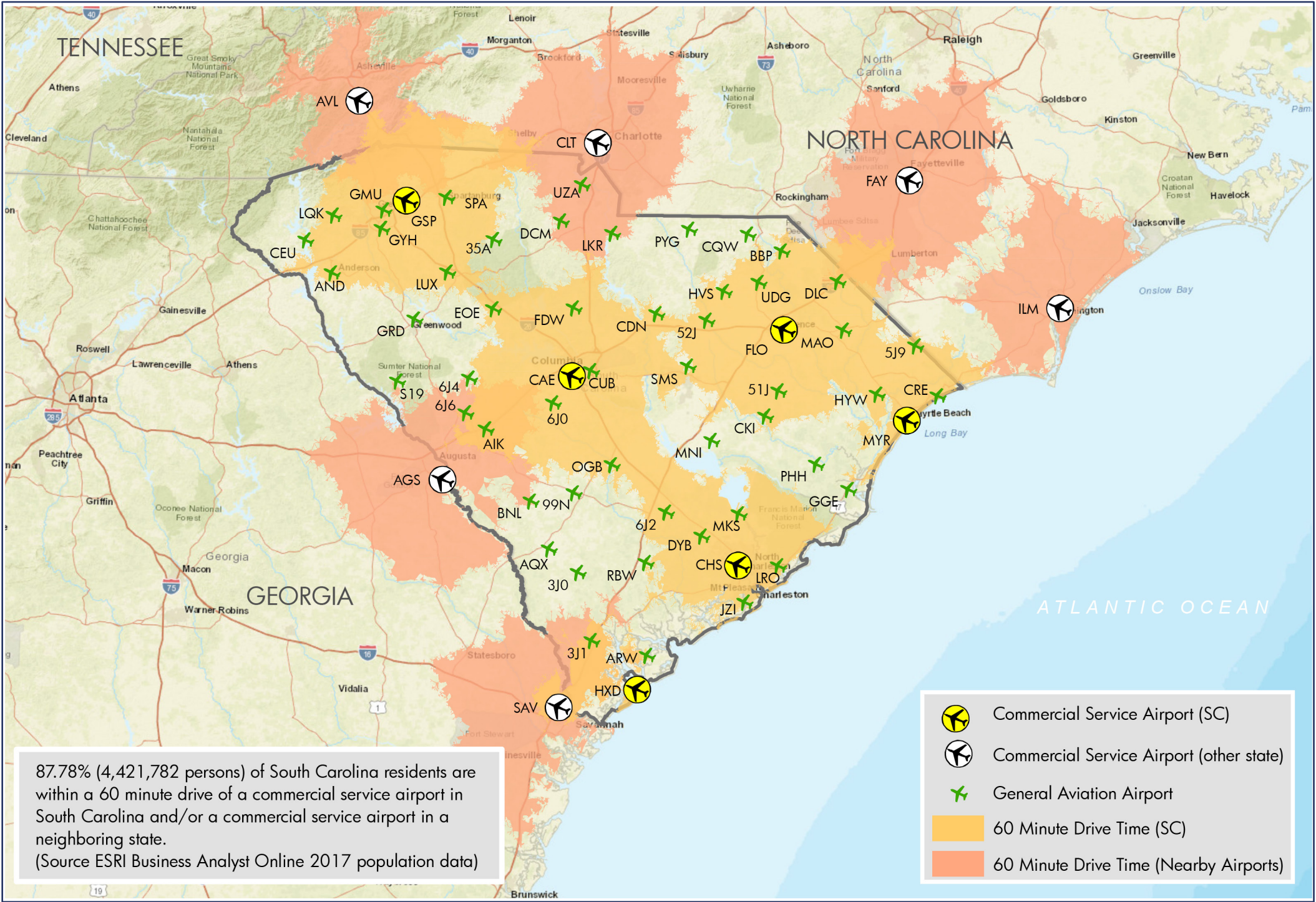
Source: South Carolina State Aviation System Plan

While commercial airports in neighboring states play a role in improving commercial airline access for some parts of South Carolina, in some instances (as noted) these out-of-state airports are also attracting South Carolina passenger demand, demand that is actually closer to a commercial airport in South Carolina. Diversion of commercial airline passengers from one airport to another often takes place when a nearby/alternative airport has a greater frequency of services and/or lower fares.

Since commercial airline travelers are often willing to drive more than 60 minutes to a commercial airport, additional GIS mapping was completed to show; how coverage changes when a 90-minute service area is considered. **Figure 3-9** shows how accessibility increases when just South Carolina commercial airports are considered. **Figure 3-10** shows how commercial airport accessibility increases when 90-minute service areas for both South Carolina and commercial airports in nearby states are considered.

FIGURE 3-9 – 90-MINUTE ACCESSIBILITY TO SOUTH CAROLINA COMMERCIAL AIRPORTS
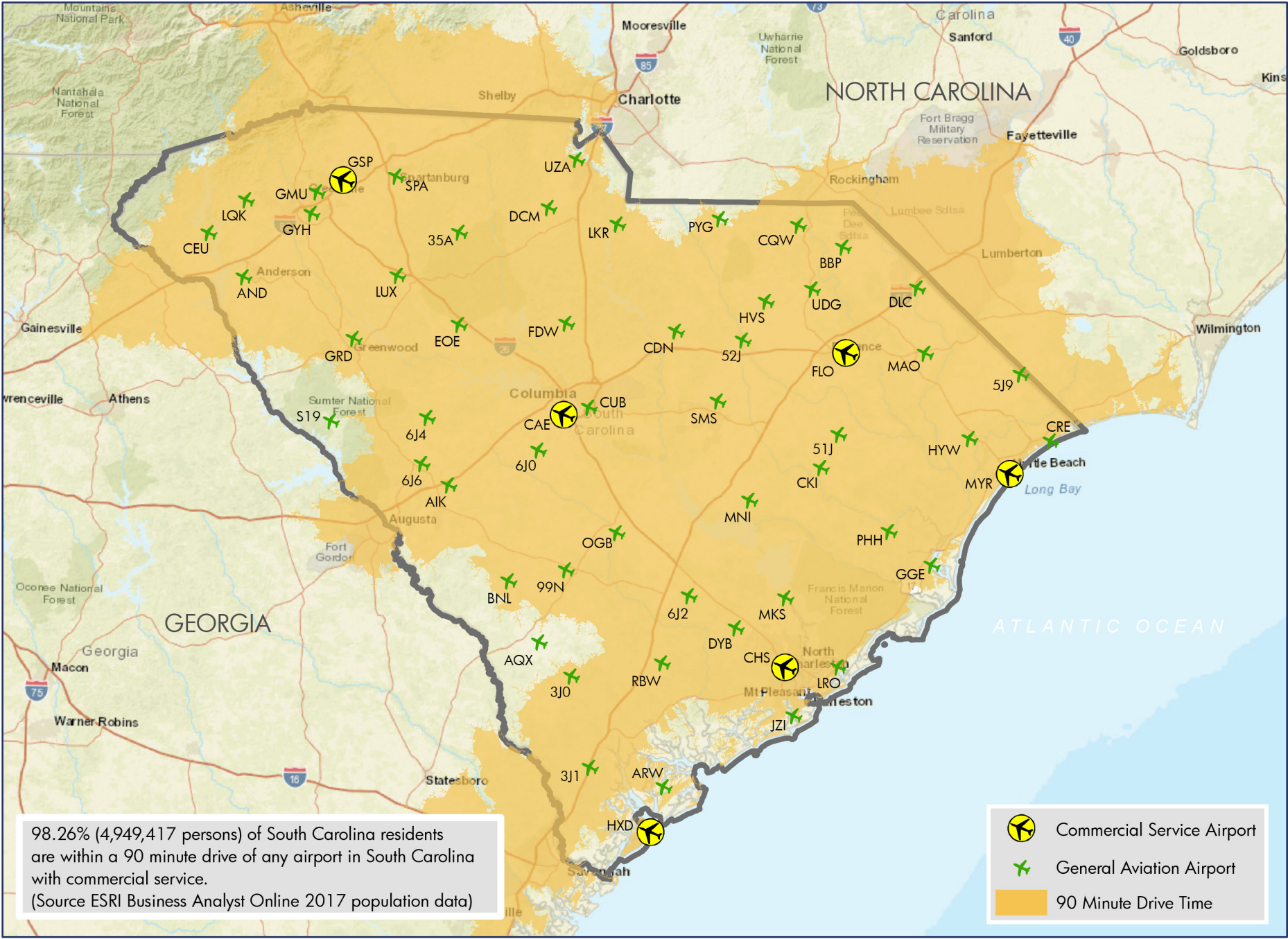
Source: South Carolina State Aviation System Plan

FIGURE 3-10 – 90-MINUTE ACCESSIBILITY TO SOUTH CAROLINA AND NEIGHBORING COMMERCIAL AIRPORTS

99.39% (5,006,106 persons) of South Carolina residents are within a 90 minute drive time of a South Carolina airport with commercial service and/or an airport in a neighboring state with commercial service.
(Source ESRI Business Analyst Online 2017 population data)

Legend

- Commercial Service Airport
- Commercial Service (Other state)
- General Aviation Airport
- 90 Minute Drive Time (SC)
- 90 Minute Drive Time (Nearby Airports)
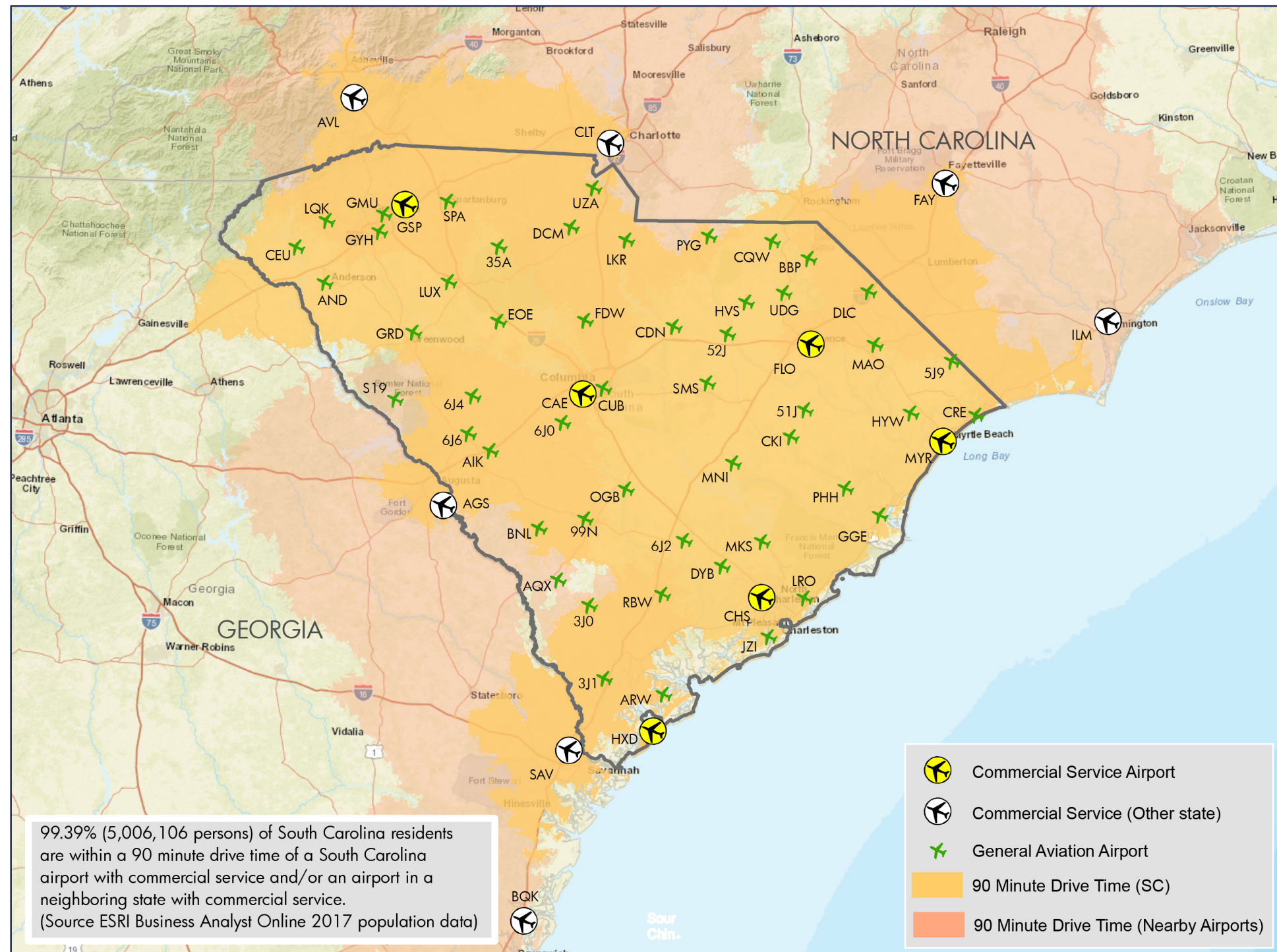
Source: South Carolina State Aviation System Plan

As **Figure 3-9** and **Figure 3-10** show, comparing 60-minute to 90-minute service areas for just South Carolina residents, accessibility increases from 77.62% to 98.26%. For both South Carolina and nearby commercial airports, increasing service areas from 60-minutes to 90-minutes increases accessibility from 87.78% to 99.39%. At a 90-minute drive, considering both South Carolina and nearby airports, almost 100% of the state's residents have accessibility to one or more commercial airports.

Similar to small commercial airports in all states, South Carolina's smaller commercial airports sometime struggle to attract and retain commercial airline service. In recent years, the commercial air carriers in the United States have made a tremendous and successful push toward increasing their profitability. This push is likely to continue and as a result, some industry analysts believe that some airports with a single-carrier service could be at risk.

As commercial carriers have taken actions to improve their revenues, one step has been to remove commercial planes seating fewer than 50 passengers from their fleet of aircraft. For only a small increase in operational costs, carriers can fly planes flying seating 70-100 passengers rather than planes that seat 50 or fewer passengers. Focusing on operating aircraft with greater seating capacities has significantly increased carrier profit margins. South Carolina's commercial airports have seen an upward trend in available departing seats, but a declining trend in the number of commercial flights as a result.

The transition to aircraft with higher seating capacities has been accelerated by the fact that there is a pilot shortage for the commercial carriers. Industry projections indicate that in the near term, the commercial pilot deficit (considering new pilot starts and anticipated retirements) could reach 20,000 in the short term. The pilot shortage has pushed the carriers to devote their available staff to fly larger aircraft.

Small and non-hub commercial airports may be adversely impacted by the move toward larger aircraft. Regional aircraft being purchased by the network commercial airports are in the 70-100-seat range. Assuming that a carrier uses a 100-seat plane to serve a market with three flights per day, this would mean that almost 99,000 enplaning passengers would be required to support profitable airline service on the three flights. On a 50-seat plane, the number of passengers needed for profitable service is closer to 50,000. As this example shows, communities may be in a position where they will need to almost double their enplanements to maintain the same level of service, once smaller 50-seat aircraft are retired by the carriers. This analogy demonstrates why some industry analysts believe that as airlines transition to larger planes, communities served by a single network regional carrier could be at risk of losing commercial airline service unless enplanement levels increase significantly in response to larger aircraft.

Figure 3-11 was prepared as a means of showing what could happen to commercial airport accessibility without South Carolina's single-carrier commercial airports. Only 60-minute service areas for South Carolina commercial airports with more than one carrier are shown; accessibility to commercial airports serving both Hilton Head and Florence (currently each served by a single carrier) were removed from the accessibility analysis. As this figure reflects, 60-minute accessibility for residents of South Carolina to a commercial airport could fall from 77.62% to 66.57% in this scenario, a notable reduction.

66.57% (3,353,275 persons) of South Carolina residents would be within a 60-minute drive of South Carolina airport that has commercial service if proposed system plan improvements are implemented (without HXD and FLO).
(Source ESRI Business Analyst Online 2017 population data)

Legend:
- General Aviation Airport
- Commercial Airport with Single Carrier
- Commercial Service Airport
- 60 Minute Drive Time
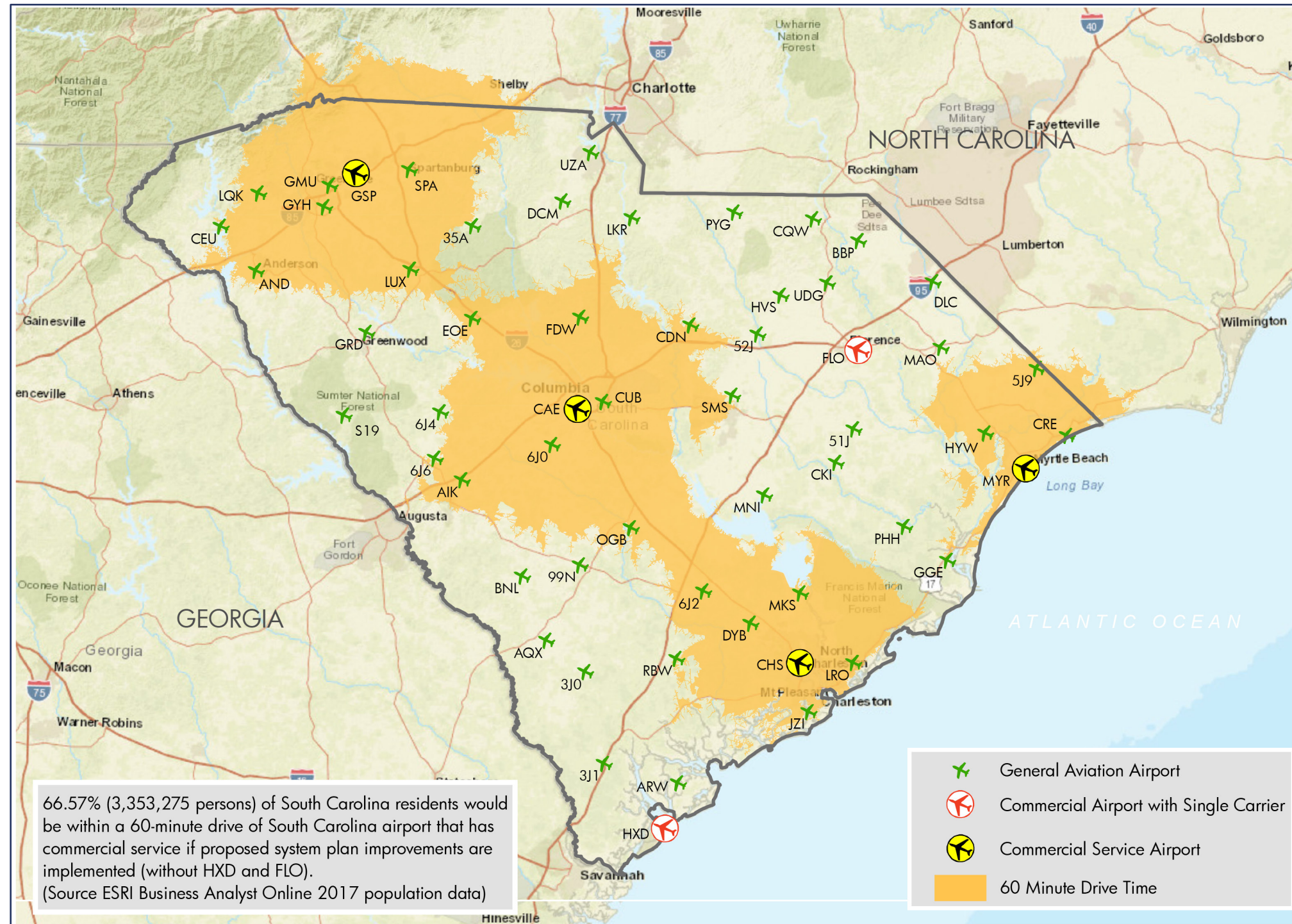
In the deregulated commercial airline industry, carriers are free to enter and exit airports as market demand and other conditions dictate. Neither federal or state governments can regulate or mandate commercial airline service. The best defense for communities who wish to retain, if not expand, their commercial airline service is to use the service they currently have. The diversion of local passenger originations to another airport, whether that be another South Carolina airport or an out-of-state airport, dilutes demand which jeopardizes airline service.

There is limited likelihood that South Carolina will have additional airports with scheduled commercial airline service. Current 60- and 90-minute accessibility to both South Carolina and nearby out-of-state commercial airports most likely represents a "best-case scenario" for this performance measure. On the other hand, without local support smaller commercial airports in South Carolina could be at risk of losing commercial airline service, and accessibility for this system performance measure could decrease in the future.

3.4   30-Minute Accessibility to an Airport with a Runway Length of 5,000 Feet or Greater

Facility and service objectives for South Carolina airports call for a minimum runway length of 5,000 feet for all SCI – Commercial Airports and SCII – Regional/Business Airports. Accessibility at a 30-minute drive time to one or more airports with a runway length of 5,000 feet or greater is shown on **Figure 3-12**. As shown in the figure, when the mapping analysis for this project was completed, 77.98% of South Carolina's residents were within 30 minutes or less of one or more airports that have a runway length of 5,000 feet or more. It is important to note that the accessibility reflected in **Figure 3-12** includes airports where the runway length now not only meets but also exceeds the 5,000-foot objective.

78.32% (3,945,227 persons) of South Carolina residents are within a 30-minute drive time of a South Carolina airport with a runway that is 5,000 feet long or longer (Source ESRI Business Analyst Online 2017 population data)

Legend:
- Commercial Service Airport
- General Aviation Airport
- Airport with a Runway ≥ 5,000'
- 30-Minute Drive Time
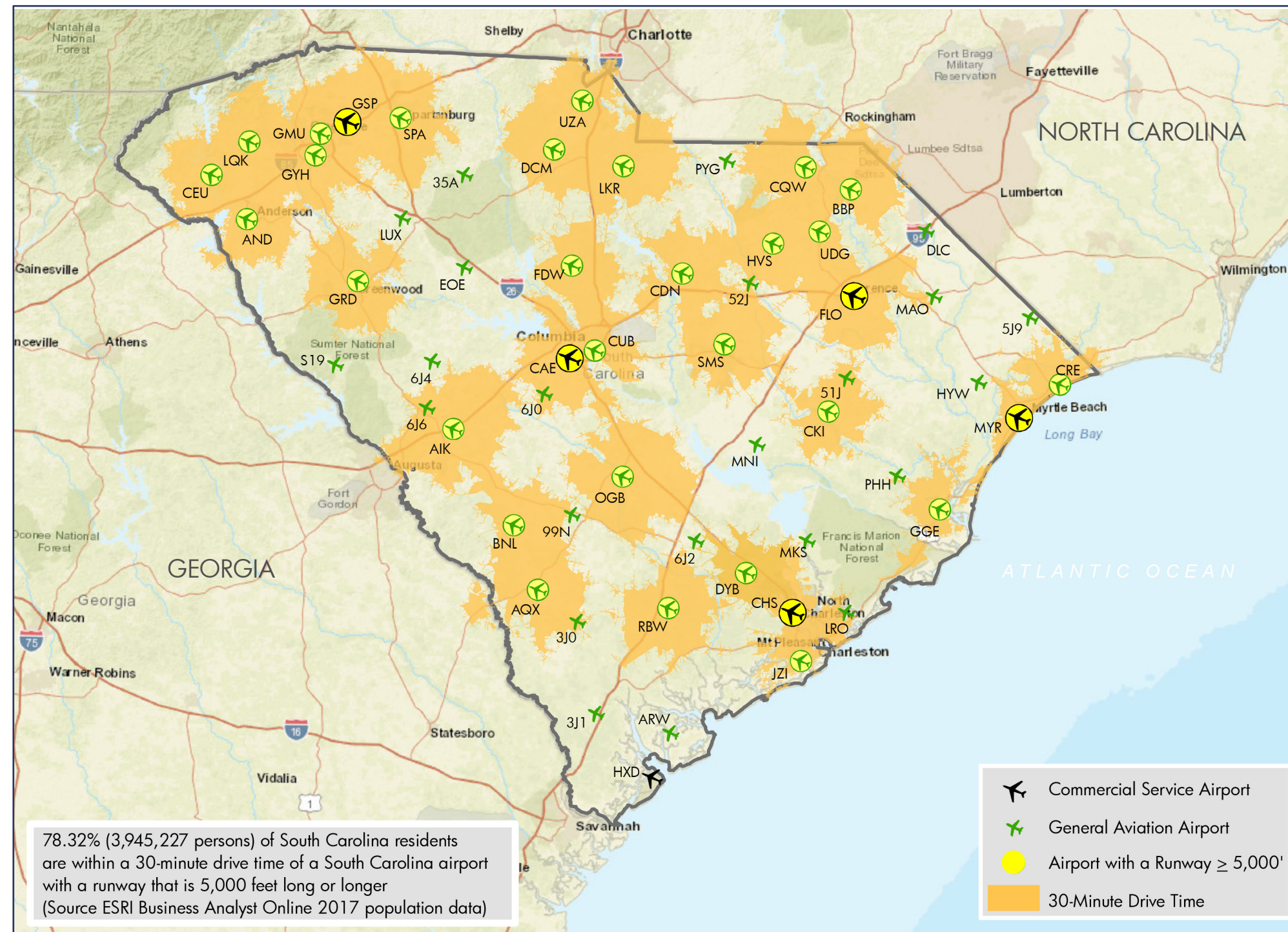
Source: South Carolina State Aviation System Plan

As with other performance measures used in this evaluation, consideration was also given to the role that airports in nearby states play as it relates to providing accessibility to an airport with a runway that is currently at least 5,000 feet long. **Figure 3-13** shows additional accessibility that is provided, at a 30-minute drive time, by airports in neighboring states. As noted, accessibility for South Carolina residents for this measure increases slightly from 77.98% to 79.94%.

FIGURE 3-13 – 30-MINUTE ACCESSIBILITY TO SOUTH CAROLINA OR NEARBY AIRPORTS WITH RUNWAY 5,000 FEET OR GREATER

80.29% (4,004,178 persons) of South Carolina residents are within a 30-minute drive time of a South Carolina airport and/or an airport in neighboring state with a runway that is 5,000 feet long or longer
(Source ESRI Business Analyst Online 2017 population data)

Legend:
- ✈ Commercial Service Airport
- ✈ General Aviation Airport
- ● SC Airport with a Runway ≥ 5,000'
- ○ Airport in a Neighboring State with a Runway ≥ 5,000'
- 30-Minute Drive Time (SC)
- 30-Minute Drive Time (Nearby Airports)

Source: South Carolina State Aviation System Plan

Figure 3-14 shows pending changes for the accessibility to the 5,000-foot system performance measure. Berkley County Airport (MKS) and Hilton Head (HXD) are completing projects that will provide runways that are at least 5,000 feet long.

With these additional airports providing a 5,000-foot runway, accessibility for this measure (considering both South Carolina and nearby airports) will increase from 79.94% to 82.60%. **Figure 3-15** provides information showing the percent of all system airports that have or that will soon have a runway length of 5,000 feet or more. When on-going runway projects are completed, 35 of the 57 study airports will have a runway length of 5,000 feet or more.

FIGURE 3-14 – 30-MINUTE PENDING ACCESSIBILITY TO SOUTH CAROLINA AND NEARBY AIRPORTS WITH RUNWAY 5,000 FEET OR GREATER

82.60% (4,160,646 persons) of South Carolina residents would be within a 30-minute drive time of a South Carolina airport and/or an airport in neighboring state with a runway that is 5,000 feet long or longer if proposed system plan improvements are implemented
(Source ESRI Business Analyst Online 2017 population data)

Legend:
- Commercial Service Airport
- General Aviation Airport
- Runway Upgraded to ≥ 5,000'
- SC Airport with a Runway ≥ 5,000'
- Airport in a Neighboring State with a Runway ≥ 5,000'
- 30-Minute Drive Time (SC)
- 30-Minute Drive Time (Nearby Airports)

Source: South Carolina State Aviation System Plan

FIGURE 3-15 – PERCENT OF SOUTH CAROLINA AIRPORTS WITH RUNWAYS 5,000 FEET OR GREATER
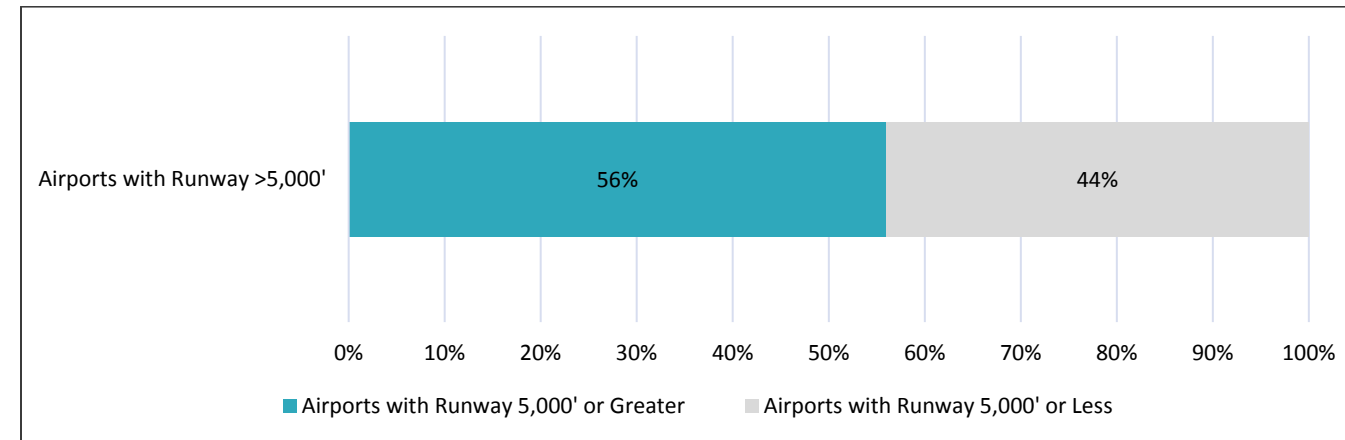
Source: Jviation

3.5 30-Minute Accessibility to an Airport with an Approach Supported by Vertical Guidance

Current satellite-based technology enables airports to have a precision type approach (both lateral and vertical guidance) without the expensive ground-based equipment that was previously needed to support a precision type approach (often an ILS). Such approaches are commonly referred to as an LPV approach.

Facility and service objectives for the South Carolina airports call for all airports in SCI – Commercial Airports and SCII – Regional/Business Airport roles to have an approach supported by vertical guidance. Almost all SCI and SCII airports meet this objective; in addition, other South Carolina airports not in SCI or SCII also have an approach supported by vertical guidance.

Using a 30-minute drive time service area, **Figure 3-16** shows current accessibility to an airport with an ILS or LPV approach. As **Figure 3-16** shows, 86.43% of South Carolina's residents have accessibility to one or more airports with an approach supported by vertical guidance, considering a 30-minute drive time service area.

86.86% (4,375,387 persons) of South Carolina residents are within a 30 minute drive time of a South Carolina airport with an approach that is supported by vertical guidance (Source ESRI Business Analyst Online 2017 population data)

Legend:
- ✈ Commercial Service Airport
- ✈ General Aviation Airport
- 🟡 Approach Supported by Vertical Guidance
- 🟧 30 Minute Drive Time

Source: South Carolina State Aviation System Plan

Figure 3-17 shows additional coverage for this measure when 30-minute service areas for out-of-state airports are considered. As shown, accessibility for South Carolina residents increases from 86.43% to 88.39%. Of the 57 airports included in this study, 41 or 72% now have an approach supported by vertical guidance.

Figure 3-18 shows this information in chart form. Facility objectives established for South Carolina airports indicate all airports included in SCI – Commercial Airports and SCII – Regional/Business Airports should have an approach supported by vertical guidance; most airports in these two role categories currently meet this objective. The only SCII airport currently without an approach supported by vertical guidance is Jim Hamilton-LB Owens Airport (CUB). Current accessibility to an airport with an approach supported by vertical guidance, as reflected in **Figure 3-17**, does not include CUB. It is important to note, however, that CUB is programed to have an RNAV (GPS) approach with LPV approved in 2018.

There are other South Carolina airports not assigned to the SCI or SCII role category that have approaches with vertical guidance. It is possible that over time, additional system airports will also be approved by the FAA for an LPV or ILS approach. The information in **Figure 3-18** can be used to measure how the system improves as additional approaches with vertical guidance are secured.

88.83% (4,474,338 persons) of South Carolina residents are within a 30 minute drive time of a South Carolina and/or an airport in neighboring state that has an approach supported by vertical guidance
(Source ESRI Business Analyst Online 2017 population data)

Legend:
- Commercial Service Airport
- General Aviation Airport
- Approach Supported by Vertical Guidance (SC)
- Approach Supported by Vertical Guidance (Other State)
- 30 Minute Drive Time (SC)
- 30 Minute Drive Time (Nearby Airports)
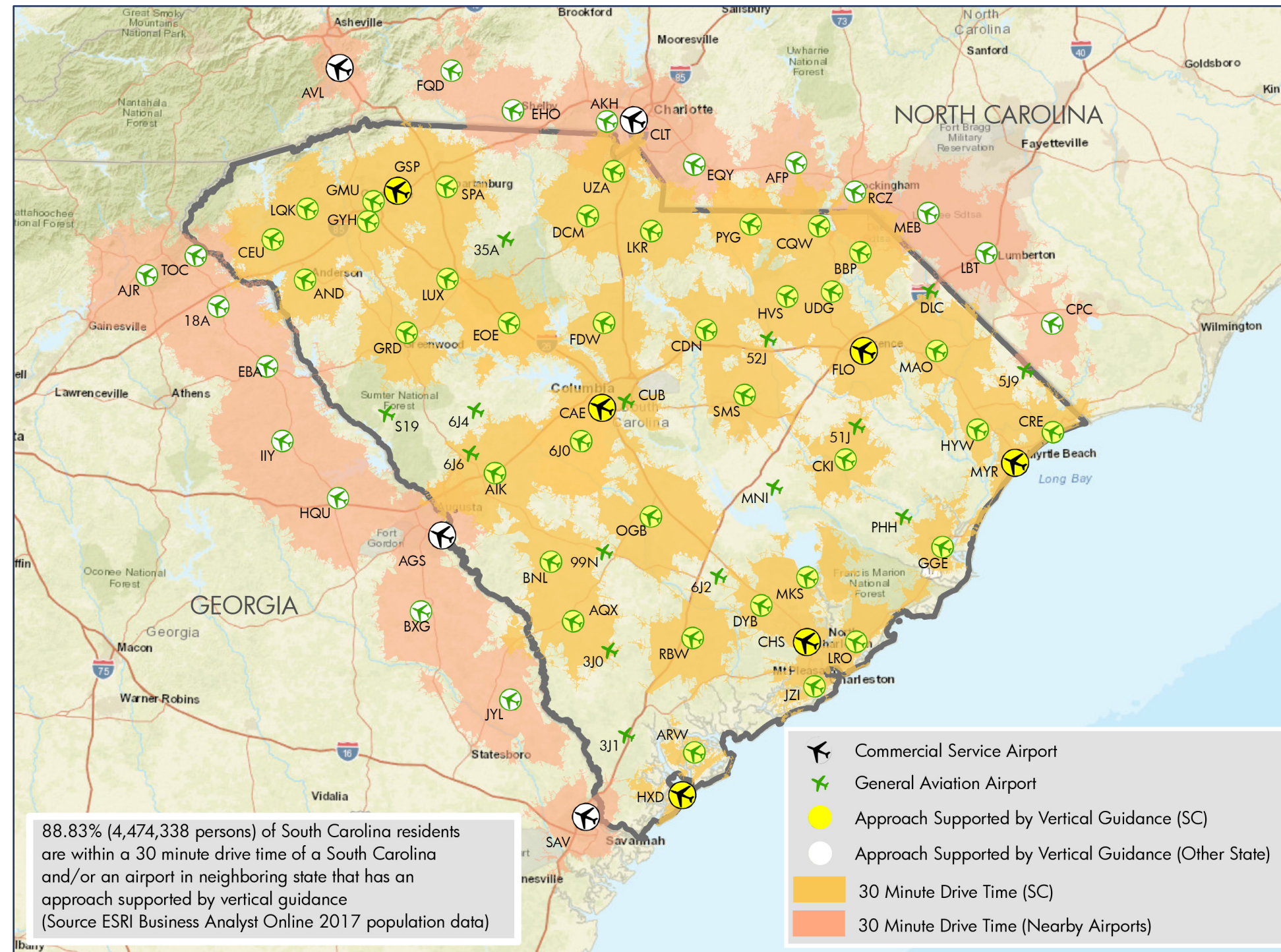
Source: South Carolina State Aviation System Plan

FIGURE 3-18 – PERCENT OF SOUTH CAROLINA AIRPORTS WITH AN APPROACH SUPPORTED BY VERTICAL GUIDANCE
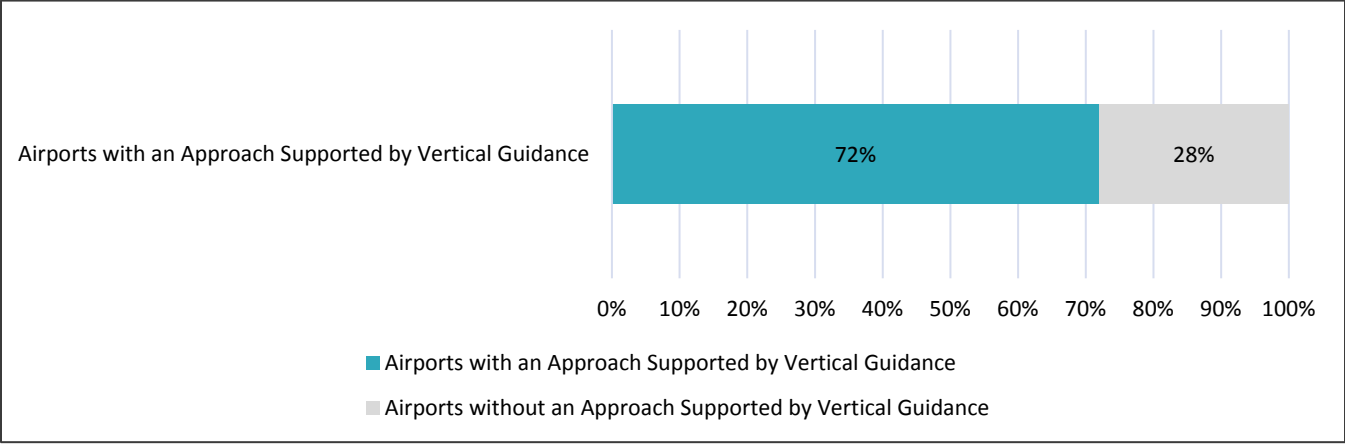
Source: Jviation

Note: CUB is programmed to have an RNAV(GPS) with LPV approach in 2018; when this approach is approved, system performance reported in Figure 3-18 will increase to 74% of all system airports.

3.6   30-Minute Accessibility to An Airport with a Published Approach

During periods of reduced visibility and during nighttime operating conditions, airports that have a published approach have increased operational flexibility. Satellite-based GPS approaches have become fairly prevalent, providing many airports in South Carolina with a published approach. **Figure 3-19** shows current accessibility for this performance measure, considering a 30-minute drive time. As shown, over 89.96% of the state's population is within a service area of one or more South Carolina airports that have a published approach to at least one runway end.

89.96% (4,531,350 persons) of South Carolina residents are within a 30 minute drive time of a South Carolina airport with any published runway approach (Source ESRI Business Analyst Online 2017 population data)

Legend:
✈ Commercial Service Airport
✈ General Aviation Airport
● Airport with Any Published Runway Approach
▮ 30 Minute Drive Time
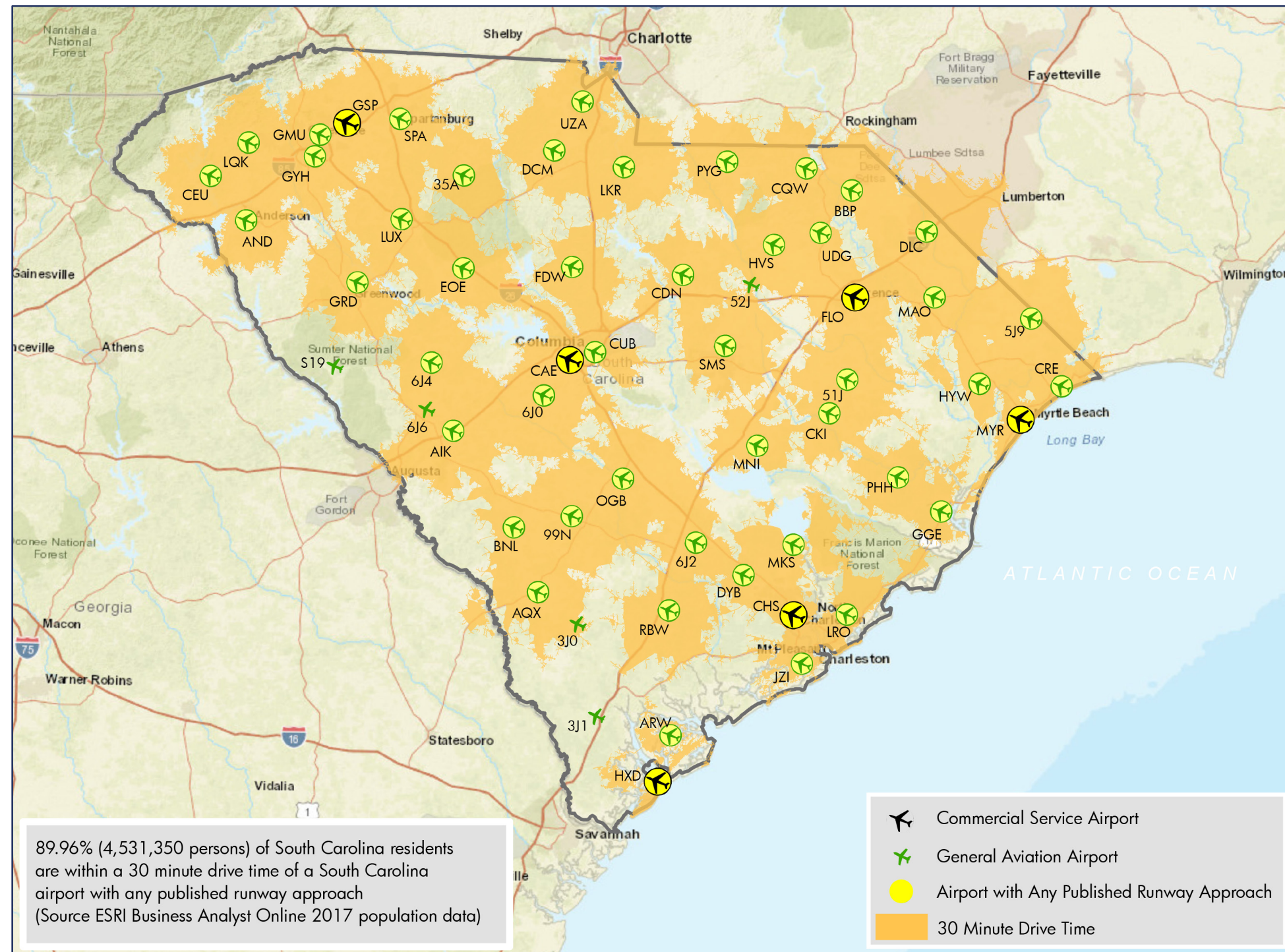
Source: South Carolina State Aviation System Plan

Figure 3-20 shows that when out-of-state airports are considered, accessibility for South Carolina residents increases slightly from 89.96% to 91.83%. While out-of-state airports do contribute to accessibility, for this measure as well as for others, the additional contribution is fairly small. This is important to note because it confirms that South Carolina is not relying heavily on airports in surrounding states to meet its air transportation needs.

FIGURE 3-20 – 30-MINUTE ACCESSIBILITY TO A SOUTH CAROLINA OR NEARBY AIRPORT WITH A PUBLISHED APPROACH

91.83% (4,625,620 persons) of South Carolina residents are within a 30 minute drive time of a South Carolina airport and/or an airport in neighboring state that has any published runway approach
(Source ESRI Business Analyst Online 2017 population data)
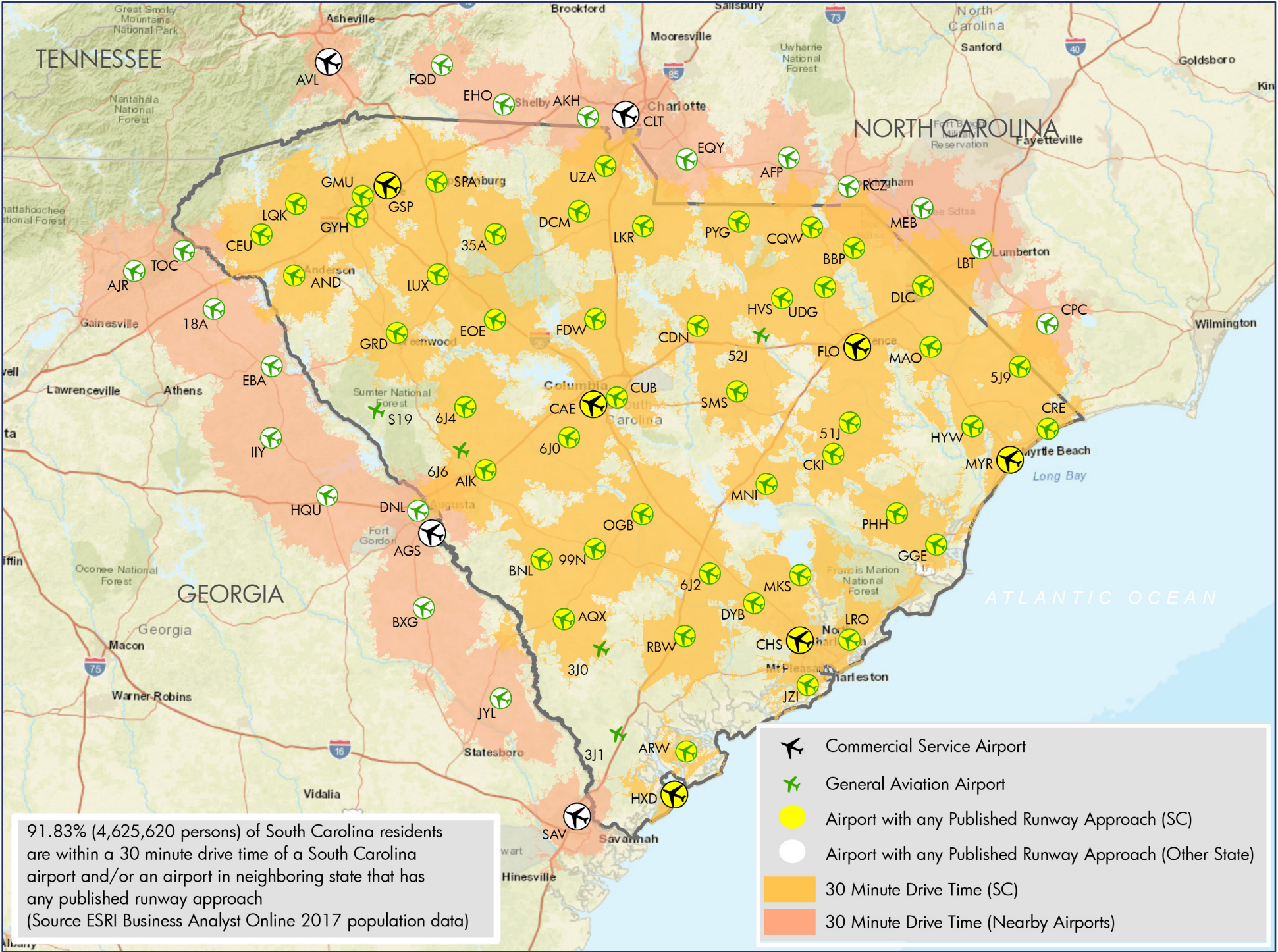
Source: South Carolina State Aviation System Plan

Most airports in South Carolina have a published approach. Ridgeland-Claude Dean Airport (3J1) in Jasper County is currently undergoing a runway realignment and extension; when the project is completed, the airport will be able to secure a published approach. **Figure 3-21** shows how accessibility for this performance measure will change when this airport has a published approach. As **Figure 3-21** shows, accessibility for South Carolina residents will increase from 91.83% to 92.28%. This level of accessibility to a published approach is considered excellent.

Figure 3-22 shows the excellent performance for this evaluation measure. As shown, when the on-going development projects for 3J1 are complete, 53 of the airports (93% of all system airports) will have a published approach to at least one runway end. This information can be used in subsequent planning cycles to monitor future system performance.

FIGURE 3-21 – 30-MINUTE POTENTIAL ACCESSIBILITY TO SOUTH CAROLINA AND NEARBY AIRPORTS WITH A PUBLISHED APPROACH

92.28% (4,648,068 persons) of South Carolina residents would be within a 30 minute drive time of a South Carolina airport and/or an airport in neighboring state that has a published runway approach if proposed system plan improvements are implemented
(Source ESRI Business Analyst Online 2017 population data)

Legend:
- Commercial Service Airport
- General Aviation Airport
- Airport Upgraded with Published Approach
- Airport w/ any Published Approach (SC)
- Airport w/ any Published Approach (other state)
- 30 Minute Drive Time (SC)
- 30 Minute Drive Time (Nearby Airports)

Source: South Carolina State Aviation System Plan

FIGURE 3-22 – PERCENT OF SOUTH CAROLINA AIRPORTS WITH A PUBLISHED APPROACH
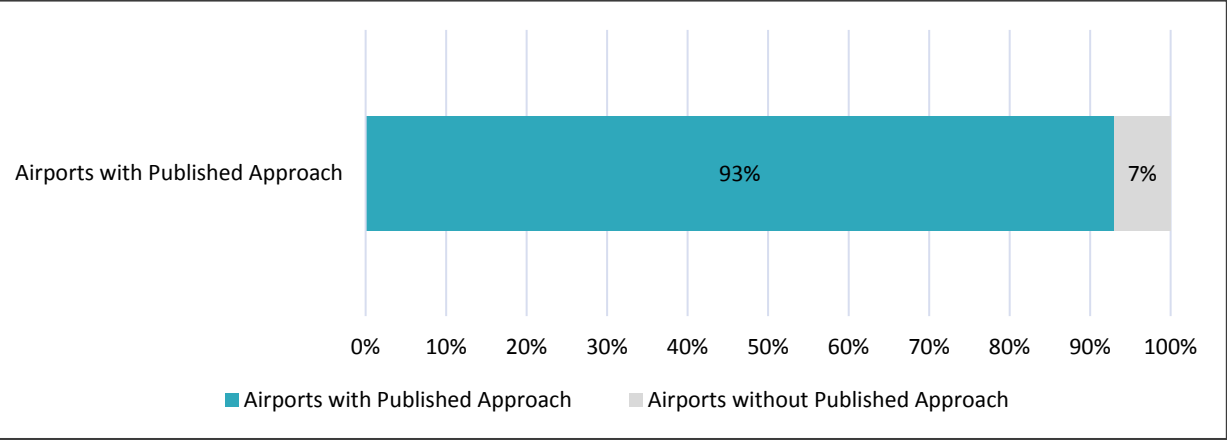
Source: Jviation

3.7   30-Minute Accessibility to Any Airport

The final system performance measure considers accessibility to any South Carolina airport. It is important to note that accessibility for this measure considers only public system airports. As discussed in the inventory element of the system plan update, there are many privately-owned airports in the state; accessibility to these airports was not considered here.

Figure 3-23 shows accessibility at a 30-minute drive time to any of the South Carolina system airports. As shown, accessibility at a 30-minute drive time to any South Carolina airport is measured at 91.16 % for all South Carolina residents. As **Figure 3-23** shows, most all areas of the state are within proximity to one of the public system airports.

FIGURE 3-23 – 30-MINUTE ACCESSIBILITY TO ANY SOUTH CAROLINA AIRPORT

91.16% (4,592,041 persons) of South Carolina residents are within a 30 minute drive of any airport in South Carolina. (Source ESRI Business Analyst Online 2017 population data)

Legend:
- Commercial Service Airport
- General Aviation Airport
- 30 Minute Drive Time
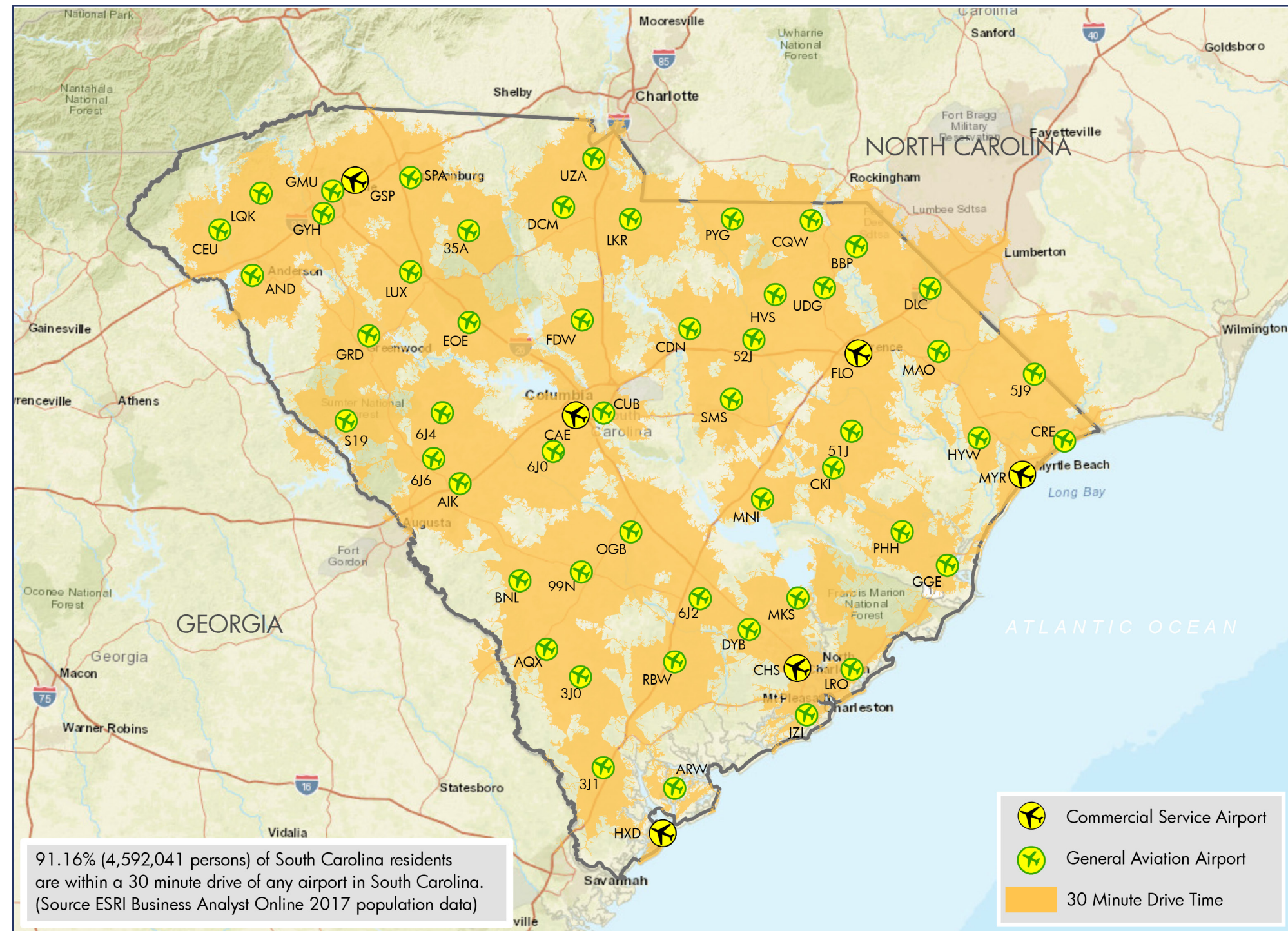
Source: South Carolina State Aviation System Plan

When nearby airports in neighboring states are considered, accessibility increases from 91.16% to 92.84% as shown in **Figure 3-24**. This level of coverage is considered excellent. Many of the areas that are beyond the 30-minute service area for are mountainous, areas covered by lakes/rivers, or areas that are environmentally sensitive.

FIGURE 3-24 – 30-MINUTE ACCESSIBILITY TO ANY SOUTH CAROLINA OR NEARBY AIRPORT

92.84% (4,676,281 persons) of South Carolina residents are within a 30 minute drive of any airport in South Carolina and/or an airport in neighboring state.
(Source ESRI Business Analyst Online 2017 population data)

Legend:
- Commercial Service Airport
- General Aviation Airport
- SC Airports
- Neighboring States Airports
- 30 Minute Drive Time (SC)
- 30 Minute Drive Time (Nearby Airports)
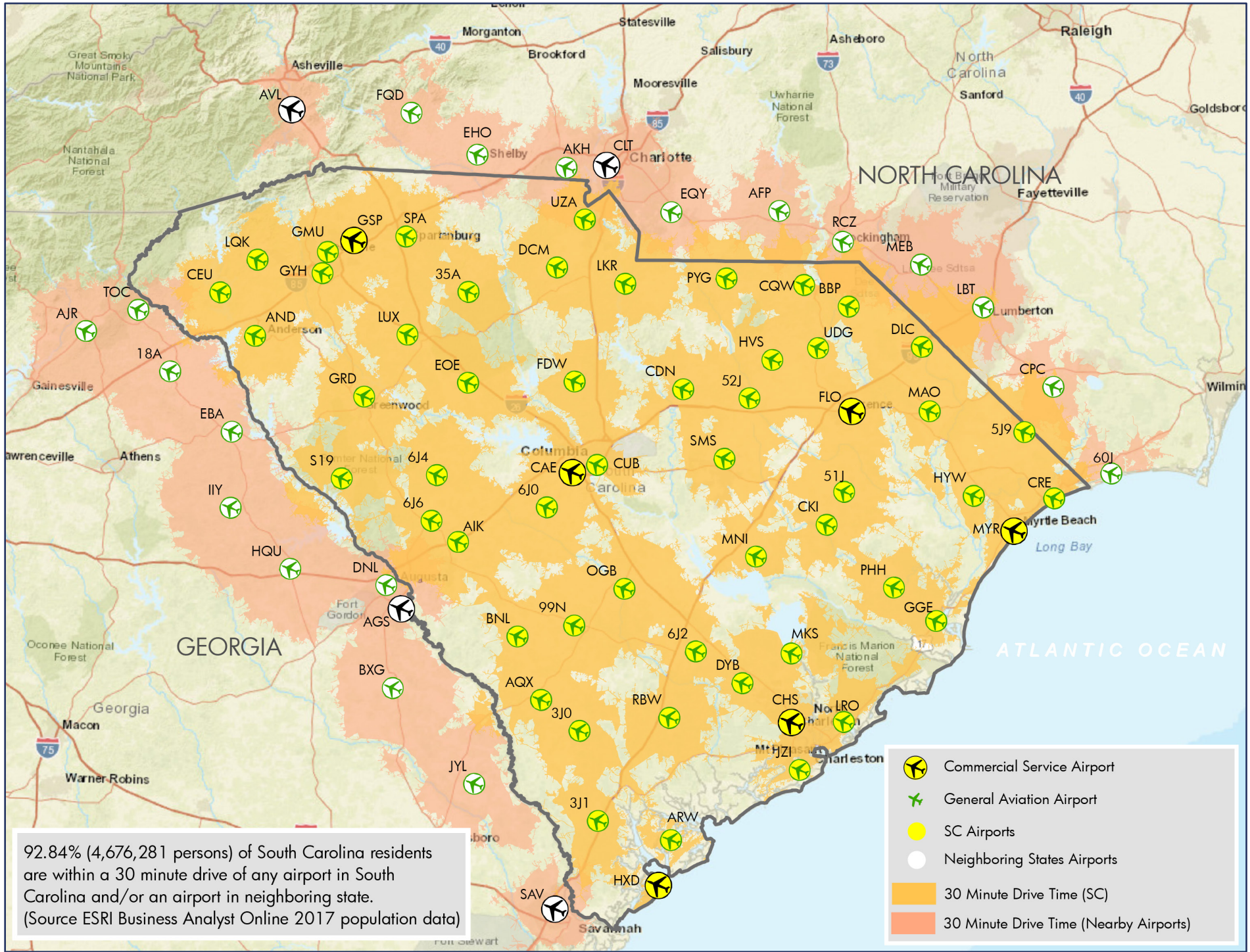
Source: South Carolina State Aviation System Plan

At the time of the last update to South Carolina's Airport System Plan in 2008, there were projects underway that were focused on investigating the need for additional/new system airports. These projects were in Cherokee County, in the Myrtle Beach area (North East Strategic Alliance (NESA)), and in Jasper County. The Jasper County study ended with the decision to undertake a major improvement to the existing airport. No further action was taken to develop a new or a replacement airport in either the Myrtle Beach area or in Cherokee County.

As of October 2017, there were no studies or other known initiatives in South Carolina to develop a new or an additional system airport. For new airports to be successful, they must have very strong local support. Top-down recommendations for new airports have a more limited chance for success. It is possible that accessibility for this system performance measure will remain unchanged in the future with just over 91% of the state's residents having access to any South Carolina airport at a 30-minute drive time.

3.8   Summary of System Accessibility Performance

The system performance evaluation showed that South Carolina's current accessibility for each of the established measures is very good. Even if no further improvements to the system were accomplished (which will not be the case), the system is already preforming at a high level for all of the established performance measures.

Table 3-4 provides a summary of current and future system performance for each of the measures used to evaluate the South Carolina airport system.

TABLE 3-4 – CURRENT AND FUTURE SYSTEM PERFORMANCE

| System Performance Measure	South Carolina Resident Accessibility Rating
30-Minute Accessibility to an Airport Exhibiting NBAA Business Airport Characteristics to Serve Medium Business Jets	
– 30-Minute Accessibility South Carolina Airports Meeting NBAA Business Airport Characteristics to Serve Medium Business Jets	75.84%
– 30-Minute Accessibility South Carolina and Nearby Airports Meeting NBAA Business Airport Characteristics to Serve Medium Business Jets	77.79%
60-Minute Accessibility to Airports with Commercial Airline Service	
– 60-Minute Accessibility to South Carolina Commercial Airports	77.62%
– 60-Minute Accessibility to South Carolina and Neighboring Commercial Airports	87.78%
– 90-Minute Accessibility to South Carolina Commercial Airports	98.26%
– 90-Minute Accessibility to South Carolina and Neighboring Commercial Airports	99.39%
– 60-Minute Service Accessibility to a South Carolina Commercial Airport with More Than One Scheduled Carrier	66.57%
30-Minute Accessibility to an Airport with a Runway Length of 5,000 feet or Greater	
– 30-Minute Accessibility to a South Carolina Airport with a Runway 5,000 Feet or Greater	77.98%
– 30-Minute Accessibility to South Carolina and Nearby Airports with 5,000-Foot Runway	79.94%
– 30-Minute Potential Accessibility for Airports with 5,000-Foot Runway	82.60%
30-Minute Accessibility to an Airport with an Approach Supported by Vertical Guidance	
– 30-Minute Accessibility to a South Carolina Airport with an Approach Supported by Vertical Guidance	86.86%
– 30-Minute Accessibility to a South Carolina or Nearby Airport with an Approach Supported by Vertical Guidance	88.83%
30-Minute Accessibility to an Airport with a Published Approach	
– 30-Minute Accessibility to A South Carolina Airport with a Published Approach	89.96%
– 30-Minute Accessibility to a South Carolina or Nearby Airport with a Published Approach	91.83%
– 30-Minute Potential Accessibility to Airports with a Published Approach	92.28%
30-Minute Accessibility to an Airport	
– 30-Minute Accessibility to Any Publicly-Owned South Carolina Airport	91.16%
– 30-Minute Accessibility to Any Public-Owned South Carolina Airport or Nearby Publicly-Owned Airport	92.84%

Source: Jviation

3.9   Service Area Proximity for South Carolina Airports

As **Figure 3-25** shows, there is some "overlap" in the 30-minute drive time service areas for the South Carolina airports. Having airport service areas that overlap is not uncommon in state airport systems. Similar analysis in almost any state would identify the same situation: proximity among some airports results in overlapping service areas.

FIGURE 3-25 – OVERLAP IN 30-MINUTE DRIVE TIME SERVICE AREAS FOR SOUTH CAROLINA AIRPORTS

91.16% (4,592,041 persons) of South Carolina residents are within a 30 minute drive of any airport in South Carolina. (Source ESRI Business Analyst Online 2017 population data)
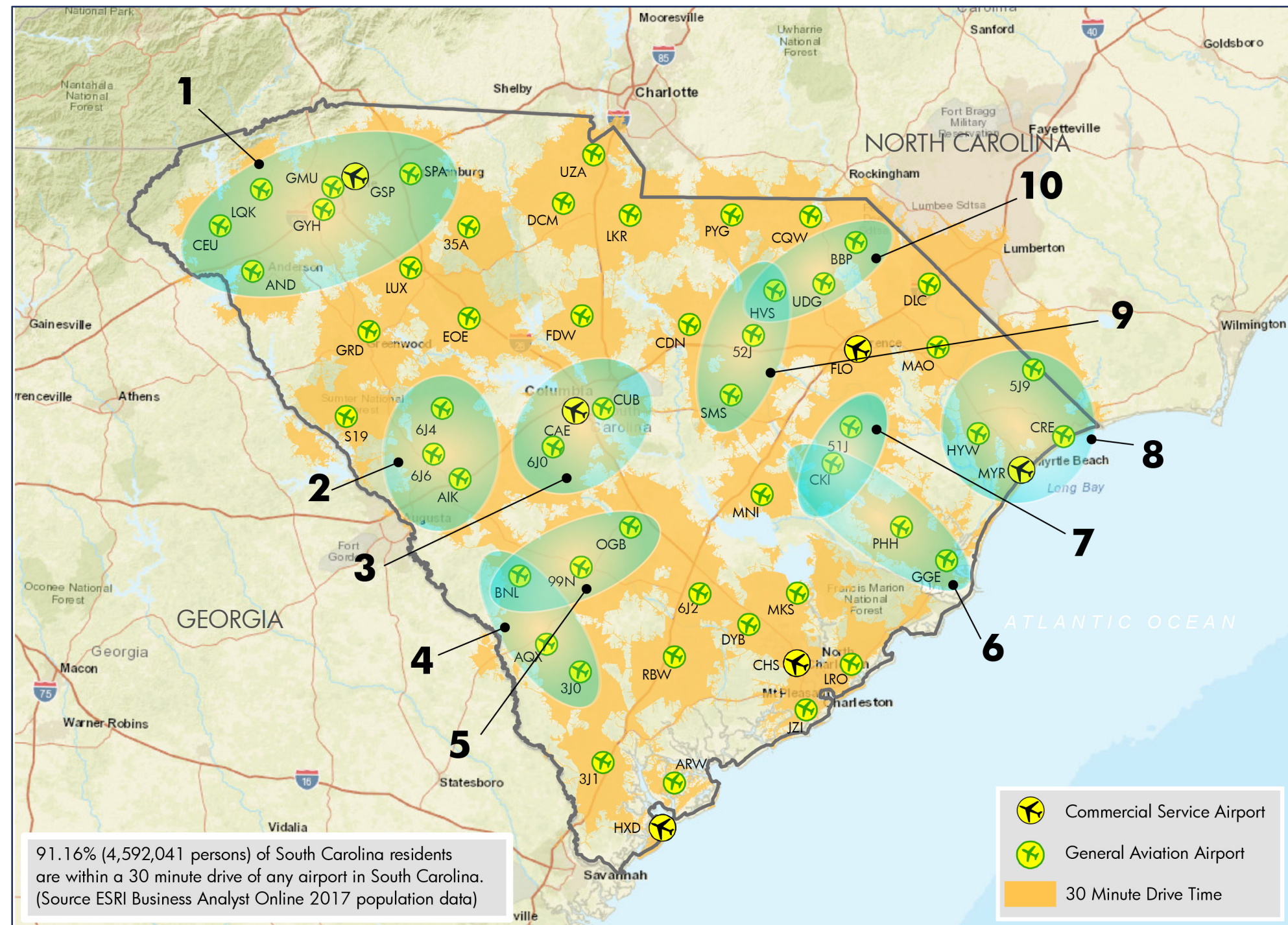
Source: South Carolina State Aviation System Plan

Overlapping service areas in an airport system do not necessarily signal any particular issue, unless the airports with overlaps do not have sufficient demand to be "viable." One of the overarching goals, according to FAA for airport system planning, is to identify a "viable" airport system. One measure of viability is financial self-sustaining. When the FAA measures demand at an airport, one of the critical components that the FAA considers is airworthy based aircraft. When based aircraft and activity drop below critical levels, it becomes more of a challenge for an airport to be financially viable.

FAA's ASSET study for South Carolina airports included in the National Plan of Integrated Airport Systems (NPIAS) is discussed in **Chapter 4, Airport Roles**. As part of its ASSET study, FAA moved any NPIAS airport with fewer than 10 based aircraft into an "Unclassified" category. Unclassified airports are not eligible for FAA Entitlement Funding. An Unclassified assignment signals that an airport may no longer be essential to the national transportation system, unless conditions at the airport change. Based on FAA criteria, overlapping service areas for the South Carolina airports were reviewed to identify any airports whose viability could be challenged by lower levels of demand. Overlapping airport service areas for the South Carolina airports, shown in **Figure 3-25**, are discussed below.

AREA 1 (see **Table 3-5**): This area is in the northwestern corner of the state and generally follows the I-85 corridor. This region of the state has significant employment densities for almost all counties, has a solid business base, has attracted many high-profile employers, and continues to grow economically. General aviation airports in AREA 1 include:

TABLE 3-5 – AIRPORTS INCLUDED IN AREA 1

City	Airport	FAA ID	Current State Role	Reported Based Aircraft
Anderson	Anderson Regional Airport	AND	SCII	84
Clemson	Oconee County Regional Airport	CEU	SCII	70
Greenville	Donaldson Field	GYH	SCII	53
Greenville	Greenville Downtown Airport	GMU	SCII	176
Pickens	Pickens County Airport	LQK	SCIII	41
Spartanburg	Spartanburg Downtown Memorial Airport	SPA	SCII	139

Source: South Carolina State Aviation System Plan and FAA's https://www.basedaircraft.com, November 2017

Greenville-Spartanburg International (an SCI – Commercial Service Airport) is also included in this area, but the primary role for this airport is serving commercial airlines and air cargo activity. While this airport does have some based aircraft (16) and accommodates an estimated 46,726 annual general aviation operations, the focus for this airport is not on meeting general aviation demand.

The information above shows that all general aviation airports in Area 1 have robust levels of activity, as measured by based aircraft and other airport activity. Because of the characteristics of this area, it appears that there is sufficient demand to support all airports, even though there is an overlap in some of the 30-minute drive time service areas. All of the airports in this area appear to have sufficient demand levels to support their viability.

AREA 2 (see **Table 3-6**): This area is in the middle of the state, near the South Carolina/Georgia border and runs north and south of the I-20 corridor; I-20 connects Columbia to Augusta, Georgia. With the exception of Aiken County, this area is characterized by more moderate to low population and employment densities and expected lower rates of growth for each. Airports in this area include:

TABLE 3-6 – AIRPORTS INCLUDED IN AREA 2

City	Airport	FAA ID	Current State Role	Reported Based Aircraft
Aiken	Aiken Regional Airport	AIK	SCII	63
Saluda	Saluda County Airport	6J4	SCIV	3
Trenton	Edgefield County Airport	6J6	SCIV	26

Source: South Carolina State Aviation System Plan and FAA's https://www.basedaircraft.com, November 2017

Two of the airports in this area, Saluda County and Edgefield County, are classified in the state system as SCIV – Recreation/Local Airports. Airports in this role category are expected to serve primarily single-engine and some smaller twin-engine planes. Saluda County Airport is included in the NPIAS and is eligible for FAA funding. The Edgefield County Airport is not included in the NPIAS and therefore is not eligible for FAA funding. One criterion considered for NPIAS inclusion is the proximity of the airport to other NPIAS airports. Ideally, according to FAA criteria, NPIAS airports should be about a 30-minute drive time from one another. The Edgefield County Airport is only a 19-minute drive from Aiken Regional Airport, a NPIAS facility. Therefore, Edgefield County Airport does not meet FAA criteria for inclusion in the NPIAS and federal funding. As **Chapter 2, Forecast** discusses, in South Carolina as well as nationally there has been a significant reduction in the number of single-engine piston aircraft that are active in the nation's general aviation fleet. According to the FAA, the declining trend for single-engine piston aircraft is expected to continue. Further contraction in this segment of the general aviation fleet is possible when the conversion to unleaded 100 LL fuel is complete.

The Edgefield County and Saluda County Airports serve a similar market and a similar customer. With only three (3) based aircraft, the viability of the Saluda County Airport surfaces as a potential issue that should be monitored in future statewide system planning efforts.

AREA 3 (see **Table 3-7**): This area is focused on the Columbia metropolitan area and the three airports in Richland and Lexington Counties. Columbia is the state's capitol. Airports in this area are as follows:

TABLE 3-7 – AIRPORTS INCLUDED IN AREA 3

City	Airport	FAA ID	Current State Role	Reported Based Aircraft
Columbia	Columbia Metropolitan Airport	CAE	SCI	68
Columbia	Jim Hamilton-LB Owens Airport	CUB	SCII	126
Pelion	Lexington County Airport	6J0	SCIV	27

Source: South Carolina State Aviation System Plan and FAA's https://www.basedaircraft.com, November 2017

Columbia Metropolitan focuses on serving commercial airline and air cargo needs, but also serves a notable volume of general aviation activity. With its proximity to the City of Columbia and the area's major centers of population and employment, Jim Hamilton-LB Owens Airport plays a significant role in meeting the area's general aviation needs. Lexington County Airport is designated as an SCIV airport, indicating that it serves primarily local and recreational needs for smaller aircraft based in the area. Given the different roles played by the airports in this area, there appears to be sufficient demand to support all three airports, regardless of the overlap in their 30-minute service areas.

AREA 4 (see **Table 3-8**): This area is in the southern part of the state, near the South Carolina/Georgia border. This region of South Carolina has some of the state's lowest population and employment densities, and projected rates of increase for both socio-economic/demographic indicators for the area are low. The three airports in this area with overlapping service areas are:

TABLE 3-8 – AIRPORTS INCLUDED IN AREA 4

City	Airport	FAA ID	Current State Role	Reported Based Aircraft
Allendale	Allendale County Airport	AQX	SCIII	13
Barnwell	Barnwell Regional Airport	BNL	SCIII	37
Hampton	Hampton County Airport	3J0	SCIV	2

Source: South Carolina State Aviation System Plan and FAA's https://www.basedaircraft.com, November 2017

As the information above shows, one of the airports in this area, with overlapping service areas, is below the FAA's established threshold of 10 based aircraft. Given the characteristics of counties in this part of the state, significant growth in general aviation demand is not likely and further reduction in demand is possible. The Hampton County Airport is a non-federal airport—the airport is not included in the NPIAS and it is not eligible for FAA funding. The characteristics of the airport's market area limit its service role. General aviation demand in this area of South Carolina may not be sufficient to support three viable system airports.

AREA 5 (see **Table 3-9**): This area overlaps with AREA 4 (discussed above), but instead of a north/south orientation, this area with overlapping airport service areas extends more in an east/west direction. This area includes Barnwell, Bamberg, and Orangeburg counties. Reported socio-economic and demographic characteristics for these counties show that both Barnwell and Bamberg Counties have lower concentrations of both employment and population, and minimal growth is forecasted. Comparatively, Orangeburg County, nearer to the I-26 corridor, has more significant levels of population and employment. Airports in this overlap area include:

TABLE 3-9 – AIRPORTS INCLUDED IN AREA 5

City	Airport	FAA ID	Current State Role	Reported Based Aircraft
Bamberg	Bamberg County Airport	99N	SCIV	7
Barnwell	Barnwell Regional Airport	BNL	SCIII	37
Orangeburg	Orangeburg Municipal Airport	OGB	SCIII	31

Source: South Carolina State Aviation System Plan and FAA's https://www.basedaircraft.com, November 2017

As the information above shows, the Bamberg County Airport with only seven (7) based aircraft falls below the level of demand that can signify a financially viable airport. While the Bamberg County Airport is included in the NPIAS, in the FAA's ASSET Study the airport falls into the "Unclassified" category. When the FAA assigns an airport to this category, it indicates the airport is no longer playing a vital role in the federal airport system. Expected downward trends for single-engine piston aircraft, the type of aircraft that would most frequently use the Bamberg County Airport, and overlapping services areas with two other more significant airports (BNL and OGB) may come into play in terms of this airport's longer-term viability.

AREA 6 (see **Table 3-10**): This area is located in the east/central part of the state. Counties in this area have more limited population and employment relative to other counties in the state. Georgetown and the areas that this airport serves have notably higher demand, in part because of the community/airport's coastal location. Airports in this overlap area include:

TABLE 3-10 – AIRPORTS INCLUDED IN AREA 6

City	Airport	FAA ID	Current State Role	Reported Based Aircraft
Andrews	Robert F. Swinnie Airport	PHH	SCIV	6
Georgetown	Georgetown County Airport	GGE	SCII	55
Kingstree	Williamsburg Regional Airport	CKI	SCIII	20

Source: South Carolina State Aviation System Plan and FAA's https://www.basedaircraft.com, November 2017

As the information above shows, the Robert F. Swinnie Airport, with six (6) based aircraft, falls below the level of demand that often signifies a financially viable airport. While the Robert F. Swinnie Airport is included in the NPIAS, the FAA, as part of their ASSET Study, has assigned this facility to the Unclassified category. This indicates a generally low, according to the FAA, level of importance to the federal system of airports. The expected downward trend for single-engine piston aircraft, the type of aircraft that most frequently use a SCIV airport, and overlapping services areas with two more significant airports (GGE and CKI) could come into play in terms of this airport's longer-term viability.

AREA 7 (see **Table 3-11**): This overlapping service area includes two airports in Williamsburg and Florence Counties and overlaps with AREA 6. The employment and population density in this part of the state is not particularly high. Airports in this overlapping service area are shown below:

TABLE 3-11 – AIRPORTS INCLUDED IN AREA 7

City	Airport	FAA ID	Current State Role	Reported Based Aircraft
Kingstree	Williamsburg Regional Airport	CKI	SCIII	20
Lake City	Lake City Municipal Airport CJ Evans Field	51J	SCIV	5

Source: South Carolina State Aviation System Plan and FAA's https://www.basedaircraft.com, November 2017

As shown, Lake City Municipal Airport, with five (5) based aircraft, has based aircraft demand that signifies an airport that may not be financially viable. The Lake City Municipal Airport is not included in the NPIAS and is not eligible for FAA funding. Between the two airports in this area, there are only 25 based aircraft. One airport with 25 based aircraft, rather than two airports dividing that amount of demand, represents a more financially viable facility. As single-engine aircraft continue to decline, this area should be monitored.

AREA 8 (see **Table 3-12**): This overlap area contains the Myrtle Beach area. All four airports in this overlap area are owned and operated by Horry County. This area of the state has a robust economy, supported primarily by tourism and other related activities. Airports included in this overlap area follow:

TABLE 3-12 – AIRPORTS INCLUDED IN AREA 8

City	Airport	FAA ID	Current State Role	Reported Based Aircraft
Conway	Conway-Horry County Airport	HYW	SCIII	39
Loris	Twin City Airport	5J9	SCIV	13
Myrtle Beach	Myrtle Beach International Airport	MYR	SCI	56
North Myrtle Beach	Grand Strand Airport	CRE	SCII	53

Source: South Carolina State Aviation System Plan and FAA's https://www.basedaircraft.com, November 2017

As shown, each of the Horry County airports have a different designated role in the state airport system. Most have a demand level that indicates the airport is financially viable. Among the four airports, the Twin City Airport has the lowest level of demand. With this airport's designated role as a SCIV airport and based on its runway length, the Twin City Airport serves primarily single-engine piston aircraft, a segment of the general aviation fleet that is in decline.

Space at the Myrtle Beach International Airport to serve the needs of based general aviation aircraft is limited. This growing commercial airport has a limited land envelope and the airport's focus is on accommodating commercial activity. Both Conway-Horry County Airport and Grand Strand Airport are geographically closer to Myrtle Beach International and to the Myrtle Beach community. Therefore, both are better positioned geographically to meet this area's general aviation needs and to serve as an alternative for Myrtle Beach International. Decreasing single-engine aircraft activity could put downward pressure on demand levels at the Twin City Airport, impacting its longer-term viability.

AREA 9 (see **Table 3-13**): This area is located in northeast South Carolina. Counties in this overlap area have moderate levels of population and employment. Airports included in this area are:

TABLE 3-13 – AIRPORTS INCLUDED IN AREA 9

City	Airport	FAA ID	Current State Role	Reported Based Aircraft
Bishopville	Lee County Airport-Butters Field	52J	SCIV	2
Hartsville	Hartsville Regional Airport	HVS	SCIII	17
Sumter	Sumter Airport	SMS	SCII	37

Source: South Carolina State Aviation System Plan and FAA's https://www.basedaircraft.com, November 2017

As shown above, all of the airports in this overlap area have a different designated role in the state airport system. Lee County Airport, a SCIV airport, is located in between airports with SCII and SCIII designations. With only two (2) based aircraft, the Lee County Airport could be financially vulnerable. Most often, airports designated as SCIV serve small single-engine aircraft, the viability of these airports are at more risk since single-engine general aviation demand, according to the FAA, is not growing.

AREA 10 (see **Table 3-14**): This area is in northeast South Carolina near the North Carolina border. Population and employment characteristics of this area vary by county. Airports in this overlap area are as follows:

TABLE 3-14 – AIRPORTS INCLUDED IN AREA 10

City	Airport	FAA ID	Current State Role	Reported Based Aircraft
Bennettsville	Marlboro County Airport - H E Avent Field	BBP	SCIII	16
Darlington	Darlington County Airport	UDG	SCIII	13
Hartsville	Hartsville Regional Airport	HVS	SCIII	17

Source: South Carolina State Aviation System Plan and FAA's https://www.basedaircraft.com, November 2017

As shown, all three airports with overlapping service areas in this part of South Carolina currently have an SCIII designation. While current demand levels all exceed the threshold of 10 based aircraft, levels of demand are not particularly robust. There may not be sufficient demand in this part of the state for all three airports to continue to be financially self-sustaining. This situation should be monitored. As part of the roles analysis, one airport should be designated as a SCII airport and equipped to take the lead in serving business-related general aviation needs in this part of the state.

The preceding section reviewed areas within the state where airports have overlapping service areas. As stated, overlaps in airport service areas are not necessarily an issue unless there is not sufficient demand for all airports in these areas to be viable and financially self-sustaining. This section has identified some airports in the state system that should be on "watch" and monitored for further decreases in demand.

3.10 Summary

Future system performance, as noted in this chapter, is based on airports implementing planned improvements. Justification for all planned improvements continues to be bottom-up from the individual airport level, rather than top-down from the state airport system plan. Planned improvements and overlaps in service areas identified during the system evaluation process will be further considered as part of a future task in the system plan to analyze facility and service objectives by airport role.

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4.0   AIRPORT ROLES

As part of its previous 2008 Statewide Airport System Plan, the South Carolina Aeronautics Commission (SCAC) identified criteria that were used to assign public airports to a role in the state airport system. Airport roles generally reflect the type of users each airport accommodates and the facilities and services that the airport has in place. Roles also typically reflect the airport's relative importance as it relates to meeting the state's transportation and economic needs and objectives. Further, airport roles should generally be matched to the socio-economic and demographic characteristics of the communities the airport serves.

This element of the South Carolina Statewide Airport System Plan provides the following:

- Review of airport roles as they were established in the 2008 Statewide Airport System Plan,
- Comparison of state airport roles to roles for South Carolina airports established by the FAA,
- Discussion of the need to consider changes to current airport roles, and
- Recommendations for changes to current airport roles.

Once future roles for the South Carolina airports are identified, the next chapter examines the ability of each airport to provide facilities and services that are considered desirable for the airport to fill its recommended role in the state airport system.

4.1   Current Roles for South Carolina Airports

As part of the 2008 Statewide Airport System Plan, SCAC established parameters for assigning South Carolina's public airports to a role in the state system. In total, four different state airport roles were set; state roles are as follows:

- SCI - Commercial Service
- SCII - Corporate/Business
- SCIII - Business/Recreational
- SCIV - Recreational/Local

South Carolina airport role classifications are shown in **Table 4-1**; this table also provides information on basic criteria/airport characteristics that were considered by SCAC when initial airport role assignments were made.

TABLE 4-1 – CHARACTERISTICS FOR SOUTH CAROLINA STATE AIRPORT ROLES

Airport Role	Role Criteria
Commercial Service (SCI)	SCI Airports provide regular scheduled service by airlines and/or commuter airlines, which are certificated under FAR Part 121.
Corporate/Business (SCII)	Corporate/Business, SCII, airports are usually located in an urbanized environment or a rural location with a multi-jurisdictional service area, offer the full range of fuels and aviation services, and instrument approach procedures, and are forecasted to have a growing population of based aircraft and annual operations, activity profile consists of between 30 percent and 50 percent of corporate and business operations with a smaller number of recreational or private users, not constrained by surrounding incompatible land uses or environmentally-sensitive areas and have expansion capability for not only runways and taxiways but also for support facilities.
Business/Recreation (SCIII)	SCIII Airports are generally located in rural localities, these airports serve small business and recreation aircraft, do not typically serve multi-jurisdictional service areas, offer the full range of fuels and most aviation services, non-precision approach and are also forecasted to have a growing population of aircraft and annual operations, airport profile consists of 5 percent to 20 percent of corporate and business use but a higher percentage of recreation use, airport is not constrained by surrounding incompatible land uses or environmentally-sensitive areas and has adequate expansion capability not only for runways and taxiways but for support facilities as well.
Recreation/Local (SCIV)	These airports have low activity and are forecasted to remain fairly level, provide very limited airport facilities and services and may have safety or development constraints that limit their need, as well as their ability to expand.

Source: 2008 South Carolina State Aviation System Plan

Table 4-2 and **Figure 4-1** provide information on roles that were assigned to the South Carolina airports in 2008. In this discussion, these are referred to as "current" airport roles. One of the objectives of this portion of the system plan analysis is to determine if, based on changing conditions, consideration should be given to revising any current roles. Roles assigned to South Carolina airports by the FAA are another important input for determining the need to consider a state airport role change.

TABLE 4-2 – CURRENT (2008) STATE ROLES FOR SOUTH CAROLINA AIRPORTS

City	Airport Name	FAA ID	Service	Current SC Roles
Commercial Service Airports				
Charleston	Charleston International Airport	CHS	Commercial	Commercial Service (SCI)
Columbia	Columbia Metropolitan Airport	CAE	Commercial	Commercial Service (SCI)
Florence	Florence Regional Airport	FLO	Commercial	Commercial Service (SCI)
Greer	Greenville-Spartanburg International (Roger Milliken Field)	GSP	Commercial	Commercial Service (SCI)
Hilton Head Island	Hilton Head Airport	HXD	Commercial	Commercial Service (SCI)
Myrtle Beach	Myrtle Beach International Airport	MYR	Commercial	Commercial Service (SCI)
General Aviation Airports				
Aiken	Aiken Regional Airport	AIK	General Aviation	Corporate/Business (SCII)
Allendale	Allendale County Airport	AQX	General Aviation	Business/Recreation (SCIII)
Anderson	Anderson Regional Airport	AND	General Aviation	Corporate/Business (SCII)
Andrews	Robert F. Swinnie Airport	PHH	General Aviation	Recreation/Local (SCIV)
Bamberg	Bamberg County Airport	99N	General Aviation	Recreation/Local (SCIV)
Barnwell	Barnwell Regional Airport	BNL	General Aviation	Business/Recreation (SCIII)
Beaufort	Beaufort County Airport	ARW	General Aviation	Business/Recreation (SCIII)
Bennettsville	Marlboro County Airport - H E Avent Field	BBP	General Aviation	Business/Recreation (SCIII)
Bishopville	Lee County Airport-Butters Field	52J	General Aviation	Recreation/Local (SCIV)
Camden	Woodward Field	CDN	General Aviation	Corporate/Business (SCII)
Charleston	Charleston Executive Airport	JZI	General Aviation	Corporate/Business (SCII)
Cheraw	Cheraw Municipal/Lynch Bellinger Field	CQW	General Aviation	Business/Recreation (SCIII)
Chester	Chester Catawba Regional Airport	DCM	General Aviation	Business/Recreation (SCIII)
Clemson	Oconee County Regional Airport	CEU	General Aviation	Corporate/Business (SCII)
Columbia	Jim Hamilton - LB Owens Airport	CUB	General Aviation	Corporate/Business (SCII)
Conway	Conway-Horry County Airport	HYW	General Aviation	Business/Recreation (SCIII)
Darlington	Darlington County Airport	UDG	General Aviation	Business/Recreation (SCIII)
Dillon	Dillon County Airport	DLC	General Aviation	Recreation/Local (SCIV)
Georgetown	Georgetown County Airport	GGE	General Aviation	Corporate/Business (SCII)
Greenville	Greenville Downtown Airport	GMU	General Aviation	Corporate/Business (SCII)
Greenville	Donaldson Field	GYH	General Aviation	Corporate/Business (SCII)
Greenwood	Greenwood County Airport	GRD	General Aviation	Business/Recreation (SCIII)
Hampton	Hampton County Airport	3J0	General Aviation	Recreation/Local (SCIV)
Hartsville	Hartsville Regional Airport	HVS	General Aviation	Business/Recreation (SCIII)
Kingstree	Williamsburg Regional Airport	CKI	General Aviation	Business/Recreation (SCIII)
Lake City	Lake City Municipal Airport CJ Evans Field	51J	General Aviation	Recreation/Local (SCIV)
Lancaster	Lancaster County-McWhirter Field	LKR	General Aviation	Business/Recreation (SCIII)
Laurens	Laurens County Airport	LUX	General Aviation	Recreation/Local (SCIV)
Loris	Twin City Airport	5J9	General Aviation	Recreation/Local (SCIV)

TABLE 4-2 – CURRENT (2008) STATE ROLES FOR SOUTH CAROLINA AIRPORTS

City	Airport Name	FAA ID	Service	Current SC Roles
Manning	Santee Cooper Regional Airport	MNI	General Aviation	Business/Recreation (SCIII)
Marion	Marion County Airport	MAO	General Aviation	Recreation/Local (SCIV)
McCormick	McCormick County Airport	S19	General Aviation	Recreation/Local (SCIV)
Moncks Corner	Berkeley County Airport	MKS	General Aviation	Business/Recreation (SCIII)
Mount Pleasant	Mt Pleasant Regional-Faison Field	LRO	General Aviation	Business/Recreation (SCIII)
Newberry	Newberry County Airport	EOE	General Aviation	Business/Recreation (SCIII)
North Myrtle Beach	Grand Strand Airport	CRE	General Aviation	Corporate/Business (SCII)
Orangeburg	Orangeburg Municipal Airport	OGB	General Aviation	Business/Recreation (SCIII)
Pageland	Pageland Airport	PYG	General Aviation	Recreation/Local (SCIV)
Pelion	Lexington County Airport	6J0	General Aviation	Recreation/Local (SCIV)
Pickens	Pickens County Airport	LQK	General Aviation	Business/Recreation (SCIII)
Ridgeland	Ridgeland-Claude Dean Airport	3J1	General Aviation	Recreation/Local (SCIV)
Rock Hill	Rock Hill/York Co/Bryant Field	UZA	General Aviation	Corporate/Business (SCII)
Saluda	Saluda County Airport	6J4	General Aviation	Recreation/Local (SCIV)
Spartanburg	Spartanburg Downtown Memorial Airport	SPA	General Aviation	Corporate/Business (SCII)
St George	St. George Airport	6J2	General Aviation	Recreation/Local (SCIV)
Summerville	Summerville Airport	DYB	General Aviation	Corporate/Business (SCII)
Sumter	Sumter Airport	SMS	General Aviation	Corporate/Business (SCII)
Trenton	Edgefield County Airport	6J6	General Aviation	Recreation/Local (SCIV)
Union	Union County, Troy Shelton Field	35A	General Aviation	Recreation/Local (SCIV)
Walterboro	Lowcountry Regional Airport	RBW	General Aviation	Corporate/Business (SCII)
Winnsboro	Fairfield County Airport	FDW	General Aviation	Business/Recreation (SCIII)

Source: 2008 South Carolina State Aviation System Plan

FIGURE 4-1 – CURRENT (2008) ROLE ASSIGNMENTS FOR SOUTH CAROLINA PUBLIC AIRPORTS
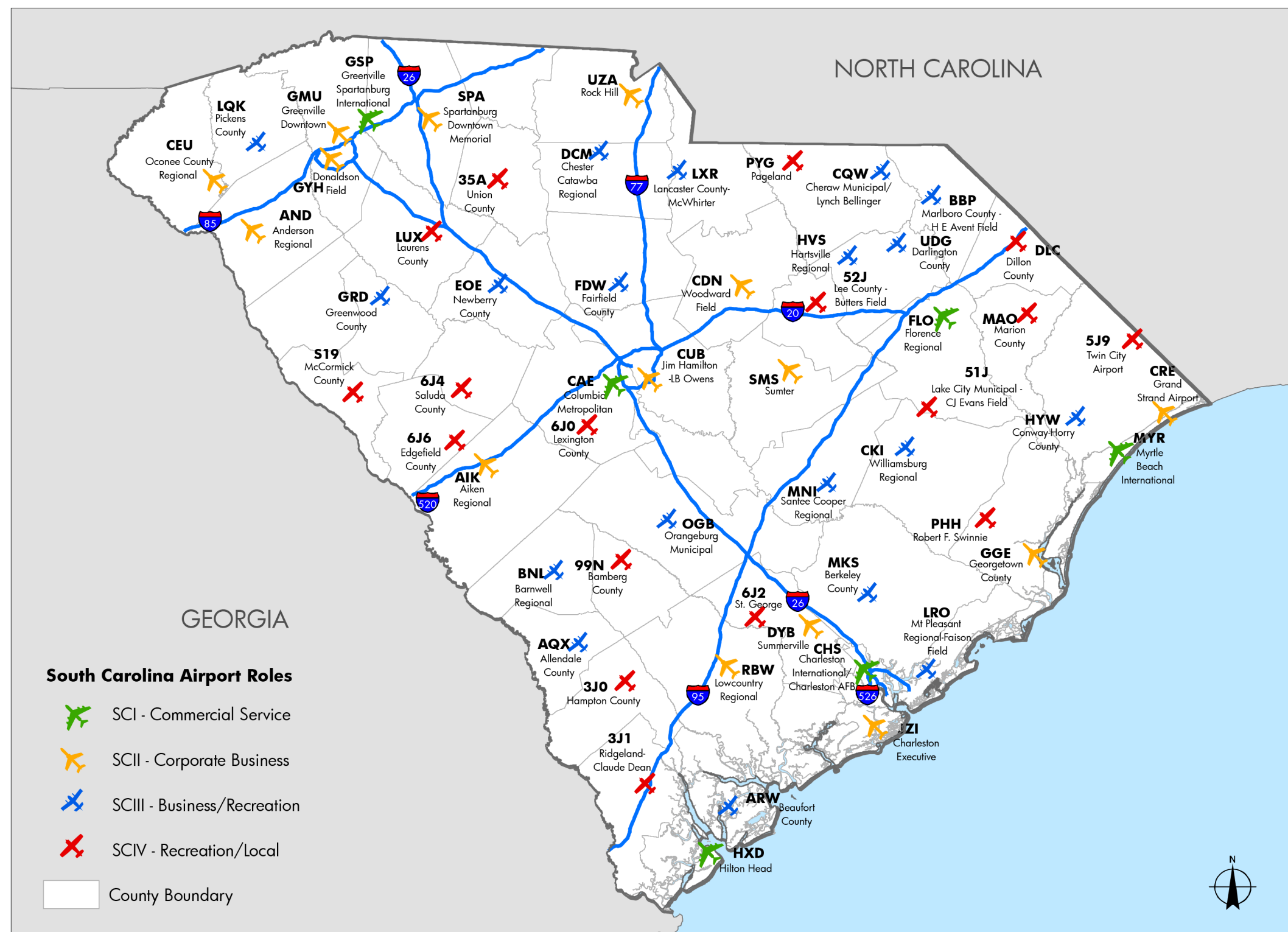
Source: 2008 South Carolina State Aviation System Plan

4.2 Review of FAA ASSET Roles for South Carolina Airports

The National Plan of Integrated Airport Systems (NPIAS) is a document used by the Federal Aviation Administration (FAA). The NPIAS includes airports in the United States that are open to the public and that are eligible for federal funding. Most of the publicly-owned airports in South Carolina are included in the NPIAS. This section compares roles assigned by the FAA to study airports to current state airport roles as they were established in 2008.

There are 3,340 existing or proposed airports in the United States that are included in the NPIAS[1]; 382 of these airports have scheduled commercial airline service. Commercial airports are classified as "Primary" airports, and commercial airports in the United States are further defined by the FAA as Large, Medium, Small, and Non-Hub airports. The hub assignments are based on the number of enplanements accommodated at each commercial airport. The remaining 2,958 landing facilities (which include airports, seaplane bases, and heliports) are referred to as "Nonprimary" airports; the nonprimary airports are primarily the nation's general aviation airports. However, within the Nonprimary category, 127 of the airports are "Nonprimary Commercial Service" airports. Nonprimary commercial service airports always have less than 10,000 annual passenger enplanements.

Of the remaining airports in the Nonprimary category, 259 are classified as "reliever" airports. Reliever airports are designated by the FAA as high activity general aviation airports that provide general aviation operators with alternatives to congested commercial hubs. The remaining Nonprimary airports are all classified by the FAA in the NPIAS as general aviation airports.

Recognizing the unique roles played by the general aviation airports throughout the United States, the FAA conducted a study to further classify the general aviation airports included in the NPIAS. FAA classifications apply to all reliever and general aviation airports included in the NPIAS. FAA published a report, *General Aviation Airports: A National Asset (ASSET)*, in May 2012. This report documented the following:

- The importance of the nation's general aviation airport system
- The need to establish new categories or roles for general aviation airports
- A description of each ASSET role or category
- Lists showing each airport in the NPIAS identified by its FAA ASSET category

A second study was completed by the FAA in March 2014 (*ASSET 2: In-Depth Review of the 497 Unclassified Airports*) to further consider classifications for general aviation airports, especially those that initially fell in the "Unclassified" category. Airports assigned to the Unclassified category were determined, by the FAA, to no longer meet the basic criteria for NPIAS inclusion. At this time, the Unclassified airports continue to be shown in the NPIAS, but they are not eligible for FAA entitlement funding. The Unclassified airports can still compete for discretionary funding and state apportionment from the FAA.

ASSET noted five key aeronautical functions or types of activity supported by the nation's general aviation airport system. As part of ASSET, airports in the South Carolina airport system were examined by the FAA to determine their appropriate role in the national airport system; not all airports included in the state system are part of the federal system as defined in NPIAS[2].

Aeronautical functions considered for airports as part of the ASSET role assignment process included:

- Emergency preparedness and response,
- Critical community access for remote areas,

- Commercial, industrial, and economic activity functions,
- Access to tourism and special events, and
- Other aviation specific functions, including corporate flights and flight instruction.

As part of ASSET, five categories or roles were identified by the FAA to further refine and distinguish roles played by general aviation airports included in the NPIAS. New categories/roles for general aviation airports included in the NPIAS were developed to provide federal policy makers with a better understanding of the relative contribution of all airports to the nation's vast general aviation system. While more detailed than the previous category designations of only reliever and general aviation, the new federal roles established in ASSET are still broad. The five roles for general aviation airports included in the NPIAS (as established by ASSET), and the criteria used to place each airport into a role, are presented in **Table 4-3**.

TABLE 4-3 – FAA ASSET AIRPORT CATEGORIES AND CRITERIA

Asset Category (# of NPIAS Airports in the United States assigned to the category)	Criteria
National (89 airports nationwide): Supports national and state airport systems by providing communities with access to national and international markets in multiple states and throughout the United States.	1) 5,000+ instrument operations, 11+ based jets, 20+ international flights, or 500+ interstate departures 2) 10,000+ enplanements OR 3) 500+ million lbs. of landed cargo
Regional (530 airports nationwide): Supports regional economies connecting communities to statewide and interstate markets.	1) Metropolitan Statistical Area (MSA) and 10+ domestic flights of 500 miles, 1,000 instrument ops, 1+ based jet, or 100+ based AC 2) Located in an MSA and meets definition of commercial service
Local (1,262 airports nationwide): Supplements local communities by providing access to intrastate and some interstate markets.	1) 10+ instrument operations and 15+ based aircraft OR 2) 2,500+ passengers
Basic (813 airports nationwide): Links the community with national airport system and supports general aviation activities.	1) 10+ based aircraft; OR 2) 4+ based helicopters; OR 3) Located 30+ miles from nearest NPIAS airport 4) Used by US Forest Service, or US Marshalls, or US Customs and Border Protection, or US Postal Service, or has Essential Air Service; OR 5) New or replacement airport activated after 1/1/01
Unclassified (256 airports nationwide): Tends to have limited activity; and does not meet NPIAS eligibility criteria.	Airports that do not meet the criteria of the Basic category

Source: FAA National Plan of Integrated Airport Systems (2017-2021), *General Aviation Airports: A National Asset (ASSET)*, and *ASSET 2: In-Depth Review of the 497 Unclassified Airports*

The FAA uses general aviation categories to "provide a baseline from which to measure changes in operations and needs." ASSET airport categories are incorporated into NPIAS reports to Congress; these reports identify five-year nationwide development and funding needs for the federal airport system. The FAA re-examines and updates the roles of Nonprimary airports biennially, in conjunction with the NPIAS Report to Congress. This update was last completed in 2015, in preparation of the 2017 NPIAS report.

Three (3) of the Nonprimary airports in South Carolina that were initially designated as Unclassified were re-categorized from the original ASSET study, based on a review of the criteria shown in **Table 4-3**. The next review of NPIAS/ASSET roles for South Carolina airports will be completed in late 2017 in preparation for the NPIAS report due September 2019. Within the next several years, the FAA will further evaluate airport criteria for inclusion in the NPIAS, compare historic funding levels by general aviation funding category, and look at other funding considerations.

As shown in **Table 4-3**, the criteria used to place airports in various ASSET roles are largely driven by operational activity at an airport (based aircraft and operations). In comparison, state roles for South Carolina airports established in the 2008

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[1] From the FAA's *National Plan of Integrated Airport Systems (2017-2021)*
[2] There are four (4) additional general aviation airports included in the South Carolina airport system that are not included in the NPIAS including Hampton County Airport (3J0), Lake City Municipal Airport CJ Evans Field(51J), McCormick County Airport (S19), Edgefield County Airport (6J6).

South Carolina Statewide Airport System Plan (SASP): Commercial Service (SCI); Corporate Business (SCII); Business/Recreation (SCIII); and Recreation/Local (SCIV) were originally assigned considering the following:

- Current service levels (commercial service, business traffic, local/recreational traffic)
- Ability of the airport to accommodate future growth
- Current airport infrastructure, facilities, and services
- Current airport location and physical constraints

Table 4-1 provided a general description of South Carolina airport roles by category. It is important to note there are differences in the factors used to establish FAA roles for general aviation airports, when compared to the more comprehensive list of factors used to assign airport roles within the South Carolina state airport system. ASSET roles consider primarily activity, while state factors considered a more comprehensive set of airport characteristics.

There are 256 U.S. airports in the NPIAS that do not currently fall into one of the four original ASSET airport categories described in **Table 4-3**; included in this number are six (6) airports in South Carolina. These airports are considered "Unclassified" airports. The primary factor used by FAA for assigning airports to the Unclassified category is that the airport has less than 10 based aircraft. It was noted by FAA in the ASSET report that Unclassified airports have seen an erosion of based aircraft and activity due to population decreases, economic shifts, aviation industry changes, or economic recession.

The general aviation airports in the South Carolina airport system are listed by their corresponding ASSET category in **Table 4-4.** This table shows the current state airport role for each airport and compares the state role, as applicable, to the airport's role in ASSET. As **Table 4-4** reflects, for the most part, ASSET and state roles for the South Carolina airports are generally consistent. There are some instances where the FAA has a "higher" role for a South Carolina airport in the federal system, but there are also instances where the state role reflects a higher level of importance for an airport than is reflected in ASSET. As part of this update to the State Airport System Plan, information presented in **Table 4-4** will be one factor considered to determine if airport role changes are appropriate.

Figure 4-2 shows ASSET roles for South Carolina airports; this figure also shows NPIAS airports that currently are in the Unclassified category and system airports that are not included in the NPIAS.

City	Airport Name	FAA ID	Current SC Roles	FAA ASSET Roles
Commercial Service Airport				
Charleston	Charleston International Airport	CHS	Commercial Service (SCI)	Small/Nonhub
Columbia	Columbia Metropolitan Airport	CAE	Commercial Service (SCI)	Small/Nonhub
Florence	Florence Regional Airport	FLO	Commercial Service (SCI)	Small/Nonhub
Greer	Greenville-Spartanburg International (Roger Milliken Field)	GSP	Commercial Service (SCI)	Small/Nonhub
Hilton Head Island	Hilton Head Airport	HXD	Commercial Service (SCI)	Small/Nonhub
Myrtle Beach	Myrtle Beach International Airport	MYR	Commercial Service (SCI)	Small/Nonhub
General Aviation Airports				
Aiken	Aiken Regional Airport	AIK	Corporate/Business (SCII)	Regional
Anderson	Anderson Regional Airport	AND	Corporate/Business (SCII)	Regional
Camden	Woodward Field	CDN	Corporate/Business (SCII)	Regional
Charleston	Charleston Executive Airport	JZI	Corporate/Business (SCII)	Regional
Clemson	Oconee County Regional Airport	CEU	Corporate/Business (SCII)	Local
Columbia	Jim Hamilton - LB Owens Airport	CUB	Corporate/Business (SCII)	Regional
Georgetown	Georgetown County Airport	GGE	Corporate/Business (SCII)	Regional
Greenville	Greenville Downtown Airport	GMU	Corporate/Business (SCII)	National
Greenville	Donaldson Field	GYH	Corporate/Business (SCII)	Regional
North Myrtle Beach	Grand Strand Airport	CRE	Corporate/Business (SCII)	Regional
Rock Hill	Rock Hill/York Co/Bryant Field	UZA	Corporate/Business (SCII)	Regional
Spartanburg	Spartanburg Downtown Memorial Airport	SPA	Corporate/Business (SCII)	Regional
Summerville	Summerville Airport	DYB	Corporate/Business (SCII)	Local
Sumter	Sumter Airport	SMS	Corporate/Business (SCII)	Local
Walterboro	Lowcountry Regional Airport	RBW	Corporate/Business (SCII)	Regional
Allendale	Allendale County Airport	AQX	Business/Recreation (SCIII)	Basic
Barnwell	Barnwell Regional Airport	BNL	Business/Recreation (SCIII)	Local
Beaufort	Beaufort County Airport	ARW	Business/Recreation (SCIII)	Local
Bennettsville	Marlboro County Airport - H E Avent Field	BBP	Business/Recreation (SCIII)	Basic
Cheraw	Cheraw Municipal/Lynch Bellinger Field	CQW	Business/Recreation (SCIII)	Local
Chester	Chester Catawba Regional Airport	DCM	Business/Recreation (SCIII)	Local
Conway	Conway-Horry County Airport	HYW	Business/Recreation (SCIII)	Local
Darlington	Darlington County Airport	UDG	Business/Recreation (SCIII)	Regional
Greenwood	Greenwood County Airport	GRD	Business/Recreation (SCIII)	Local
Hartsville	Hartsville Regional Airport	HVS	Business/Recreation (SCIII)	Basic
Kingstree	Williamsburg Regional Airport	CKI	Business/Recreation (SCIII)	Basic
Lancaster	Lancaster County-McWhirter Field	LKR	Business/Recreation (SCIII)	Local
Manning	Santee Cooper Regional Airport	MNI	Business/Recreation (SCIII)	Local

City	Airport Name	FAA ID	Current SC Roles	FAA ASSET Roles
Moncks Corner	Berkeley County Airport	MKS	Business/Recreation (SCIII)	Local
Mount Pleasant	Mt Pleasant Regional-Faison Field	LRO	Business/Recreation (SCIII)	Local
Newberry	Newberry County Airport	EOE	Business/Recreation (SCIII)	Local
Orangeburg	Orangeburg Municipal Airport	OGB	Business/Recreation (SCIII)	Regional
Pickens	Pickens County Airport	LQK	Business/Recreation (SCIII)	Local
Winnsboro	Fairfield County Airport	FDW	Business/Recreation (SCIII)	Local
Andrews	Robert F. Swinnie Airport	PHH	Recreation/Local (SCIV)	Not Classified
Bamberg	Bamberg County Airport	99N	Recreation/Local (SCIV)	Not Classified
Bishopville	Lee County Airport-Butters Field	52J	Recreation/Local (SCIV)	Not Classified
Dillon	Dillon County Airport	DLC	Recreation/Local (SCIV)	Not Classified
Hampton	Hampton County Airport	3J0	Recreation/Local (SCIV)	Non-NPIAS
Lake City	Lake City Municipal Airport CJ Evans Field	51J	Recreation/Local (SCIV)	Non-NPIAS
Laurens	Laurens County Airport	LUX	Recreation/Local (SCIV)	Basic
Loris	Twin City Airport	5J9	Recreation/Local (SCIV)	Basic
Marion	Marion County Airport	MAO	Recreation/Local (SCIV)	Basic
McCormick	McCormick County Airport	S19	Recreation/Local (SCIV)	Non-NPIAS
Pageland	Pageland Airport	PYG	Recreation/Local (SCIV)	Basic
Pelion	Lexington County Airport	6J0	Recreation/Local (SCIV)	Basic
Ridgeland	Ridgeland-Claude Dean Airport	3J1	Recreation/Local (SCIV)	Local
Saluda	Saluda County Airport	6J4	Recreation/Local (SCIV)	Not Classified
St George	St. George Airport	6J2	Recreation/Local (SCIV)	Not Classified
Trenton	Edgefield County Airport	6J6	Recreation/Local (SCIV)	Non-NPIAS
Union	Union County, Troy Shelton Field	35A	Recreation/Local (SCIV)	Local

Source: FAA National Plan of Integrated Airport Systems (2017-2021), *General Aviation Airports: A National Asset (ASSET)*, and *ASSET 2: In-Depth Review of the 497 Unclassified Airports*, 2008 South Carolina State Aviation System Plan

NORTH CAROLINA

GEORGIA

Recommended FAA Asset Roles

- Commercial
- National
- Regional
- Local
- Basic
- Unclassified
- Non-NPIAS
- County Boundary

GSP Greenville Spartanburg International
GMU Greenville Downtown
LQK Pickens County
CEU Oconee County Regional
GYH Donaldson Field
AND Anderson Regional
SPA Spartanburg Downtown Memorial
35A Union County
UZA Rock Hill
DCM Chester Catawba Regional
LXR Lancaster County-McWhirter
PYG Pageland
CQW Cheraw Municipal/Lynch Bellinger
BBP Marlboro County - H E Avent Field
LUX Laurens County
EOE Newberry County
FDW Fairfield County
CDN Woodward Field
HVS Hartsville Regional
52J Lee County - Butters Field
UDG Darlington County
DLC Dillon County
GRD Greenwood County
S19 McCormick County
6J4 Saluda County
CUB Jim Hamilton -LB Owens
CAE Columbia Metropolitan
SMS Sumter
Florence Regional
MAO Marion County
51J Lake City Municipal - CJ Evans Field
5J9 Twin City Airport
CRE Grand Strand Airport
6J6 Edgefield County
6J0 Lexington County
AIK Aiken Regional
OGB Orangeburg Municipal
MNI Santee Cooper Regional
CKI Williamsburg Regional
HYW Conway-Horry County
MYR Myrtle Beach International
BNL Barnwell Regional
99N Bamberg County
6J2 St. George
MKS Berkeley County
PHH Robert F. Swinnie
GGE Georgetown County
AQX Allendale County
DYB Summerville
CHS Charleston International/Charleston AFB
LRO Mt Pleasant Regional-Faison Field
3J0 Hampton County
RBW Lowcountry Regional
JZI Charleston Executive
3J1 Ridgeland-Claude Dean
ARW Beaufort County
HXD Hilton Head

Source: FAA National Plan of Integrated Airport Systems (2017-2021), *General Aviation Airports: A National Asset (ASSET)*, and *ASSET 2: In-Depth Review of the 497 Unclassified Airports*

Table 4-5 presents a summary of the ASSET roles compared to current state airport roles set in the 2008 South Carolina Statewide Airport System Plan. As shown, one of the South Carolina airports (1.7%) is classified as a National Airport, 13 airports (22.8%) are classified as Regional Airports, 18 airports (31.5%) are Local Airports, nine airports (15.7%) are Basic Airports, and six airports (10.5%) are Unclassified. The remaining four airports in the state system (6%) are non-NPIAS airports. This information shows that it is possible that SCAC could be the only additional source of funding for maintaining and improving sixteen and one half (16.5%) percent of the airports in the South Carolina Airport System (this percentage represents the airports that do not qualify for NPIAS inclusion and those that are currently Unclassified in ASSET).

For comparison, according to the *FAA National Plan of Integrated Airport Systems (2017-2021)*, about 3% of the general aviation airports in the United States (included in the NPIAS) fall in the National category, 16% are Regional Airports, 38% are Local Airports, 24% are Basic Airports, and about 7% are Unclassified.

4.2.1   Unclassified Airports

There are six (6) South Carolina NPIAS airports that are in the Unclassified ASSET category. These airports are included in **Table 4-6**. These six airports are also shown on **Figure 4-2**. As **Table 4-6** shows, none of the Unclassified airports meet the FAA minimum ASSET inclusion criteria of 10 based aircraft. As **Table 4-6** shows, the Unclassified airports are also each relatively close to another NPIAS airport.

Based on available data and current characteristics for the Unclassified airports in South Carolina, there does not appear, at this time, to be justification for requesting FAA to reconsider the Unclassified status for these South Carolina airports.

TABLE 4-6 – UNCLASSIFIED AIRPORT SUMMARY

City	Airport	FAA ID	Based Aircraft	Based Heli	Distance to Closest NPIAS Airport
Andrews	Robert F Swinnie	PHH	5	0	Georgetown County Airport (GGE) - 18.5 miles
Bamberg	Bamberg County	99N	3	0	Barnwell Regional Airport (BNL) - 19.4 miles
Bishopville	Lee County-Butters Field	52J	6	0	Hartsville Regional Airport (HVS) - 18.3 miles
Dillon	Dillon County	DLC	0	0	Marion County Airport (MAO) - 22.4 miles
Saluda	Saluda County	6J4	3	1	Aiken Regional Airport (AIK) – 26.9 miles
St. George	St. George	6J2	6	0	Summerville Airport (DYB) – 22.8 miles

Source: Jviation

4.2.2   Non-NPIAS Airport Review

Four airports are analyzed for their ability to meet NPIAS candidacy: Hampton County Airport (3J0), Lake City Municipal Airport CJ Evans Field(51J), McCormick County Airport (S19), Edgefield County Airport (6J6). While these airports are included in South Carolina's state airport system, they are not included in NPIAS. These airports are shown on **Figure 4-2**, and **Table 4-7** provides basic information on these airports as it was collected as part of this study's inventory effort.

TABLE 4-7 – CHARACTERISTICS OF SOUTH CAROLINA NON-NPIAS AIRPORTS

City	Airport	FAA ID	Based Aircraft	Based Heli	Distance to Closest NPIAS Airport
Hampton	Hampton County Airport	3J0	2	0	Allendale County Airport (AQX) - 14.9 miles
Lake City	Lake City Municipal Airport CJ Evans Field	51J	10	6	Williamsburg Regional Airport (CKI) - 13.4 miles
McCormick	McCormick County Airport	S19	0	0	Greenwood County Airport (GRD) - 29.1 miles
Trenton	Edgefield County Airport	6J6	26	0	Aiken Regional Airport (AIK) - 16.6 miles

Source: Jviation

The FAA's criteria for an airport's inclusion in the NPIAS are based on a variety of factors such as operational demand, geographic location, airport sponsorship, as well as other criteria. The following sections discuss criteria considered for an airport's inclusion in the NPIAS:

- Airport formerly in the NPIAS
- Airport's location in relation to the nearest NPIAS airport (serves a community located at least 20 miles or a 30-minute drive from the nearest existing or proposed NPIAS airport)
- Reliever airport

TABLE 4-5 – SUMMARY COMPARISON OF ASSET AND SOUTH CAROLINA AIRPORT ROLES

NPIAS/ASSET Category	2008 SC SASP Roles				South Carolina Total	U.S. NPIAS Total
	Commercial Service (SCI)	Corporate Business (SCII)	Business/ Recreation (SCIII)	Recreation/ Local (SCIV)		
Commercial Service	6				6	382
National		1			1	89
Regional		11	2		13	530
Local		3	13	2	18	1,262
Basic			4	5	9	813
Unclassified				6	6	256
Non-NPIAS				4	4	-
Total	**6**	**15**	**19**	**17**	**57**	**3,332***
% of South Carolina Total						
Commercial Service	10.5%	-	-	-	10.5%	11.5%
National	-	1.7%	-	-	1.7%	2.7%
Regional	-	19.2%	3.5%	3.5%	22.8%	15.9%
Local	-	5.3%	22.8%	8.7%	31.5%	37.9%
Basic	-	-	7%	10.5%	15.7%	24.4%
Unclassified	-	-	-	-	10.5%	7.6%
Non-NPIAS	-	-	-	-	7.01%	-
Total	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**

Source: FAA National Plan of Integrated Airport Systems (2017-2021), *General Aviation Airports: A National Asset (ASSET)*, and *ASSET 2: In-Depth Review of the 497 Unclassified Airports*, 2008 South Carolina State Aviation System Plan

Note: *This number differs from the total of 3,340 as it excludes the eight (8) proposed new or replacement airports included in the NPIAS.

As **Table 4-5** shows, when compared to the national distribution of airports by ASSET role, South Carolina has a much higher percentage of its airports in the Regional category. Should FAA move to a system for distributing FAA grants to eligible airports that is ASSET-based, South Carolina airports should be able to compete relatively well. On the other hand, the state's percentage of airports in the "Unclassified" category is higher than the national average. Historically, the Unclassified airports in the South Carolina system were each eligible for $150,000 in annual general aviation entitlement funding; this currently is no longer the case.

- Airports receiving U.S. Mail Service
- Airports with a National Defense Role

An existing or proposed airport not meeting the criteria above may be included in the NPIAS if it meets all the following:

- It is included in the state airport system plan (SASP)
- It serves a community more than 30 minutes from the nearest NPIAS airport
- It is forecast to have 10 or more based aircraft within the short-term planning period (5-years)
- There is an eligible public sponsor willing to undertake the ownership and development of the airport

Airports that do not meet any of the previously discussed entry criteria may be considered for inclusion in the NPIAS based on a special justification. This justification must show that there is a significant national interest in the airport. Special justifications include:

- A determination that the benefits of the airport will exceed its development costs
- Written documentation describing isolation
- Airports serving the needs of Native American communities
- Airports needed to support recreational areas
- Airports needed to develop or protect important national resources

For the South Carolina airports that are not currently included in the NPIAS, two of the airports meet the minimum NPIAS inclusion criteria of having 10 based aircraft. However, each of these airports is 30 minutes or less from another airport that is already included in the NPIAS. Therefore, it was determined that, at this time, there does not appear to be justification for seeking NPIAS inclusion for these airports. This determination is based primarily on the proximity of the non-NPIAS airport to airports that are already included in the NPIAS.

The next section discusses and identifies any suggested changes to current ASSET role classifications for the South Carolina airports included in NPIAS.

4.3 Analysis and Recommendations for Changes to Current State Airport Roles

Aviation is a dynamic industry and airports and the role they play in meeting the state's transportation and economic needs and objectives can change over time. As part of this task in the update to South Carolina's airport system plan, a review of current airport roles was under taken to determine if changes to current roles appear to be appropriate. Current roles for South Carolina airports are shown in **Table 4-2.** The need to change state airport roles considered two primary triggers: the airport's role as assigned by FAA in ASSET and the economic conditions in the airport's market area.

4.3.1 FAA Role Review

The review to determine changes to current state airport roles considered the airport's role as assigned by FAA in the ASSET study. As previously mentioned, South Carolina airport roles are generally aligned. In some instances, however, FAA-assigned roles show more federal significance for some South Carolina airports. Generally, FAA and state roles should correspond when this type of correlation is viable, taking into consideration all local factors.

As presented, FAA roles for general aviation airports range (high to low) from National to Basic. South Carolina airport roles for general aviation airports range (high to low) from SCII to SCIV. Information presented in **Table 4-2** shows South Carolina airports that have a higher role/classification in the federal system than in the state system. These airports are shown in **Table 4-8**.

TABLE 4-8 – SOUTH CAROLINA AIRPORTS WITH HIGHER ROLE/CLASSIFICATION IN FEDERAL SYSTEM THAN STATE SYSTEM

| City	Airport Name	FAA ID	State Role	ASSET Role
Beaufort	Beaufort County Airport	ARW	SCIII	Local
Darlington	Darlington County Airport	UDG	SCIII	Regional
Moncks Corner	Berkeley County Airport	MKS	SCIII	Local
Laurens	Laurens County Airport	LUX	SCIV	Basic
Mount Pleasant	Mt Pleasant Regional-Faison Field	LRO	SCIII	Local
Orangeburg	Orangeburg Municipal Airport	OGB	SCIII	Regional
Pickens	Pickens County Airport	LQK	SCIII	Local
Ridgeland	Ridgeland-Claude Dean Airport	3J1	SCIV	Local

Source: FAA National Plan of Integrated Airport Systems (2017-2021), *General Aviation Airports: A National Asset (ASSET)*, and *ASSET 2: In-Depth Review of the 497 Unclassified Airports*, 2008 South Carolina State Aviation System Plan

Based on the airport's assigned FAA role in the ASSET Study, each of the airports listed above could be considered for a potential change to its current role in South Carolina state airport system.

4.3.2 Economic Activity Review

Other important factors considered when reviewing the need to make changes to state airport roles include those associated with characteristics of the market area served by the airport. South Carolina's economic growth has significantly outpaced the U.S. economy. According to Wells Fargo Security economists, between 2015 and 2016 the state's economy grew 3.6%. Over this same period, the U.S. economy only grew 1.4%. Between 2016 and 2017, South Carolina's economy is expected to grow 3.8% while the U.S. economy is predicted to grow at 2.1%. Between 2016 and 2017, the state is expected to add 110,000 new jobs. And according to the Wells Fargo economists, the state's diversified economic base will continue to fuel economic growth and jobs.

The state's diversified economy is supported by manufacturing, high tech companies, DOD activities, and tourism. Companies contributing to growth in manufacturing include, for example, BMW, Toray, Volvo, and Boeing. Inland ports are leading to expanding warehousing and growth in other transportation sectors. Myrtle Beach hosted 17 million visitors last year and is ranked as the fifth fastest growing Metropolitan Statistical Area (MSA) in the United States. Charleston, for the fifth straight year in a row, was voted by Travel and Leisure magazine as the number one tourist destination in the world. These examples demonstrate the need for state airports to keep pace with South Carolina's growing economy.

The South Carolina airport system should be positioned to support the state's business and economic needs. **Figure 4-3** compares relative rates of growth in employment for each county. South Carolina Department of Employment and Workforce has designated Workforce Development Areas in the state. These areas are also shown on **Figure 4-3**. Counties within each area have been found to have certain economic relationships.

FIGURE 4-3 – PROJECTED RATES OF EMPLOYMENT INCREASE BY COUNTY AND SOUTH CAROLINA WORKFORCE DEVELOPMENT AREAS

DATA SOURCE: SOUTH CAROLINA DEPARTMENT OF EMPLOYMENT AND WORKFORCE

Source: Jviation

Using the information from **Figure 4-3**, airports identified as having FAA ASSET roles or other circumstances that could warrant a state role change were reviewed. Those reviews follow.

- **Beaufort County Airport** – Beaufort County, as shown in **Figure 4-3**, is expected to be among the highest for its rate of employment growth. Beaufort County and Hilton Head Island are leading tourist destinations for the state, and in recent years the area has attracted many new full-time and part-time home owners. As **Figure 4-3** shows, Beaufort County is part of the Trident Workforce Development Area; collectively, this area of the state is projected to see the highest rates of employment increase. In addition, small businesses whose activity is not fixed by location have been attracted to the area in large numbers. To serve the growing needs of this area of the state, the role for the Beaufort County Airport should be upgraded from SCIII to SCII. However, facility objectives for an SCII airport (to be discussed in the next chapter) call for SCII airports to have a runway length of at least 5,000 feet. Prior studies for the Beaufort County Airport have shown that the airport's 3,434-foot runway most likely cannot be extended to this length. The airport's most recent master plan shows a runway extension to 4,100 feet. Even if the airport cannot achieve the desired 5,000-foot runway length, it is recommended that the Beaufort County Airport be upgraded to SCII status in the state airport system. The airport should plan to achieve, as possible, facility and service characteristics for this role.

- **Ridgeland-Claude Dean Airport** – This airport serves Jasper County and is currently undergoing notable expansion. As reflected on **Figure 4-3**, Jasper County is expected to have one of the highest rates of employment growth in the state. The airport is located in the Low Country Workforce Development Area. There are plans underway for a major inland port in this part of South Carolina which could lead to even more significant growth in the longer term. The Ridgeland-Claude Dean Airport is currently classified in the FAA's ASSET study as a Local Airport. In the South Carolina state system, Ridgeland is currently an SCIV airport. It is recommended that this be upgraded to an SCIII airport.

- **Darlington County Airport** – Darlington and Florence counties are part of the same MSA. Darlington County is part of the Pee Dee Workforce Development Area. As shown on **Figure 4-3**, the area ranks relatively high for its projected rate of employment increase. As shown on **Figure 4-1**, this area of the state is currently without a designated SCII airport. Further, the FAA has slotted Darlington County Jetport in its ASSET report as a Regional Airport, signifying its importance to FAA in the national transportation system. It is recommended that the Darlington County Airport be reclassified from an SCIII airport to an SCII airport in the state system.

- **Berkeley County Airport** – This airport is currently classified as an SCIII airport in the state system. Projects at this airport will soon provide a 5,000-foot long runway. This airport is also located in the Trident Workforce Development Area which is expected to experience so of the highest rates of employment increase in the state. As shown in **Figure 4-3**, Berkeley County is expected to have a high rate of employment growth. Growth in this part of the state, in part, is being influenced by the expanding manufacturing based for companies located in North Charleston. It is recommended that the Berkeley County Airport be upgraded from its current state role of SCIII to SCII.

- **Laurens County Airport** – This airport is currently classified as an SCIV airport; the airport's current runway length is 4,051 feet. This area is located on the Interstate 26/385 corridor between Greenville and Columbia. Laurens County is part of the Upper Savannah Workforce Development Area. This part of the state is expected to see growth and is without an airport with a business designation. This area also has several Unclassified NPIAS airports and also Non-NPIAS airports. It is recommended that the state role for the Laurens County Airport be upgraded from SCIV to SCIII.

- **Mount Pleasant Regional-Faison Field** – The Charleston Area has one of the most diversified economies in the state, one of the highest concentrations of current employment, as well as a higher rate for projected employment increases. The airport is included in the fast-growing Trident Workforce Development Area. The area is home to major operations for both Boeing and Volvo. In addition, the Charleston area has attracted many high-tech companies and has been nicknamed the Silicon Harbor. Blackbaud Inc., an international software publishing company with over 3,000 worldwide employees, is headquartered on Daniel Island where the airport is located. The Mt Pleasant Regional-Faison Field is currently classified as a SCIII airport, but analysis in this plan indicates the

airport should be upgraded to an SCII airport. The airport's facility needs to fulfill an SCII role will be discussed in the next chapter.

- **Orangeburg Municipal Airport** – This facility is currently classified in the state system as a SCIII airport; the FAA in their ASSET study has a higher role for this airport. In the ASSET Study, Orangeburg Municipal is classified as a Regional Airport. The airport is in the Lower Savannah Workforce Development Area which presently does not have an SCII airport. Orangeburg is in the growth corridor along Interstate 26 between Charleston and Columbia. The airport currently has a runway that exceeds the 5,000-foot recommendation for SCII airports. It is recommended that Orangeburg Municipal Airport be upgraded to an SCII airport.

- **Pickens County Airport** – The Pickens County Airport currently is classified as SCIII, but the airport has a runway length that exceeds 5,000 feet. Pickens County, located to the west of the Greenville, it is part of the Greenville MSA. The airport is in the Workline Workforce Development Area. This area is without an SCII airport. This part of the state is projected to have among the higher rates of employment increase. It is recommended that the role for the Pickens County Airport be upgraded from SCIII to SCII.

- **Greenwood County Airport** – This airport is in the Upper Savannah Workforce Development Area. The Upper Savannah includes the following counties: Abbeville (no public system airport), McCormick (McCormick County Airport Non-NPIAS); Saluda (Saluda County Airport Unclassified NPIAS); Edgefield (Edgefield County Airport Non-NPIAS), and Newberry (Newberry County Airport FAA Local). The Laurens County Airport, previously discussed, is also in this Workforce Development Area. Most airports serving this area lack a business status in the state system. The Greenwood County Airport has runway length over 5,000 feet, an LPV approach, and almost 60 based aircraft. The airport is currently classified in the state system as an SCIII airport and in ASSET as a Local Airport. Based on the role this airport is filling in the state and federal systems and its individual facility and activity characteristics, it is recommended that the airport's state role be elevated to SCII. In addition, when compared to other South Carolina airports that have a Regional classification in ASSET, it is recommended that this airport be elevated from the Local Airport category to the Regional Airport Category. This is a recommendation that SCAC will make to FAA for consideration in the next NPIAS/ASSET update.

4.3.3   Recommended Changes to State Airport Roles

Recommended state role changes for South Carolina airports, as discussed here, are summarized in **Table 4-9**. The next section of this update to South Carolina's Statewide Airport System Plan will examine improvements considered desirable to enable each airport to best fulfill its recommended role in the state airport system. Recommended state airport roles are reflected in **Figure 4-4**.

TABLE 4-9 – RECOMMENDED STATE AIRPORT ROLE CHANGES

City	Airport Name	FAA ID	Current State Role	Recommended State Role
Beaufort	Beaufort County	ARW	SCIII	SCII
Darlington	Darlington County	UDG	SCIII	SCII
Moncks Corner	Berkeley County	MKS	SCIII	SCII
Laurens	Laurens County	LUX	SCIV	SCIII
Mount Pleasant	Mount Pleasant Regional	LRO	SCIII	SCII
Orangeburg	Orangeburg Municipal	OGB	SCIII	SCII
Pickens	Pickens County	LQK	SCIII	SCII
Ridgeland	Ridgeland-Claude Dean Airport	3J1	SCIV	SCIII
Greenwood	Greenwood County Airport*	GRD	SCIII	SCII

Source: Jviation, South Carolina Aeronautics Commission

*It is also recommended that the federal role for Greenwood Municipal be upgraded from Local to Regional in ASSET

FIGURE 4-4 – RECOMMENDED SOUTH CAROLINA AIRPORT ROLES

Source: Jviation, South Carolina Aeronautics Commission

4.4   Analysis and Recommendations for Changes to FAA ASSET Roles

Ideally, SCAC would like state and FAA ASSET roles generally aligned. As part of their ASSET role assignment process, FAA considers fewer factors than South Carolina does when assigning airport roles. Because FAA is analyzing and assigning roles to thousands of airports around the country, their role assignment process is limited to including factors that are consistent and available for all airports in the federal airport system. SCAC's role assignment process considers a much more extensive set of criteria for establishing roles in the state airport system.

Table 4-3 presents the criteria that FAA considers when assigning roles in ASSET, and **Table 4-4** provides a comparison of state airport roles and FAA ASSET roles for South Carolina Airports.

While not all SCII – Business/Corporate Airports are assigned to either the National or Regional role in ASSET, many are. There are two SCII airports, however, assigned to the Local role in ASSET that appear to warrant review/consideration for inclusion in the Regional ASSET role category. These two airports are Greenwood County Airport (GRD) and Sumter Airport (SMS). According to FAA flight operational data from their National Offload Program (NOP), both airports have over 1,000 instrument operations. Projections developed for these two airports indicate that each is expected to achieve approximately 2,000 annual instrument operations within a 10-year forecast window.

On the other hand, Woodward Field (CDN) in Camden is currently included in FAA's Regional category in ASSET. According to NOP data, this airport's current level of annual instrument operations is less than 650. Below the threshold of 1,000 that FAA has identified for airports in ASSET's Regional role category.

Based on reported instrument operations, it is recommended that FAA make the following adjustments in ASSET:

- Move Greenwood County Airport (GRD) from Local to Regional
- Move Sumter Airport (SMS) from Local to Regional
- Move Camden County (CDN) from Regional to Local

Figure 4-5 depicts recommended FAA ASSET roles for South Carolina Airports.

FIGURE 4-5 – RECOMMENDED FAA ASSET ROLES

FIGURE 4-5 – RECOMMENDED FAA ASSET ROLES
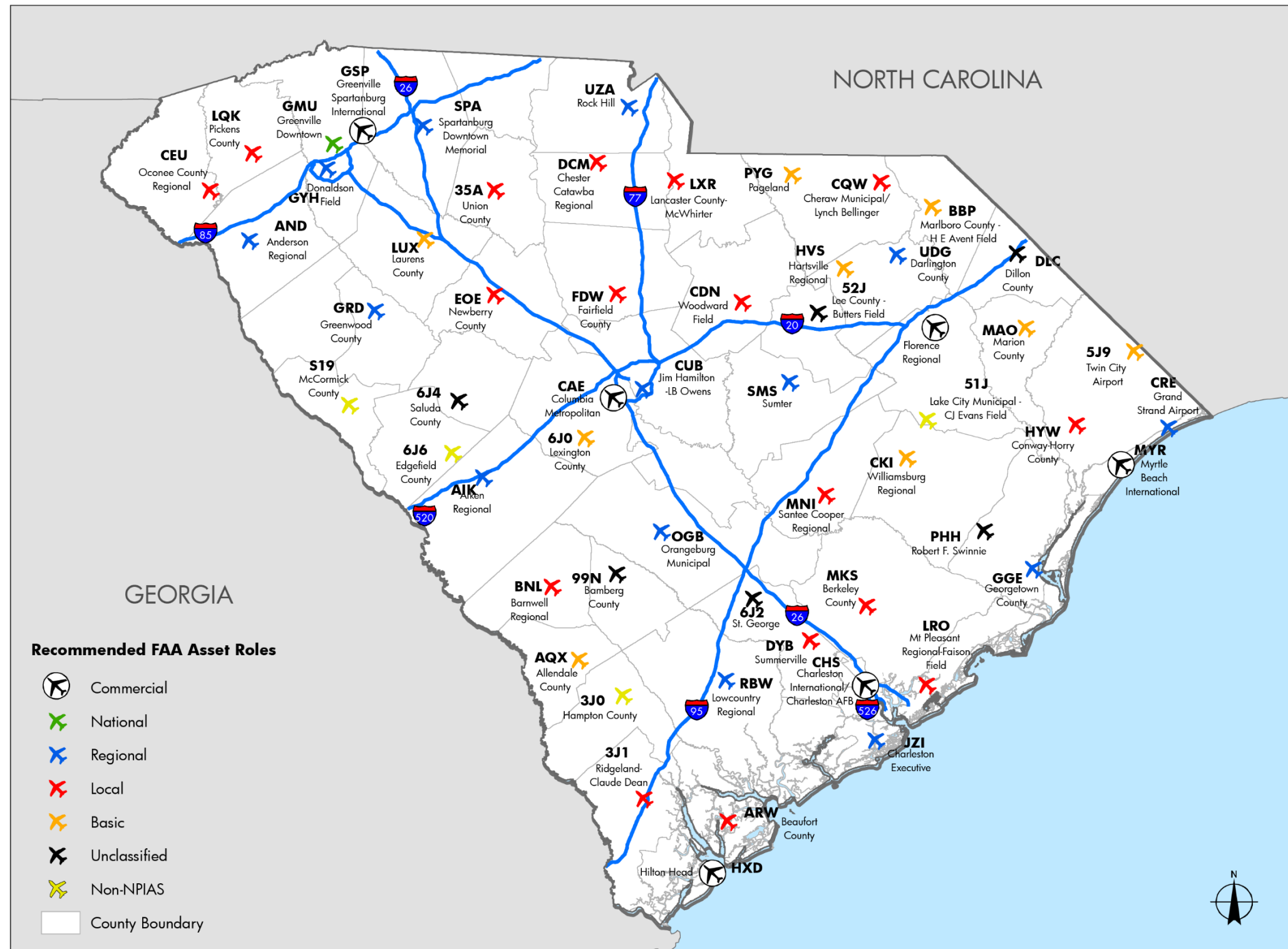
Source: Jviation, South Carolina Aeronautics Commission

5.0 AIRPORT FACILITY AND SERVICE OBJECTIVES

5.1 Introduction

As part of the South Carolina Airport System Plan, target objectives have been established to enable airports to best fulfill their assigned role in the state airport system. Recommended roles for all system airports were identified in **Chapter 4, Airport Roles**. Facility and service objectives were developed for airports in each of the four role categories: SCI - Commercial Service, SCII - Corporate/Business, SCIII - Business/Recreation, and SCIV - Recreation/Local. The facility and service adequacies and deficiencies identified in this chapter provide the foundation for final system recommendations, as well as for recommendations for individual study airports.

It is possible that the recommendations from local airport planning efforts (airport master plans and ALPs) could result in additional and/or different improvements other than those identified through the system plan. As part of this system plan, the final step will be to integrate recommendations from the system plan, individual airport capital improvement plans (CIPs), and South Carolina Aeronautics Commission's (SCAC) recently completed statewide pavement management plan. Facility and service objectives for South Carolina airports by role are presented in **Table 5-1**.

A "report card" for each of the 57 system airports can be found in **Appendix A**.

TABLE 5-1 – FACILITY AND SERVICE OBJECTIVES BY AIRPORT ROLE

Airport Facility/Service	SCI Commercial Service	SCII Corporate/Business	SCIII Business/Recreation	SCIV Recreation/Local
Minimum Primary Runway Length	5,000 feet	5,000 feet	3,200 feet	2,000 feet (paved or turf)
Minimum Primary Runway Width	100 feet	75 feet	60 feet	60 feet
Taxiway Type	Full parallel taxiway	Full parallel taxiway	Partial parallel taxiway or turnaround on both runway ends	-
Minimum Primary Runway Pavement Condition	Primary Runway PCI of 70	Primary Runway PCI of 70	Primary runway PCI of 70	Primary runway PCI of 70 (for paved runways)
Runway Lighting	HIRL	MIRL	MIRL	MIRL
Taxiway Lighting	MITL	MITL	MITL	-
Approach Type	ILS or RNAV (GPS) LPV	Non-precision approach (RNAV (GPS) LPV)	Published Approach	-
NAVAIDS	ALS/ODALS	-	-	-
	PAPIs	PAPIs or VASIs	PAPIs or VASIs	PAPIs or VASIs
	REILs	REILs	-	-
On-Site Weather Reporting	ASOS or AWOS	ASOS or AWOS	ASOS or AWOS	-
Unobstructed Approaches	Unobstructed approaches	Unobstructed approaches	Unobstructed approaches	Unobstructed approaches
Part 139	Part 139 certificate	-	-	-
FBO	FBO	FBO	-	-
Fuel	Full Service Jet A and 100 LL	Full Service Jet A and 100 LL	Full Service 100 LL	100 LL
Food Service	Food for Purchase or Restaurant	-	-	-

TABLE 5-1 – FACILITY AND SERVICE OBJECTIVES BY AIRPORT ROLE

Airport Facility/Service	SCI Commercial Service	SCII Corporate/Business	SCIII Business/Recreation	SCIV Recreation/Local
Ground Transportation	On-site	On-site or available through pre-arrangement	-	-
Restrooms (24/7 access)	Public restroom	Public restroom	Public restroom	Public restroom
Recent Master Plan/ALP	SCAC/FAA approved within 10 years	SCAC/FAA approved within 10 years	SCAC/FAA approved within 10 years	SCAC approved ALP

Source: South Carolina Aeronautics Commission

5.2 Minimum Primary Runway Length

Adequate runways are key components of the state airport system. System objectives for runway length and width were established in the 2008 South Carolina Airports System Plan. Runway objectives are based loosely on Federal Aviation Administration (FAA) runway length requirements for various types of planes in the general aviation fleet. Actual runway length requirements are best identified through the master planning process, as lengths are determined by the critical aircraft operating at each airport. Runway length objectives set by the system plan provide general guidance to all airports as it relates to accommodating the types of planes and users they most frequently serve. It is possible that some airports, based on local need and justification, will actually exceed their runway objectives. System plan runway length objectives are considered the minimum desirable length at each airport based on its assigned system role.

A review of the current primary runway length at each study airport is presented in **Table 5-3**. As noted, some airports now exceed their minimum objectives. As shown in **Figure 5-1**, 96% of all South Carolina airports meet the length objective for their primary runway.

FIGURE 5-1 – PERCENT OF AIRPORTS BY ROLE THAT MEET OR EXCEED PRIMARY RUNWAY LENGTH OBJECTIVES
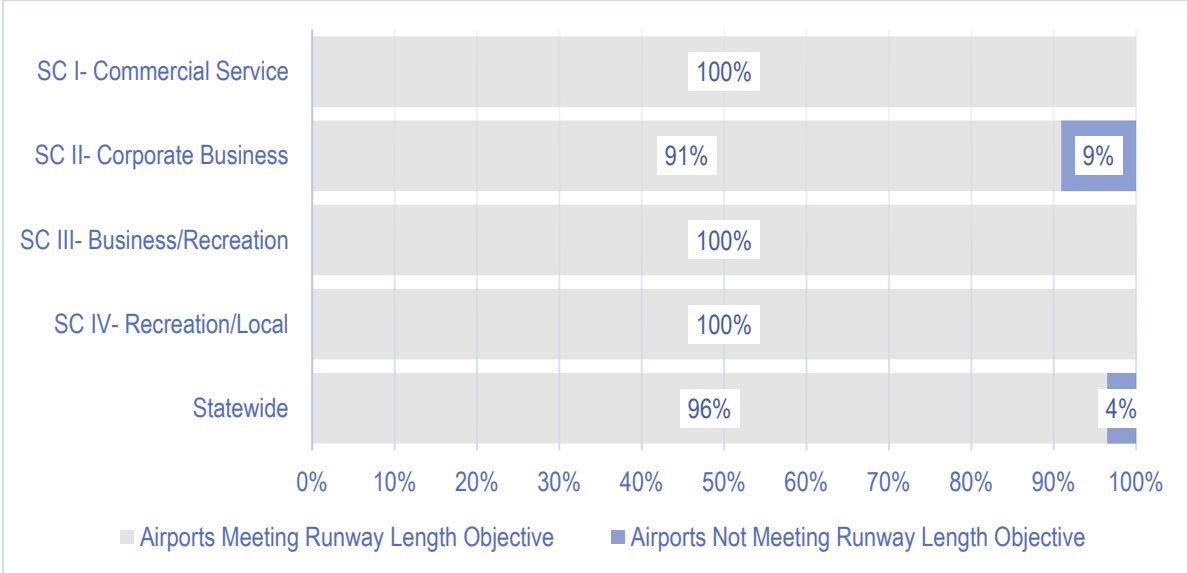
Source: South Carolina Comprehensive Aviation Information Reporting System, Airport Records

Three airports—Hilton Head, Berkeley County, and Ridgeland-Claude Dean—have projects underway that will allow them to meet their runway length objectives in the near term. For this analysis, these airports have been recorded as meeting the objectives. As shown in **Table 5-2**, only two airports, Beaufort County and Mt Pleasant Regional-Faison Field, do not meet the SCII - Corporate/Business objective of a 5,000-foot-long runway.

TABLE 5-2 – AIRPORTS NOT MEETING RUNWAY LENGTH OBJECTIVE (SEPTEMBER 2017)

SCII - Corporate Business
Beaufort County Airport
Mt Pleasant Regional-Faison Field

5.3   Minimum Primary Runway Width

Runway width is another important component of each airport's airfield facilities. Objectives for runway width are determined based on FAA design standards. Minimum runway width objectives as established for airports in South Carolina are as follows: SCI - Commercial Service – runway width of 100 feet, SCII - Corporate/Business – runway width of 75 feet, and SCIII - Business/Recreation and SCIV - Recreation/Local – runway width of 60 feet. **Table 5-3** presents each airport's ability to meet its primary runway width objective. As shown in **Figure 5-2**, 100% of airports meet the runway width objectives for their respective roles.

FIGURE 5-2 – PERCENT OF AIRPORTS BY ROLE THAT MEET OR EXCEED PRIMARY RUNWAY WIDTH OBJECTIVES
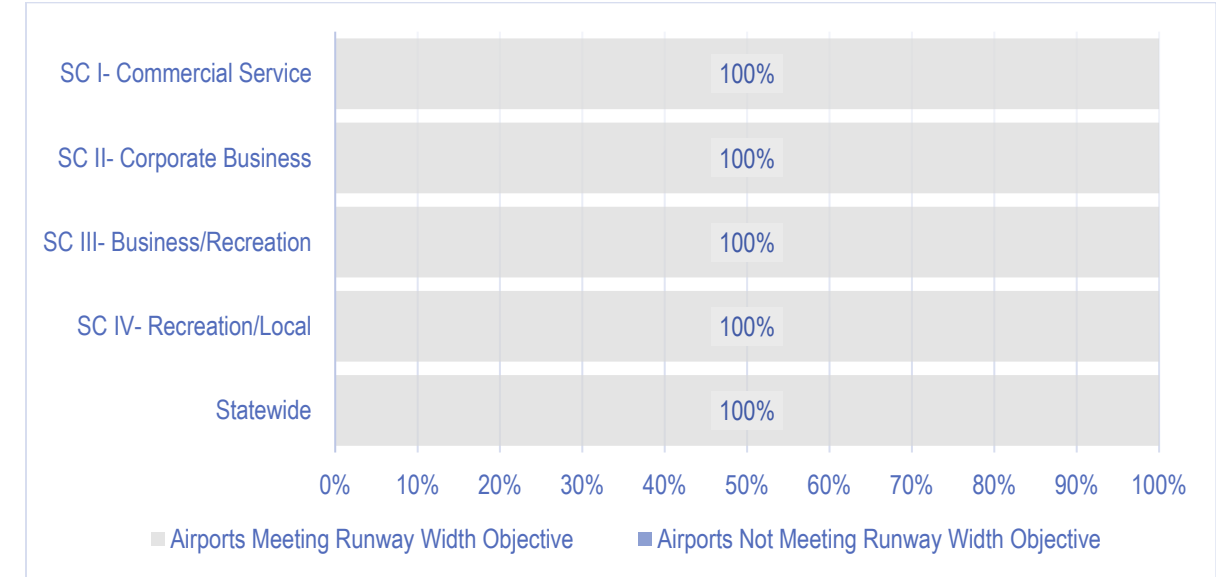
Source: South Carolina Comprehensive Aviation Information Reporting System, Airport Records

TABLE 5-3 – RUNWAY OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport Name	FAA ID	RW Length (feet)	Meets Minimum RW Length Objective	RW Width (feet)	Meets Minimum RW Width Objective	Improvement Needed to Meet Objective
SCI - Commercial Service: Minimum Runway 5,000 feet x 100 feet							
Charleston	Charleston International Airport	CHS	9,001	Yes	150	Yes	-
Columbia	Columbia Metropolitan Airport	CAE	8,601	Yes	150	Yes	-
Florence	Florence Regional Airport	FLO	6,502	Yes	150	Yes	-
Greer	Greenville-Spartanburg International (Roger Milliken Field)	GSP	11,001	Yes	150	Yes	-
Hilton Head Island	Hilton Head Airport	HXD	5,000*	Yes	100	Yes	-
Myrtle Beach	Myrtle Beach International Airport	MYR	9,503	Yes	150	Yes	-
SCII - Corporate/Business: Minimum Runway 5,000 feet x 75 feet							
Aiken	Aiken Regional Airport	AIK	5,500	Yes	100	Yes	-
Anderson	Anderson Regional Airport	AND	6,002	Yes	150	Yes	-
Beaufort	Beaufort County Airport	ARW	3,434	No	75	Yes	Extend RW 1,556'
Camden	Woodward Field	CDN	5,000	Yes	100	Yes	-
Charleston	Charleston Executive Airport	JZI	5,350	Yes	100	Yes	-
Clemson	Oconee County Regional Airport	CEU	5,000	Yes	100	Yes	-
Columbia	Jim Hamilton - LB Owens Airport	CUB	5,011	Yes	75	Yes	-
Darlington	Darlington County Airport	UDG	5,500	Yes	100	Yes	-
Georgetown	Georgetown County Airport	GGE	6,005	Yes	100	Yes	-
Greenville	Greenville Downtown Airport	GMU	5,393	Yes	100	Yes	-
Greenville	Donaldson Field	GYH	8,000	Yes	150	Yes	-
Greenwood	Greenwood County Airport	GRD	5,001	Yes	100	Yes	-
Moncks Corner	Berkeley County Airport	MKS	5,000*	Yes	75	Yes	-
Mount Pleasant	Mt Pleasant Regional-Faison Field	LRO	3,700	No	75	Yes	Extend RW 1,300'
North Myrtle Beach	Grand Strand Airport	CRE	5,997	Yes	100	Yes	-
Orangeburg	Orangeburg Municipal Airport	OGB	5,399	Yes	100	Yes	-
Pickens	Pickens County Airport	LQK	5,002	Yes	100	Yes	-
Rock Hill	Rock Hill/York Co/Bryant Field	UZA	5,500	Yes	100	Yes	-
Spartanburg	Spartanburg Downtown Memorial Airport	SPA	5,852*	Yes	100	Yes	-
Summerville	Summerville Airport	DYB	5,001	Yes	75	Yes	-
Sumter	Sumter Airport	SMS	5,501	Yes	100	Yes	-
Walterboro	Lowcountry Regional Airport	RBW	6,002	Yes	100	Yes	-
SCIII - Business/Recreation: Minimum Runway 3,200 feet x 60 feet							
Allendale	Allendale County Airport	AQX	5,001	Yes	75	Yes	-
Barnwell	Barnwell Regional Airport	BNL	5,119	Yes	100	Yes	-
Bennettsville	Marlboro County Airport - H E Avent Field	BBP	5,003	Yes	74	Yes	-
Cheraw	Cheraw Municipal/Lynch Bellinger Field	CQW	5,000	Yes	75	Yes	-

TABLE 5-3 – RUNWAY OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport Name	FAA ID	RW Length (feet)	Meets Minimum RW Length Objective	RW Width (feet)	Meets Minimum RW Width Objective	Improvement Needed to Meet Objective
Chester	Chester Catawba Regional Airport	DCM	5,000	Yes	100	Yes	-
Conway	Conway-Horry County Airport	HYW	4,401	Yes	75	Yes	-
Hartsville	Hartsville Regional Airport	HVS	5,000	Yes	75	Yes	-
Kingstree	Williamsburg Regional Airport	CKI	5,000	Yes	75	Yes	-
Lancaster	Lancaster County-McWhirter Field	LKR	6,004	Yes	101	Yes	-
Laurens	Laurens County Airport	LUX	4,051	Yes	75	Yes	-
Manning	Santee Cooper Regional Airport	MNI	3,602	Yes	75	Yes	-
Newberry	Newberry County Airport	EOE	4,001	Yes	75	Yes	-
Ridgeland	Ridgeland-Claude Dean Airport	3J1	4,200*	Yes	70	No	-
Winnsboro	Fairfield County Airport	FDW	5,242	Yes	100	Yes	-
SCIV - Recreation/Local: Minimum Runway 2,000 feet x 60 feet (paved or turf)							
Andrews	Robert F. Swinnie Airport	PHH	3,001	Yes	60	Yes	-
Bamberg	Bamberg County Airport	99N	3,603	Yes	60	Yes	-
Bishopville	Lee County Airport-Butters Field	52J	3,200	Yes	60	Yes	-
Dillon	Dillon County Airport	DLC	3,000	Yes	60	Yes	-
Hampton	Hampton County Airport	3J0	3,580	Yes	60	Yes	-
Lake City	Lake City Municipal Airport CJ Evans Field	51J	3,700	Yes	75	Yes	-
Loris	Twin City Airport	5J9	3,694	Yes	60	Yes	-
Marion	Marion County Airport	MAO	4,504	Yes	100	Yes	-
McCormick	McCormick County Airport	S19	3,598	Yes	75	Yes	-
Pageland	Pageland Airport	PYG	3,396	Yes	60	Yes	-
Pelion	Lexington County Airport	6J0	4,335	Yes	75	Yes	-
Saluda	Saluda County Airport	6J4	3,189	Yes	60	Yes	-
St George	St. George Airport	6J2	3,201	Yes	60	Yes	-
Trenton	Edgefield County Airport	6J6	2,640	Yes	85	Yes	-
Union	Union County, Troy Shelton Field	35A	3,508	Yes	60	Yes	-

Source: South Carolina Comprehensive Aviation Information Reporting System, Airport Records
Note: *Runway extensions at Hilton Head, Berkeley County, and Ridgeland-Claude Dean have been funded and currently underway. They will each meet their respective objectives when construction is complete. Although not needed to meet an objective, Spartanburg Downtown also has a runway extension underway. The runway lengths noted are the usable lengths when each project is complete.

5.4   Taxiway Type

Taxiways facilitate aircraft movements to and from the runway system, allowing for safer and increased operations. Taxiways become extremely important as activity increases and more efficient use of the airfield is required. Taxiway exits permit aircraft to clear the runway quickly after landing and significantly increase runway capacity. Taxiways are also recommended to support certain types of instrument approaches. The objective for SCI - Commercial Service and for SCII - Corporate/Business airports is for a full parallel taxiway; the objective for SCIII - Business/Recreation is for either a partial parallel taxiway or turnarounds on both runway ends. A taxiway type objective for SCIV - Recreation/Local airports was not established; these are lower-activity airports that typically do not require a taxiway to support their operations. As presented in **Table 5-1** and summarized in **Figure 5-3**, all applicable airports (100%) meet their respective objectives for taxiway type.

Ridgeland-Claude Dean and Beaufort County Airports have projects currently underway that include the construction of a full parallel taxiways, and when complete, they will meet their roles' taxiway objective. For this analysis, these airports have been recorded as meeting their objective.

Although not an objective for their role, several SCIV - Recreation/Local airports also have a parallel taxiway or turnarounds. The following airports support system performance by providing a taxiway or turnarounds.

- Bamberg County
- Lake City Municipal Airport CJ Evans Field
- Lexington County Airport
- Marion County Airport

FIGURE 5-3 – PERCENT OF AIRPORTS BY ROLE THAT MEET TAXIWAY TYPE OBJECTIVES
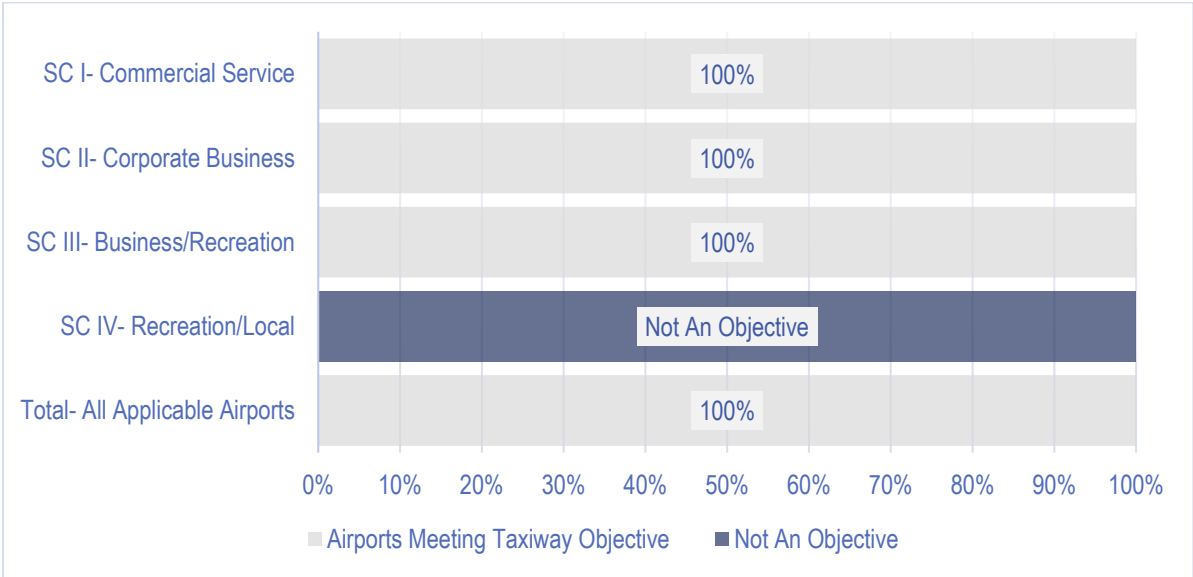
Source: South Carolina Comprehensive Aviation Information Reporting System, FAA

TABLE 5-4 – TAXIWAY OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport Name	FAA ID	Taxiway Type	Meets TW Objective	Improvement Needed to Meet Objective
SCI - Commercial Service: Full Parallel Taxiway					
Charleston	Charleston International Airport	CHS	Full parallel	Yes	-
Columbia	Columbia Metropolitan Airport	CAE	Full parallel	Yes	-
Florence	Florence Regional Airport	FLO	Full parallel	Yes	-
Greer	Greenville-Spartanburg International (Roger Milliken Field)	GSP	Full parallel	Yes	-
Hilton Head Island	Hilton Head Airport	HXD	Full parallel	Yes	-
Myrtle Beach	Myrtle Beach International Airport	MYR	Full parallel	Yes	-
SCII - Corporate/Business: Full Parallel Taxiway					
Aiken	Aiken Regional Airport	AIK	Full parallel	Yes	-
Anderson	Anderson Regional Airport	AND	Full parallel	Yes	-
Beaufort	Beaufort County Airport	ARW	Full parallel*	Yes	Project in design
Camden	Woodward Field	CDN	Full parallel	Yes	-
Charleston	Charleston Executive Airport	JZI	Full parallel	Yes	-
Clemson	Oconee County Regional Airport	CEU	Full parallel	Yes	-
Columbia	Jim Hamilton - LB Owens Airport	CUB	Full parallel	Yes	-
Darlington	Darlington County Airport	UDG	Full parallel	Yes	-
Georgetown	Georgetown County Airport	GGE	Full parallel	Yes	-
Greenville	Greenville Downtown Airport	GMU	Full parallel	Yes	-
Greenville	Donaldson Field	GYH	Full parallel	Yes	-
Greenwood	Greenwood County Airport	GRD	Full parallel	Yes	-
Moncks Corner	Berkeley County Airport	MKS	Full parallel	Yes	-
Mount Pleasant	Mt Pleasant Regional-Faison Field	LRO	Full parallel	Yes	-
North Myrtle Beach	Grand Strand Airport	CRE	Full parallel	Yes	-
Orangeburg	Orangeburg Municipal Airport	OGB	Full parallel	Yes	-
Pickens	Pickens County Airport	LQK	Full parallel	Yes	-
Rock Hill	Rock Hill/York Co/Bryant Field	UZA	Full parallel	Yes	-
Spartanburg	Spartanburg Downtown Memorial Airport	SPA	Full parallel	Yes	-
Summerville	Summerville Airport	DYB	Full parallel	Yes	-
Sumter	Sumter Airport	SMS	Full parallel	Yes	-
Walterboro	Lowcountry Regional Airport	RBW	Full parallel	Yes	-
SCIII - Business/Recreation: Partial parallel taxiway or turnaround on both runway ends					
Allendale	Allendale County Airport	AQX	Full parallel	Yes	-
Barnwell	Barnwell Regional Airport	BNL	Full parallel	Yes	-
Bennettsville	Marlboro County Airport - H E Avent Field	BBP	Full parallel	Yes	-
Cheraw	Cheraw Municipal/Lynch Bellinger Field	CQW	Full parallel	Yes	-
Chester	Chester Catawba Regional Airport	DCM	Full parallel	Yes	-

TABLE 5-4 – TAXIWAY OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport Name	FAA ID	Taxiway Type	Meets TW Objective	Improvement Needed to Meet Objective
Conway	Conway-Horry County Airport	HYW	Full parallel	Yes	-
Hartsville	Hartsville Regional Airport	HVS	Partial/turnaround	Yes	
Kingstree	Williamsburg Regional Airport	CKI	Full parallel	Yes	-
Lancaster	Lancaster County-McWhirter Field	LKR	Full parallel	Yes	-
Laurens	Laurens County Airport	LUX	Full parallel	Yes	-
Manning	Santee Cooper Regional Airport	MNI	Full parallel	Yes	-
Newberry	Newberry County Airport	EOE	Full parallel	Yes	-
Ridgeland	Ridgeland-Claude Dean Airport	3J1	Full parallel*	Yes	Project underway
Winnsboro	Fairfield County Airport	FDW	Full parallel	Yes	-
SCIV - Recreation/Local: No Objective					
Andrews	Robert F. Swinnie Airport	PHH	One turnaround	NA	-
Bamberg	Bamberg County Airport	99N	Partial parallel	NA	-
Bishopville	Lee County Airport-Butters Field	52J	None	NA	-
Dillon	Dillon County Airport	DLC	None	NA	-
Hampton	Hampton County Airport	3J0	None	NA	-
Lake City	Lake City Municipal Airport CJ Evans Field	51J	Both turnarounds	NA	-
Loris	Twin City Airport	5J9	None	NA	-
Marion	Marion County Airport	MAO	Both turnarounds	NA	-
McCormick	McCormick County Airport	S19	None	NA	-
Pageland	Pageland Airport	PYG	One turnaround	NA	-
Pelion	Lexington County Airport	6J0	Full parallel	NA	-
Saluda	Saluda County Airport	6J4	None	NA	-
St George	St. George Airport	6J2	None	NA	-
Trenton	Edgefield County Airport	6J6	None (Turf)	NA	-
Union	Union County, Troy Shelton Field	35A	None	NA	-

Sources: South Carolina Comprehensive Aviation Information Reporting System, FAA

Notes: *Projects are currently underway at Beaufort County and Ridgeland-Claude Dean airports that include the construction of a full parallel taxiway. These airports will meet their respective objectives when construction is complete. The taxiways noted here are those that will be in place when each project is complete.

NA = Not applicable; no objective established for SCIV - Recreation/Local airports

5.5 Primary Runway Pavement Condition

The development and maintenance of paved surfaces at system airports requires significant and continual investment. SCAC has a Pavement Management System in place for their publicly-owned general aviation airports. The objective for pavement condition is for all airports to maintain a pavement condition index (PCI) of 70 or greater on their primary runways. A PCI of 70 or greater generally indicates that the runway pavement is in good condition. Once PCI drops below 70, some type of maintenance/rehabilitation project is typically required.

The PCI for each airport's primary runway is provided in **Table 5-6**. Most PCI ratings are based on data from the 2016 South Carolina Aeronautics Commission Statewide Airfield Pavement Management System Update. One system airport, Edgefield County Airport, has a turf runway and therefore a PCI rating is not applicable and this airport is not included in the analysis. **Figure 5-4** shows that 75% (42 of 56) of applicable system airports have a PCI of 70 or greater on their primary runway.

FIGURE 5-4 – PERCENT OF AIRPORTS BY ROLE THAT MEET OR EXCEED PRIMARY RUNWAY PAVEMENT CONDITION OBJECTIVES
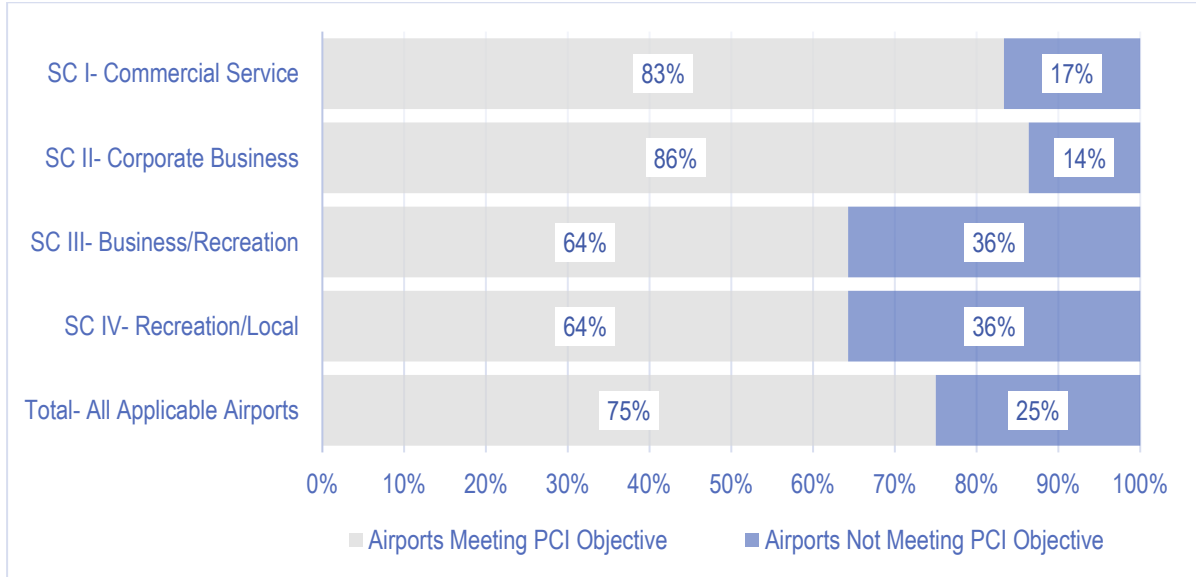
Source: South Carolina Statewide Airfield Pavement Management System Update, Horry County Department of Airports, South Carolina Aeronautics Commission
Note: Since it has a turf runway, Edgefield County Airport is not included in this analysis.

There are several pavement improvement projects that have been funded and are underway or pending that will improve system performance. They include a runway reconstruction at Anderson Regional, a runway rehabilitation at Grand Strand, a runway rehabilitation at Spartanburg Downtown Memorial, the construction of a new runway at Ridgeland-Claude Dean, and a runway rehabilitation at Marion County. For this analysis, these airports have been recorded as meeting the primary runway pavement condition objective.

The airports in **Table 5-5** do not currently meet the primary runway pavement condition objective.

TABLE 5-5 – AIRPORTS NOT MEETING PAVEMENT CONDITION OBJECTIVE (SEPTEMBER 2017)

SC I - Commercial Service	SC II - Corporate/Business	SC III - Business/Recreation	SC IV - Recreation/Local
Florence Regional Airport	Jim Hamilton - LB Owens Airport	Cheraw Municipal/Lynch Bellinger Field	Bamberg County Airport
	Oconee County Regional Airport	Chester Catawba Regional Airport	Dillon County Airport
	Woodward Field	Conway-Horry County Airport	Hampton County Airport
		Hartsville Regional Airport	Lake City Municipal Airport CJ Evans Field
		Williamsburg Regional Airport	McCormick County Airport

Source: South Carolina Statewide Airfield Pavement Management System Update, Horry County Department of Airports, South Carolina Aeronautics Commission

City	Airport Name	FAA ID	RW PCI	Meets Objective	Improvement Needed to Meet Objective
SCI - Commercial Service: Primary Runway Minimum PCI of 70					
Charleston	Charleston International Airport	CHS	NA[1]	Yes	-
Columbia	Columbia Metropolitan Airport	CAE	99	Yes	-
Florence	Florence Regional Airport	FLO	52	No	Mill and Overlay*
Greer	Greenville-Spartanburg International (Roger Milliken Field)	GSP	75	Yes	-
Hilton Head Island	Hilton Head Airport	HXD	83	Yes	-
Myrtle Beach	Myrtle Beach International Airport	MYR	99	Yes	-
SCII - Corporate/Business: Primary Runway Minimum PCI of 70					
Aiken	Aiken Regional Airport	AIK	81	Yes	-
Anderson	Anderson Regional Airport	AND	57**	Yes	Project Underway**
Beaufort	Beaufort County Airport	ARW	73	Yes	-
Camden	Woodward Field	CDN	64	No	Mill and Overlay*
Charleston	Charleston Executive Airport	JZI	93	Yes	-
Clemson	Oconee County Regional Airport	CEU	57	No	Mill and Overlay*
Columbia	Jim Hamilton - LB Owens Airport	CUB	69	No	Mill and Overlay*
Darlington	Darlington County Airport	UDG	70	Yes	-
Georgetown	Georgetown County Airport	GGE	70	Yes	-
Greenville	Greenville Downtown Airport	GMU	75	Yes	-
Greenville	Donaldson Field	GYH	72	Yes	-
Greenwood	Greenwood County Airport	GRD	100	Yes	-
Moncks Corner	Berkeley County Airport	MKS	99	Yes	-
Mount Pleasant	Mt Pleasant Regional-Faison Field	LRO	75	Yes	-
North Myrtle Beach	Grand Strand Airport	CRE	62**	Yes	Project Underway**
Orangeburg	Orangeburg Municipal Airport	OGB	75	Yes	-
Pickens	Pickens County Airport	LQK	70	Yes	-
Rock Hill	Rock Hill/York Co/Bryant Field	UZA	89	Yes	-
Spartanburg	Spartanburg Downtown Memorial Airport	SPA	55**	No	Project Underway**
Summerville	Summerville Airport	DYB	89	Yes	-
Sumter	Sumter Airport	SMS	78	Yes	-
Walterboro	Lowcountry Regional Airport	RBW	70	Yes	-
SCIII - Business/Recreation: Primary Runway Minimum PCI of 70					
Allendale	Allendale County Airport	AQX	78	Yes	-
Barnwell	Barnwell Regional Airport	BNL	75	Yes	-
Bennettsville	Marlboro County Airport - H E Avent Field	BBP	80	Yes	-
Cheraw	Cheraw Municipal/Lynch Bellinger Field	CQW	55	No	Reconstruction
Chester	Chester Catawba Regional Airport	DCM	68	No	Mill and Overlay*

City	Airport Name	FAA ID	RW PCI	Meets Objective	Improvement Needed to Meet Objective
Conway	Conway-Horry County Airport	HYW	67	No	Rehabilitation*
Hartsville	Hartsville Regional Airport	HVS	69	No	Reconstruction
Kingstree	Williamsburg Regional Airport	CKI	67	No	Mill and Overlay*
Lancaster	Lancaster County-McWhirter Field	LKR	99	Yes	-
Laurens	Laurens County Airport	LUX	99	Yes	-
Manning	Santee Cooper Regional Airport	MNI	75	Yes	-
Newberry	Newberry County Airport	EOE	80	Yes	-
Ridgeland	Ridgeland-Claude Dean Airport	3J1	NA[2]	Yes	Project Underway**
Winnsboro	Fairfield County Airport	FDW	78	Yes	-
SCIV - Recreation/Local: Primary Runway Minimum PCI of 70					
Andrews	Robert F. Swinnie Airport	PHH	90	Yes	-
Bamberg	Bamberg County Airport	99N	59	No	Rehabilitation*
Bishopville	Lee County Airport-Butters Field	52J	90	Yes	-
Dillon	Dillon County Airport	DLC	39	No	Reconstruction*
Hampton	Hampton County Airport	3J0	56	No	Reconstruction*
Lake City	Lake City Municipal Airport CJ Evans Field	51J	45	No	Reconstruction
Loris	Twin City Airport	5J9	73	Yes	-
Marion	Marion County Airport	MAO	69	Yes	Reconstruction
McCormick	McCormick County Airport	S19	52	No	Reconstruction*
Pageland	Pageland Airport	PYG	74	Yes	-
Pelion	Lexington County Airport	6J0	100	Yes	-
Saluda	Saluda County Airport	6J4	78	Yes	-
St George	St. George Airport	6J2	77	Yes	-
Trenton	Edgefield County Airport	6J6	Turf	-	-
Union	Union County, Troy Shelton Field	35A	75	Yes	-

Source: South Carolina Statewide Airfield Pavement Management System Update, Horry County Department of Airports, South Carolina Aeronautics Commission

Notes: *Projects are identified in the 2016 SCAC Statewide Airfield Pavement Management System Update or the Horry County Pavement Management Plan.

**Although primary runway pavement conditions at these airports are currently below the minimum PCI objective, pavement improvement projects have been funded and are underway. When projects are complete, airports will meet pavement condition objective.

[1]: The Air Force maintains the primary runway at Charleston International Airport, no PCI is available.

[2]: PCI information for the runway at Ridgeland-Claude Dean is not available. However, a project is underway that includes the construction of a new 4,200-foot runway. The airport will meet the pavement condition objective when the project is complete.

5.6 Runway Edge Lighting

At night and during periods of reduced visibility, airfield lighting is used to outline the edges of the runway, providing an increased margin of safety. The three runway edge lighting systems, High Intensity Runway Lights (HIRL), Medium Intensity Runway Lights (MIRL), and Low Intensity Runway Lights (LIRL), are differentiated by their brightness. Objectives for runway lighting are as follows:

- SCI - Commercial Service – HIRL
- SCII - Corporate/Business – MIRL
- SCIII - Business/Recreation – MIRL
- SCIV - Recreation/Local – LIRL

Table 5-8 indicates which airports, by role, are currently meeting their system objective for runway edge lighting. **Figure 5-5** shows that 89% of all system airports currently meet their objectives for runway lighting.

FIGURE 5-5 – PERCENT OF AIRPORTS BY ROLE THAT MEET RUNWAY EDGE LIGHTING OBJECTIVES
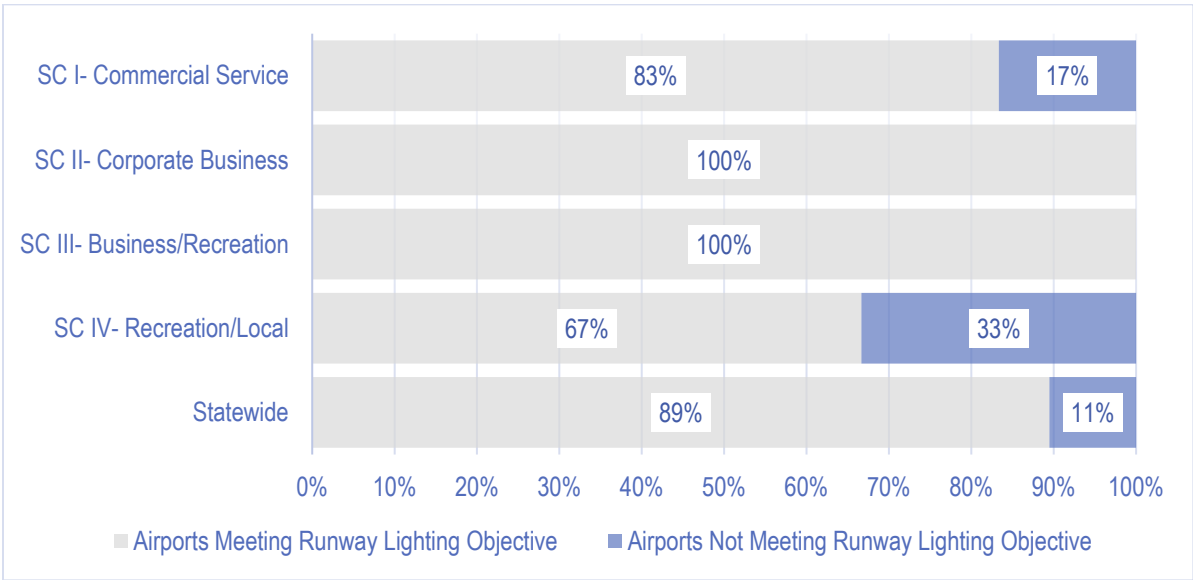
Source: South Carolina Comprehensive Aviation Information Reporting System, FAA Facilities Directory

The airports in **Table 5-7** do not meet the runway edge lighting objective for their respective roles.

TABLE 5-7 – AIRPORTS NOT MEETING RUNWAY EDGE LIGHTING OBJECTIVE (SEPTEMBER 2017)

SCI - Commercial Service	SCIV - Recreation/Local
Hilton Head Airport	Edgefield County Airport
	Hampton County Airport
	McCormick County Airport
	St. George Airport
	Twin City Airport

Source: South Carolina Comprehensive Aviation Information Reporting System, FAA Facilities Directory

TABLE 5-8 – RUNWAY EDGE LIGHTING OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport Name	FAA ID	Runway Edge Lighting	Meets RW Lighting Objective	Improvement Needed to Meet Objective
SCI - Commercial Service: HIRL					
Charleston	Charleston International Airport	CHS	HIRL	Yes	-
Columbia	Columbia Metropolitan Airport	CAE	HIRL	Yes	-
Florence	Florence Regional Airport	FLO	HIRL	Yes	-
Greer	Greenville-Spartanburg International (Roger Milliken Field)	GSP	HIRL	Yes	-
Hilton Head Island	Hilton Head Airport	HXD	MIRL	No	Install HIRL
Myrtle Beach	Myrtle Beach International Airport	MYR	HIRL	Yes	-
SCII - Corporate/Business: MIRL					
Aiken	Aiken Regional Airport	AIK	MIRL	Yes	-
Anderson	Anderson Regional Airport	AND	HIRL	Yes	-
Beaufort	Beaufort County Airport	ARW	MIRL	Yes	-
Camden	Woodward Field	CDN	MIRL	Yes	-
Charleston	Charleston Executive Airport	JZI	HIRL	Yes	-
Clemson	Oconee County Regional Airport	CEU	MIRL	Yes	-
Columbia	Jim Hamilton - LB Owens Airport	CUB	MIRL	Yes	-
Darlington	Darlington County Airport	UDG	MIRL	Yes	-
Georgetown	Georgetown County Airport	GGE	MIRL	Yes	-
Greenville	Greenville Downtown Airport	GMU	HIRL	Yes	-
Greenville	Donaldson Field	GYH	HIRL	Yes	-
Greenwood	Greenwood County Airport	GRD	MIRL	Yes	-
Moncks Corner	Berkeley County Airport	MKS	MIRL	Yes	-
Mount Pleasant	Mt Pleasant Regional-Faison Field	LRO	MIRL	Yes	-
North Myrtle Beach	Grand Strand Airport	CRE	HIRL	Yes	-
Orangeburg	Orangeburg Municipal Airport	OGB	MIRL	Yes	-
Pickens	Pickens County Airport	LQK	MIRL	Yes	-
Rock Hill	Rock Hill/York Co/Bryant Field	UZA	MIRL	Yes	-
Spartanburg	Spartanburg Downtown Memorial Airport	SPA	HIRL	Yes	-
Summerville	Summerville Airport	DYB	MIRL	Yes	-
Sumter	Sumter Airport	SMS	MIRL	Yes	-
Walterboro	Lowcountry Regional Airport	RBW	MIRL	Yes	-
SCIII - Business/Recreation: MIRL					
Allendale	Allendale County Airport	AQX	MIRL	Yes	-
Barnwell	Barnwell Regional Airport	BNL	MIRL	Yes	-
Bennettsville	Marlboro County Airport - H E Avent Field	BBP	MIRL	Yes	-
Cheraw	Cheraw Municipal/Lynch Bellinger Field	CQW	MIRL	Yes	-

City	Airport Name	FAA ID	Runway Edge Lighting	Meets RW Lighting Objective	Improvement Needed to Meet Objective
Chester	Chester Catawba Regional Airport	DCM	MIRL	Yes	-
Conway	Conway-Horry County Airport	HYW	MIRL	Yes	-
Hartsville	Hartsville Regional Airport	HVS	MIRL	Yes	-
Kingstree	Williamsburg Regional Airport	CKI	MIRL	Yes	-
Lancaster	Lancaster County-McWhirter Field	LKR	MIRL	Yes	-
Laurens	Laurens County Airport	LUX	MIRL	Yes	-
Manning	Santee Cooper Regional Airport	MNI	MIRL	Yes	-
Newberry	Newberry County Airport	EOE	MIRL	Yes	-
Ridgeland	Ridgeland-Claude Dean Airport	3J1	MIRL	Yes	-
Winnsboro	Fairfield County Airport	FDW	MIRL	Yes	-
SC IV Recreation/Local: MIRL					
Andrews	Robert F. Swinnie Airport	PHH	MIRL	Yes	-
Bamberg	Bamberg County Airport	99N	MIRL	Yes	-
Bishopville	Lee County Airport-Butters Field	52J	MIRL	Yes	-
Dillon	Dillon County Airport	DLC	MIRL	Yes	-
Hampton	Hampton County Airport	3J0	None	No	Install MIRL
Lake City	Lake City Municipal Airport CJ Evans Field	51J	MIRL	Yes	-
Loris	Twin City Airport	5J9	LIRL	No	Install MIRL
Marion	Marion County Airport	MAO	MIRL	Yes	-
McCormick	McCormick County Airport	S19	None	No	Install MIRL
Pageland	Pageland Airport	PYG	MIRL	Yes	-
Pelion	Lexington County Airport	6J0	MIRL	Yes	-
Saluda	Saluda County Airport	6J4	MIRL	Yes	-
St George	St. George Airport	6J2	LIRL	No	Install MIRL
Trenton	Edgefield County Airport	6J6	None	No	Install MIRL
Union	Union County, Troy Shelton Field	35A	MIRL	Yes	-

Source: South Carolina Comprehensive Aviation Information Reporting System, FAA Facilities Directory

5.7   Taxiway Lighting

Similar to runway edge lighting, taxiway lighting provides identification of the taxiways at night and during periods of reduced visibility. Objectives established for taxiway lighting are for all SCI - Commercial Service, SCII - Corporate/Business and SCIII - Business/Recreation airports to have medium intensity taxiway lighting (MITL). There are no taxiway lighting objectives for SCIV - Recreation/Local airports. **Table 5-9** summarizes which airports, by role, meet their system objective for taxiway lighting. As shown in **Figure 5-6**, all applicable system airports currently meet their taxiway lighting objectives.

FIGURE 5-6 – PERCENT OF AIRPORTS BY ROLE THAT MEET TAXIWAY LIGHTING OBJECTIVES
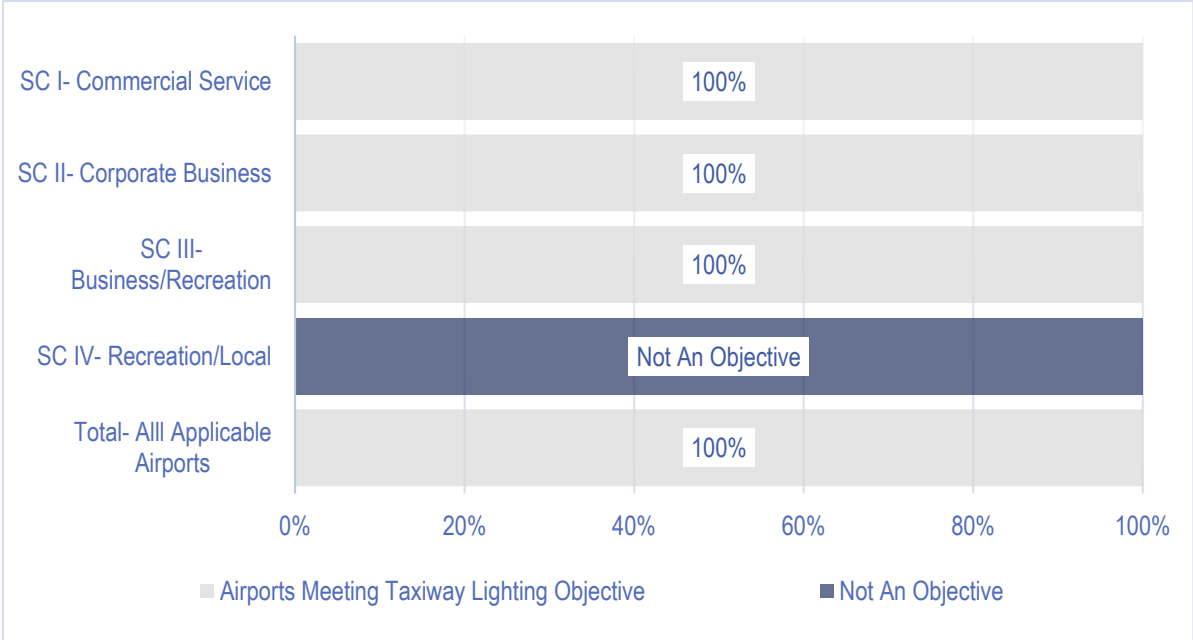
Source: South Carolina Comprehensive Aviation Information Reporting System, FAA

Although Ridgeland-Claude Dean does not currently meet the taxiway lighting objective for SCIII - Business/Recreation airports, an airport expansion is underway that includes the installation of MITL that will allow this airport to meet its taxiway objective. For this analysis, the airport is recorded as meeting the objective.

Although it is not an objective for SCIV - Recreation/Local airports to have a taxiway or taxiway lighting, several airports do provide taxiway lighting on their taxiway systems or connector taxiways. The six SC IV- Recreation/Local airports that have MITL in place to support their taxiway system include:

- Bamberg County Airport
- Lexington County Airport
- Marion County Airport
- Pageland Airport
- Robert F. Swinnie Airport
- St. George Airport

TABLE 5-9 – TAXIWAY LIGHTING OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport Name	FAA ID	Taxiway Lighting	Meets TW Lighting Objective	Improvement Needed to Meet Objective
SCI - Commercial Service: Medium-Intensity Taxiway Lights (MITL)					
Charleston	Charleston International Airport	CHS	MITL	Yes	-
Columbia	Columbia Metropolitan Airport	CAE	MITL	Yes	-
Florence	Florence Regional Airport	FLO	MITL	Yes	-
Greer	Greenville-Spartanburg International (Roger Milliken Field)	GSP	MITL	Yes	-
Hilton Head Island	Hilton Head Airport	HXD	MITL	Yes	-
Myrtle Beach	Myrtle Beach International Airport	MYR	MITL	Yes	-
SCII - Corporate/Business: Medium-Intensity Runway Lights (MITL)					
Aiken	Aiken Regional Airport	AIK	MITL	Yes	-
Anderson	Anderson Regional Airport	AND	MITL	Yes	-
Beaufort	Beaufort County Airport	ARW	MITL	Yes	-
Camden	Woodward Field	CDN	MITL	Yes	-
Charleston	Charleston Executive Airport	JZI	MITL	Yes	-
Clemson	Oconee County Regional Airport	CEU	MITL	Yes	-
Columbia	Jim Hamilton - LB Owens Airport	CUB	MITL	Yes	-
Darlington	Darlington County Airport	UDG	MITL	Yes	-
Georgetown	Georgetown County Airport	GGE	MITL	Yes	-
Greenville	Greenville Downtown Airport	GMU	MITL	Yes	-
Greenville	Donaldson Field	GYH	MITL	Yes	-
Greenwood	Greenwood County Airport	GRD	MITL	Yes	-
Moncks Corner	Berkeley County Airport	MKS	MITL	Yes	-
Mount Pleasant	Mt Pleasant Regional-Faison Field	LRO	MITL	Yes	-
North Myrtle Beach	Grand Strand Airport	CRE	MITL	Yes	-
Orangeburg	Orangeburg Municipal Airport	OGB	MITL	Yes	-
Pickens	Pickens County Airport	LQK	MITL	Yes	-
Rock Hill	Rock Hill/York Co/Bryant Field	UZA	MITL	Yes	-
Spartanburg	Spartanburg Downtown Memorial Airport	SPA	MITL	Yes	-
Summerville	Summerville Airport	DYB	MITL	Yes	-
Sumter	Sumter Airport	SMS	MITL	Yes	-
Walterboro	Lowcountry Regional Airport	RBW	MITL	Yes	-
SCIII - Business/Recreation: Medium-Intensity Taxiway Lights (MITL)					
Allendale	Allendale County Airport	AQX	MITL	Yes	-
Barnwell	Barnwell Regional Airport	BNL	MITL	Yes	-
Bennettsville	Marlboro County Airport - H E Avent Field	BBP	MITL	Yes	-
Cheraw	Cheraw Municipal/Lynch Bellinger Field	CQW	MITL	Yes	-

TABLE 5-9 – TAXIWAY LIGHTING OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport Name	FAA ID	Taxiway Lighting	Meets TW Lighting Objective	Improvement Needed to Meet Objective
Chester	Chester Catawba Regional Airport	DCM	MITL	Yes	-
Conway	Conway-Horry County Airport	HYW	MITL	Yes	-
Hartsville	Hartsville Regional Airport	HVS	MITL	Yes	-
Kingstree	Williamsburg Regional Airport	CKI	MITL	Yes	-
Lancaster	Lancaster County-McWhirter Field	LKR	MITL	Yes	-
Laurens	Laurens County Airport	LUX	MITL	Yes	-
Manning	Santee Cooper Regional Airport	MNI	MITL	Yes	-
Newberry	Newberry County Airport	EOE	MITL	Yes	-
Ridgeland	Ridgeland-Claude Dean Airport	3J1	None	No	Project Underway
Winnsboro	Fairfield County Airport	FDW	MITL	Yes	-
SCIV - Recreation/Local: No Objective					
Andrews	Robert F. Swinnie Airport	PHH	MITL	NA	-
Bamberg	Bamberg County Airport	99N	MITL	NA	-
Bishopville	Lee County Airport-Butters Field	52J	None	NA	-
Dillon	Dillon County Airport	DLC	None	NA	-
Hampton	Hampton County Airport	3J0	None	NA	-
Lake City	Lake City Municipal Airport CJ Evans Field	51J	None	NA	-
Loris	Twin City Airport	5J9	None	NA	-
Marion	Marion County Airport	MAO	MITL	NA	-
McCormick	McCormick County Airport	S19	None	NA	-
Pageland	Pageland Airport	PYG	MITL	NA	-
Pelion	Lexington County Airport	6J0	MITL	NA	-
Saluda	Saluda County Airport	6J4	None	NA	-
St George	St. George Airport	6J2	MITL	NA	-
Trenton	Edgefield County Airport	6J6	None	NA	-
Union	Union County, Troy Shelton Field	35A	None	NA	-

Sources: South Carolina Comprehensive Aviation Information Reporting System, FAA
Note: NA = Not applicable; no objective established for SCIV - Recreation/Local airports.

5.8 Approach Type

An instrument approach improves airport air access and operational efficiency and helps improve safety during a wide variety of meteorological conditions. Historically, most flight procedures have been based on land-based navigational aids (NAVAIDS) requiring considerable investment for equipment and maintenance. Land-based approach equipment includes: Instrument Landing Systems (ILS), Very High Frequency Omni-Directional Range (VORs), and Non-Directional Beacons (NDBs).

In the last decade, many of these approaches (using land-based equipment) have been replaced with satellite-based approaches that utilize Global Positioning Systems (GPS). These procedures accommodate precision-like approaches without requiring additional land-based navigation equipment at the airport. Area Navigation (RNAV) GPS approaches offer improved accuracy and lower approach minimums without land-based equipment. Localizer Performance with Vertical Guidance (LPV) or Lateral Navigation (LNAV) are the most popular RNAV GPS approaches. LPV minimums offer improved accuracy with Wide Area Augmentation System (WAAS) lateral and vertical guidance.

Approach objectives for SCI - Commercial Service and SCII - Corporate/Business airports are for either an ILS or LPV approach. For airports in SCIII - Business/Recreation, the objective is for any published approach. No objective has been established for SCIV - Recreation/Local airports. As shown in **Table 5-10** and **Figure 5-7**, 100% of applicable system airports meet their respective approach objectives.

FIGURE 5-7 – PERCENT OF AIRPORTS BY ROLE THAT MEET APPROACH OBJECTIVES

Source: South Carolina Comprehensive Aviation Information Reporting System, FAA Digital Terminal Procedures, August 17- September 14, 2017

Two system airports have projects underway that will allow them to meet the approach objectives in the near term. Plans for an LPV approach at Jim Hamilton - LB Owens Airport are underway and it is anticipated this approach will be programmed by Spring 2018. Ridgeland-Claude Dean Airport is being upgraded; when this project is completed, it is expected that a GPS approach will be approved for this airport. These two airports have been recorded as meeting their system objectives.

No approach objective has been established for SCIV - Recreation/Local; however, many of the airports in this role category have a published approach. System performance for any published approach reaches 51 out of 57 system airports, when all airports with a published approach are considered. The following SCIV - Recreation/Local airports have a published approach:

- Robert F. Swinnie Airport
- Bamberg County Airport
- Dillion County Airport
- Lake City Municipal Airport CJ Evans Field
- Twin City Airport
- Marion County Airport
- Pageland Airport
- Lexington County Airport
- Saluda County Airport
- St. George Airport
- Union County, Troy Shelton Field

TABLE 5-10 – APPROACH TYPE OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport Name	FAA ID	Approach Type	Meets Approach Objective	Improvement Needed to Meet Objective
SCI - Commercial Service: ILS or RNAV (GPS) LPV Approach					
Charleston	Charleston International Airport	CHS	ILS	Yes	-
Columbia	Columbia Metropolitan Airport	CAE	ILS	Yes	-
Florence	Florence Regional Airport	FLO	ILS	Yes	-
Greer	Greenville-Spartanburg International (Roger Milliken Field)	GSP	ILS	Yes	-
Hilton Head Island	Hilton Head Airport	HXD	RNAV (GPS) LPV	Yes	-
Myrtle Beach	Myrtle Beach International Airport	MYR	ILS	Yes	-
SCII - Corporate/Business: Non-precision Approach (RNAV (GPS) LPV)					
Aiken	Aiken Regional Airport	AIK	ILS	Yes	-
Anderson	Anderson Regional Airport	AND	ILS	Yes	-
Beaufort	Beaufort County Airport	ARW	RNAV (GPS) LPV	Yes	-
Camden	Woodward Field	CDN	RNAV (GPS) LPV	Yes	-
Charleston	Charleston Executive Airport	JZI	ILS	Yes	-
Clemson	Oconee County Regional Airport	CEU	RNAV (GPS) LPV	Yes	-
Columbia	Jim Hamilton - LB Owens Airport	CUB	GPS	Yes	Project Underway
Darlington	Darlington County Airport	UDG	RNAV (GPS) LPV	Yes	-
Georgetown	Georgetown County Airport	GGE	RNAV (GPS) LPV	Yes	-
Greenville	Greenville Downtown Airport	GMU	ILS	Yes	-
Greenville	Donaldson Field	GYH	ILS	Yes	-
Greenwood	Greenwood County Airport	GRD	RNAV (GPS) LPV	Yes	-
Moncks Corner	Berkeley County Airport	MKS	RNAV (GPS) LPV	Yes	-
Mount Pleasant	Mt Pleasant Regional-Faison Field	LRO	RNAV (GPS) LPV	Yes	-
North Myrtle Beach	Grand Strand Airport	CRE	ILS	Yes	-
Orangeburg	Orangeburg Municipal Airport	OGB	RNAV (GPS) LPV	Yes	-
Pickens	Pickens County Airport	LQK	RNAV (GPS) LPV	Yes	-
Rock Hill	Rock Hill/York Co/Bryant Field	UZA	ILS	Yes	-
Spartanburg	Spartanburg Downtown Memorial Airport	SPA	ILS	Yes	-
Summerville	Summerville Airport	DYB	RNAV (GPS) LPV	Yes	-
Sumter	Sumter Airport	SMS	ILS	Yes	-
Walterboro	Lowcountry Regional Airport	RBW	ILS	Yes	-
SCIII - Business/Recreation: Published Approach					
Allendale	Allendale County Airport	AQX	RNAV (GPS) LPV	Yes	-
Barnwell	Barnwell Regional Airport	BNL	RNAV (GPS) LPV	Yes	-
Bennettsville	Marlboro County Airport - H E Avent Field	BBP	RNAV (GPS) LPV	Yes	-
Cheraw	Cheraw Municipal/Lynch Bellinger Field	CQW	RNAV (GPS) LPV	Yes	-

City	Airport Name	FAA ID	Approach Type	Meets Approach Objective	Improvement Needed to Meet Objective
Chester	Chester Catawba Regional Airport	DCM	RNAV (GPS) LPV	Yes	-
Conway	Conway-Horry County Airport	HYW	RNAV (GPS) LPV	Yes	-
Hartsville	Hartsville Regional Airport	HVS	RNAV (GPS) LPV	Yes	-
Kingstree	Williamsburg Regional Airport	CKI	RNAV (GPS) LPV	Yes	-
Lancaster	Lancaster County-McWhirter Field	LKR	RNAV (GPS) LPV	Yes	-
Laurens	Laurens County Airport	LUX	RNAV (GPS) LPV	Yes	-
Manning	Santee Cooper Regional Airport	MNI	GPS/VOR/DME	Yes	-
Newberry	Newberry County Airport	EOE	RNAV (GPS)	Yes	-
Ridgeland	Ridgeland-Claude Dean Airport	3J1	Visual	Yes	Project Underway
Winnsboro	Fairfield County Airport	FDW	RNAV (GPS) LPV	Yes	-
SCIV - Recreation/Local: No Objective					
Andrews	Robert F. Swinnie Airport	PHH	NDB	NA	-
Bamberg	Bamberg County Airport	99N	RNAV (GPS)	NA	-
Bishopville	Lee County Airport-Butters Field	52J	Visual	NA	-
Dillon	Dillon County Airport	DLC	GPS	NA	-
Hampton	Hampton County Airport	3J0	Visual	NA	-
Lake City	Lake City Municipal Airport CJ Evans Field	51J	RNAV (GPS)	NA	-
Loris	Twin City Airport	5J9	GPS	NA	-
Marion	Marion County Airport	MAO	LPV	NA	-
McCormick	McCormick County Airport	S19	Visual	NA	-
Pageland	Pageland Airport	PYG	RNAV (GPS) LPV	NA	-
Pelion	Lexington County Airport	6J0	RNAV (GPS) LPV	NA	-
Saluda	Saluda County Airport	6J4	RNAV (GPS)	NA	-
St George	St. George Airport	6J2	RNAV (GPS)	NA	-
Trenton	Edgefield County Airport	6J6	Visual	NA	-
Union	Union County, Troy Shelton Field	35A	RNAV (GPS)	NA	-

Source: South Carolina Comprehensive Aviation Information Reporting System, FAA Digital Terminal Procedures, August 17-September 14, 2017

Note: NA = Not applicable; no objective established for SC IV - Recreation/Local airports

5.9 Visual Navigational Aids (NAVAIDs)

There are several visual aids that provide navigation assistance to aircraft arriving and departing South Carolina's airports. The visual aids that support instrument approaches include Approach Lighting Systems (ALS), Visual Glide Slope Indicators (VGSIs), and Runway End Identifier Lights (REILs). NAVAIDs objectives by role have been established. **Table 5-15** shows which airports meet their system objectives for instrument approach NAVAIDs.

5.9.1 Approach Lighting Systems

Approach lighting systems (ALS) contain a series of light bars and strobe lights that extend outward from the runway end to enhance safe approaches to the airfield. There are several different ALS an airport can have in place, depending on their approach type. Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR), Medium Intensity Approach Lighting System with Sequenced Flashing Lights (MALSF), and Approach Lighting System with Sequenced Flashing Lights (ALSF) support precision approaches. Omnidirectional Approach Lighting System (ODALS) can be installed to assist with non-precision approaches.

The system plan has established an objective for SCI - Commercial Service airports to have an ALS in place. As shown in **Figure 5-8**, 83% of SCI - Commercial Service airports meet the objective to have an ALS in place.

FIGURE 5-8 – PERCENT OF AIRPORTS BY ROLE THAT MEET AIRPORT LIGHTING SYSTEM OBJECTIVES
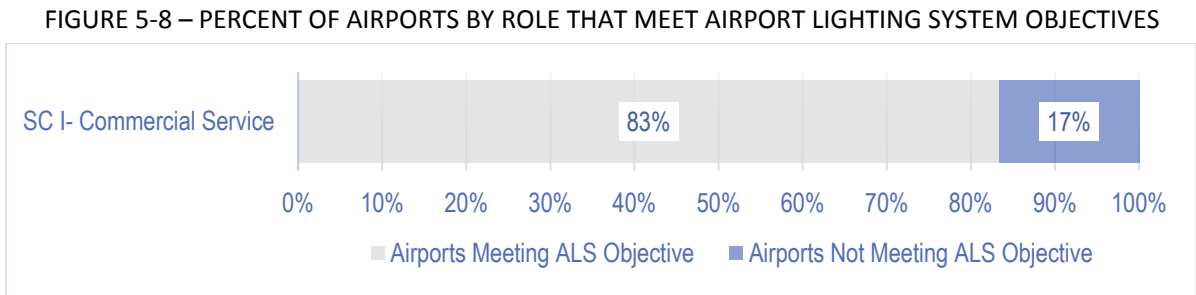
Source: South Carolina Comprehensive Aviation Information Reporting System

Hilton Head Airport does not currently meet the ALS objective for SCI - Commercial Service airports. Although an ALS objective was only established for SCI - Commercial Service airports, several airports in other roles also have an ALS. When these additional airports are considered, statewide, 19 of the 57 study airports have an ALS. This includes the 13 SCII - Corporate/Business airports and one SCIII - Business/Recreation airport in **Table 5-11**.

TABLE 5-11 – SCII AND SCIII AIRPORTS WITH AN ALS

SCII - Corporate/Business	SCIII - Business/Recreation
Aiken Regional Airport	Barnwell Regional Airport
Anderson Regional Airport	
Darlington County Airport	
Donaldson Field	
Georgetown County Airport	
Greenville Downtown Airport	
Greenwood County Airport	
Grand Strand Airport	
Lowcountry Regional Airport	
Orangeburg Municipal Airport	
Rock Hill/York Co/Bryant Field	
Spartanburg Downtown Memorial Airport	
Sumter Airport	

Source: South Carolina Comprehensive Aviation Information Reporting System

5.9.2 Visual Glide Slope Indicators

Visual Glide Slope Indicators (VGSI) are lighting systems located adjacent to the runway to assist aircraft with visually based vertical alignment on approach. VGSIs include Precision Approach Path Indicators (PAPIs) or Visual Approach Slope Indicators (VASIs). VASIs are older technology and are typically replaced with PAPIs as needed. As shown in **Table 5-15**, a PAPI and VASI can either have two or four light boxes and is placed on either the right or left side of the runway end. The VGSI objective for all system airports is to have PAPIs or VASIs on both ends of the primary runway. **Figure 5-9** presents a summary of compliance with this objective by airport role. As shown, statewide, 84% or 47 of 56 of applicable system airports meet their objective for VGSIs. Edgefield County was not included in this analysis as it has a turf runway that would not be suitable for VGSIs.

FIGURE 5-9 – PERCENT OF AIRPORTS BY ROLE THAT MEET VGSI OBJECTIVES
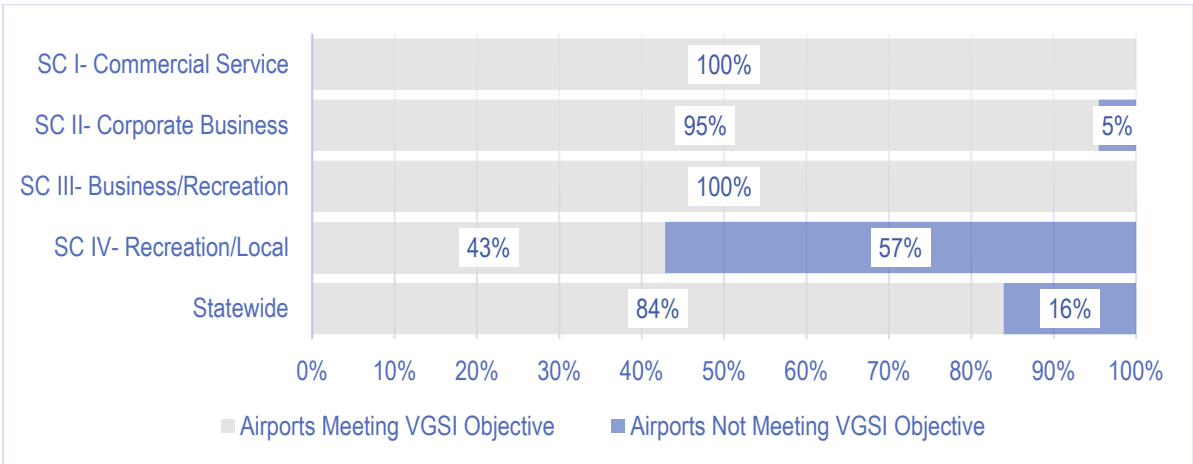
Source: South Carolina Comprehensive Aviation Information Reporting System
Note: Since it has a turf runway, Edgefield County Airport is not included in this analysis.

A runway project that includes the installation of PAPIs is currently underway at Ridgeland-Claude Dean that will allow this airport to meet its objective. This airport has been recorded as a meeting the objective for this analysis. The airports in **Table 5-12** do not meet the VGSIs objective.

TABLE 5-12 – AIRPORTS NOT MEETING VGSI OBJECTIVE (SEPTEMBER 2017)

SCII - Corporate Business	SCIV - Recreation/Local	
Summerville Airport	Dillon County Airport	Lexington County Airport
	Hampton County Airport	Pageland Airport
	McCormick County Airport	Saluda County Airport
	Twin City Airport	St. George Airport

Source: South Carolina Comprehensive Aviation Information Reporting System

5.9.3 Runway End Identifier Lights

Runway End Identifier Lights (REILs) are installed to provide rapid and positive identification of the runway end. If an airport has an ALS that supports a precision approach, an ALS typically includes other lights for identifying the end of the runway, and in these instances separate REILs are not needed. SCI - Commercial Service and SCII - Corporate/Business should have REILs (or a MALSR/ALSF) on both ends of their primary runway to meet their objective. The system plan did not establish a REILs objective for SCIII - Business/Recreation or SCIV - Recreation/Local airports. This information is presented in **Table 5-15**. Compliance by system role is presented in **Figure 5-10**. All SCI - Commercial Service and 41% of SCII - Corporate/Business airports meet their objective and have REILs on both ends of their primary runway.

FIGURE 5-10 – PERCENT OF AIRPORTS BY ROLE THAT MEET REILS OBJECTIVES
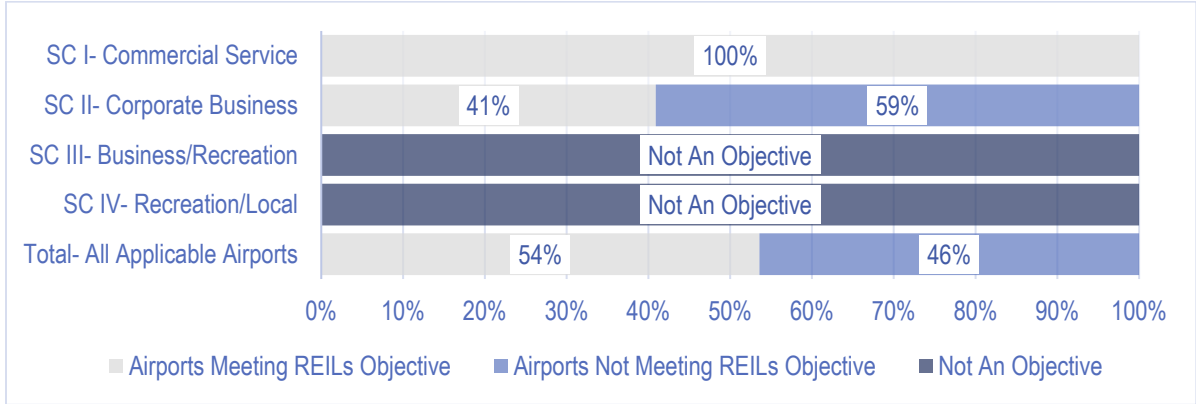
Source: South Carolina Comprehensive Aviation Information Reporting System

The airports listed in **Table 5-13** do not meet their REILs objectives.

TABLE 5-13 – SCII AIRPORTS NOT MEETING REILS OBJECTIVE (SEPTEMBER 2017)

SCII – Corporate/Business		
Aiken Regional Airport	Berkeley County Airport	Lowcountry Regional Airport
Anderson Regional Airport	Donaldson Field	Rock Hill/York Co/Bryant Field
Beaufort County Airport	Mt Pleasant Regional-Faison Field	Spartanburg Downtown Memorial Airport
Charleston Executive Airport	Pickens County Airport	Summerville Airport
Georgetown County Airport		

Source: South Carolina Comprehensive Aviation Information Reporting System

In addition to the 18 system airports that currently meet the REILs objective for SCI - Commercial Service and SCII - Corporate/Business airports, several other airports in the SCIII - Business/Recreation and SCIV – Recreation/Local airports also have REILs on both ends of their primary runway. When the four airports listed in **Table 5-14** are also considered, statewide REILS compliance reaches 22 of 57 system airports.

TABLE 5-14 – SCIII AND SCIV AIRPORTS MEETING REILS OBJECTIVE

SCIII – Business/Recreation	SCIV – Recreation/Local
Cheraw Municipal/Lynch Bellinger Field	Pageland Airport
Laurens County Airport	
Marlboro County Airport - H E Avent Field	

Source: South Carolina Comprehensive Aviation Information Reporting System

TABLE 5-15 – INSTRUMENT APPROACH NAVAIDS OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport Name	FAA ID	Primary Runway	ALS	VGSI	Meets VGSI Objective	REILs (or ALSF/MALSR)[1]	Meets REILs Objective	Improvement Needed to Meet Objectives
SCI - Commercial Service: ALS, PAPIs, and REILS									
Charleston	Charleston International Airport	CHS	15/33	ALSF2, MALSR	P4L/P4L	Yes	ALSF2/MALSR	Yes	-
Columbia	Columbia Metropolitan Airport	CAE	11/29	ALSF2, MALSR	P4L/P4L	Yes	ALSF2/MALSR	Yes	-
Florence	Florence Regional Airport	FLO	09/27	MALSR	P4L/P4L	Yes	MALSR/REILs	Yes	-
Greer	Greenville-Spartanburg International (Roger Milliken Field)	GSP	04/22	ALSF2, MALSR	P4L/V4R	Yes	ALSF2/MALSR	Yes	-
Hilton Head Island	Hilton Head Airport	HXD	03/21	-	P4L/P4R	Yes	REILS/REILS	Yes	Install MALSR
Myrtle Beach	Myrtle Beach International Airport	MYR	18/36	MALSR, MALSF	P4L/P4L	Yes	MALSR/MALSF	Yes	-
SCII - Corporate/Business: PAPIs or VASIs and REILS									
Aiken	Aiken Regional Airport	AIK	07/25	ODALS	P2L/P2L	Yes	-----/REILs	No	Install REILs RW 07
Anderson	Anderson Regional Airport	AND	05/23	MALSR	P4L/P4L	Yes	MALSR/-----	No	Project Underway
Beaufort	Beaufort County Airport	ARW	07/25	-	P2L/P2L	Yes	----/REILs	No	Install REILs RW 07
Camden	Woodward Field	CDN	06/24	-	P2L/P2L	Yes	REILs/REILs	Yes	-
Charleston	Charleston Executive Airport	JZI	09/27	-	P4L/P4R	Yes	-----/-----	No	Install REILS RW 09 and RW 27
Clemson	Oconee County Regional Airport	CEU	17/35	-	P2L/P2L	Yes	REILs/REILs	Yes	-
Columbia	Jim Hamilton - LB Owens Airport	CUB	13/31	-	P2L/P2R	Yes	REILs/REILs	Yes	-
Darlington	Darlington County Airport	UDG	05/23	ODALS	P2L/P2L	Yes	REILs/REILs	Yes	-
Georgetown	Georgetown County Airport	GGE	05/23	ODALS	P2L/P2L	Yes	REILs/-----	No	Install REILS RW 23
Greenville	Greenville Downtown Airport	GMU	01/19	MALSF	P4L/P4L	Yes	MALSF/REILs	Yes	-
Greenville	Donaldson Field	GYH	05/23	MALSR	P4L/P4L	Yes	MALSR/-----	No	Install REILS RW 23
Greenwood	Greenwood County Airport	GRD	09/27	ODALS	P2L/P2L	Yes	REILs/REILs	Yes	-
Moncks Corner	Berkeley County Airport	MKS	05/23	-	P2L/P2L	Yes	-----/-----	No	Install REILS RW 05 and RW 23
Mount Pleasant	Mt Pleasant Regional-Faison Field	LRO	17/35	-	P4L/P4L	Yes	-----/-----	No	Install REILS RW 17 and RW 35
North Myrtle Beach	Grand Strand Airport	CRE	05/23	MALSR	P2L/P2L	Yes	REILs/MALSR	Yes	-
Orangeburg	Orangeburg Municipal Airport	OGB	17/35	ODALS	P2L/P2L	Yes	REILs/REILs	Yes	-
Pickens	Pickens County Airport	LQK	05/23	-	P2L/P2L	Yes	-----/-----	No	Install REILs RW 05 and RW 23
Rock Hill	Rock Hill/York Co/Bryant Field	UZA	02/20	MALSR	P2L/P2L	Yes	MALSR/-----	No	Install REILs RW 20
Spartanburg	Spartanburg Downtown Memorial Airport	SPA	05/23	MALSR	V4L/V4L	Yes	MALSR/-----	No	Install REILs RW 23
Summerville	Summerville Airport	DYB	06/24	-	P2L/---	No	-----/-----	No	Install PAPI RW24 and REILs of RW 06 and 24
Sumter	Sumter Airport	SMS	05/23	ODALS	P2L/P2L	Yes	REILs/REILs	Yes	-
Walterboro	Lowcountry Regional Airport	RBW	05/23	ODALS	P2L/P2L	Yes	-----/REILs	No	Install REILs RW 05
SCIII - Business/Recreation: PAPIs or VASIs									
Allendale	Allendale County Airport	AQX	17/35	-	P2L/P2L	Yes	-----/-----	NA	-
Barnwell	Barnwell Regional Airport	BNL	17/35	ODALS	P2L/P2L	Yes	REILs/-----	NA	-
Bennettsville	Marlboro County Airport - H E Avent Field	BBP	07/25	-	P2L/P2L	Yes	REILs/REILs	NA	-
Cheraw	Cheraw Municipal/Lynch Bellinger Field	CQW	08/26	-	P2L/P2L	Yes	REILs/REILs	NA	-
Chester	Chester Catawba Regional Airport	DCM	17/35	-	P2L/P2L	Yes	-----/-----	NA	-

City	Airport Name	FAA ID	Primary Runway	ALS	VGSI	Meets VGSI Objective	REILs (or ALSF/MALSR)[1]	Meets REILs Objective	Improvement Needed to Meet Objectives
Conway	Conway-Horry County Airport	HYW	04/22	-	P2L/P2L	Yes	-----/-----	NA	-
Hartsville	Hartsville Regional Airport	HVS	03/21	-	P2L/P2L	Yes	-----/-----	NA	-
Kingstree	Williamsburg Regional Airport	CKI	14/32	-	P2L/P2L	Yes	-----/-----	NA	-
Lancaster	Lancaster County-McWhirter Field	LKR	06/24	-	P2L/P2L	Yes	-----/-----	NA	-
Laurens	Laurens County Airport	LUX	08/26	-	P2L/P2L	Yes	REILs/REILs	NA	-
Manning	Santee Cooper Regional Airport	MNI	02/20	-	P2L/P2L	Yes	-----/-----	NA	-
Newberry	Newberry County Airport	EOE	04/22	-	P2L/P2L	Yes	-----/-----	NA	-
Ridgeland	Ridgeland-Claude Dean Airport	3J1	03/21*	-	---/P2L	Yes	-----/-----	NA	Project underway
Winnsboro	Fairfield County Airport	FDW	04/22	-	P2L/P2L	Yes	-----/-----	NA	-
SCIV - Recreation/Local: PAPIs or VASIs									
Andrews	Robert F. Swinnie Airport	PHH	18/36	-	P2L/P2L	Yes	-----/-----	NA	-
Bamberg	Bamberg County Airport	99N	05/23	-	P2L/P2L	Yes	-----/-----	NA	-
Bishopville	Lee County Airport-Butters Field	52J	06/24	-	P2L/P2L	Yes	-----/-----	NA	-
Dillon	Dillon County Airport	DLC	07/25	-	---/---	No	-----/-----	NA	Install PAPIs RW 07 and RW 25
Hampton	Hampton County Airport	3J0	11/29	-	---/---	No	-----/-----	NA	Install PAPIs RW 11 and RW 29
Lake City	Lake City Municipal Airport CJ Evans Field	51J	01/19	-	V2L/V2L	Yes	-----/-----	NA	-
Loris	Twin City Airport	5J9	08/26	-	---/S2L	No	-----/-----	NA	Install PAPIs RW 08 and RW 26
Marion	Marion County Airport	MAO	04/22	-	P2L/P2L	Yes	-----/-----	NA	-
McCormick	McCormick County Airport	S19	18/36	-	---/---	No	-----/-----	NA	Install PAPIs RW 18 and RW 36
Pageland	Pageland Airport	PYG	06/24	-	P2L/---	No	REILs/REILs	NA	Install PAPIs RW 24
Pelion	Lexington County Airport	6J0	18/36	-	---/P2L	No	-----/-----	NA	Install PAPIs RW 18
Saluda	Saluda County Airport	6J4	01/19	-	P2L/---	No	-----/-----	NA	Install PAPIs RW 19
St George	St. George Airport	6J2	05/23	-	---/---	No	-----/-----	NA	Install PAPIs RW 05 and RW 23
Trenton	Edgefield County Airport	6J6	11/29	-	TURF	-	TURF	NA	-
Union	Union County, Troy Shelton Field	35A	05/23	-	P2L/P2L	Yes	-----/-----	NA	-

Sources: South Carolina Comprehensive Aviation Information Reporting System, FAA Digital Terminal Procedures, August 17-September 14, 2017
Notes: [1] If an airport has a MALSR or ALSF, that fulfills the REILs objective.
*Runway 3/21 at 3J1 will be closing
NA = Not applicable; no objective developed
ALS = Approach Lighting System
MALSR = Medium Intensity Approach Lighting System with Runway Alignment Indicator
MALSF = Medium Intensity Approach Lighting System with Sequenced Flashing Lights
ALSF2 = Approach Lighting System with Sequenced Flashing Lights
ODALS = Omnidirectional Approach Lighting System
VGSI = Visual Glide Slope Indicator
REILs = Runway End Identifier Lights

5.10 Weather Reporting

On-site weather reporting equipment at an airport improves operational capabilities during periods of inclement or changing weather. By providing on-site weather reporting equipment (Automated Weather Observing System (AWOS), Automated Surface Observing System (ASOS), or an Observer), pilots have improved information related to weather conditions at their destination airport or other potential backup airports.

Table 5-16 indicates which airports, by role, currently meet their system objective for on-site weather reporting equipment and which airports do not. SCIV - Recreation/Local airports do not have an objective for on-site weather reporting equipment. However, on-site weather is an objective for airports in the other three role categories. **Figure 5-11** shows that all applicable system airports currently have on-site weather reporting capabilities and meet their objective.

FIGURE 5-11 – PERCENT OF AIRPORTS BY ROLE THAT MEET WEATHER REPORTING OBJECTIVES
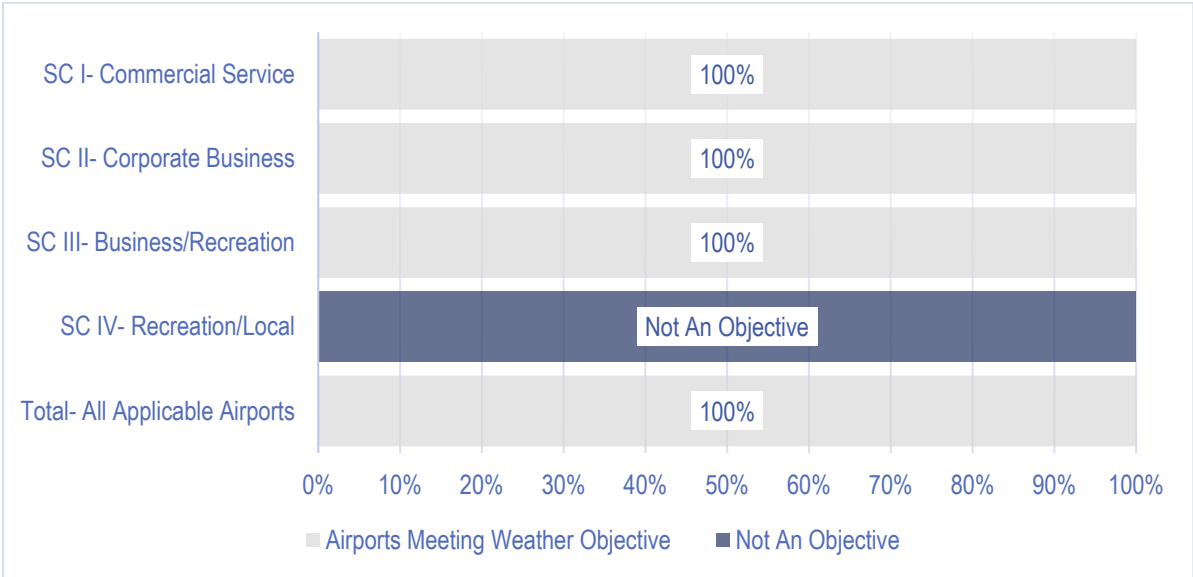
Sources: South Carolina Comprehensive Aviation Information Reporting System, FAA 5010

Ridgeland-Claude Dean Airport has a major redevelopment project underway that includes the installation of an AWOS. This project has been funding and is expected to be completed by 2019. For this analysis, the airport has been recorded as meeting the weather reporting objective. In addition, two SCIV - Recreation/Local airports (Marion County and Union County airports) have an AWOS in place.

TABLE 5-16 – WEATHER REPORTING OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport Name	FAA ID	Weather Reporting System	Meets Weather Objective	Improvement Needed to Meet Objective
SCI - Commercial Service: On-site Weather Reporting (ASOS or AWOS)					
Charleston	Charleston International Airport	CHS	ASOS	Yes	-
Columbia	Columbia Metropolitan Airport	CAE	ASOS	Yes	-
Florence	Florence Regional Airport	FLO	ASOS	Yes	-
Greer	Greenville-Spartanburg International (Roger Milliken Field)	GSP	ASOS	Yes	-
Hilton Head Island	Hilton Head Airport	HXD	AWOS-III P/T	Yes	-
Myrtle Beach	Myrtle Beach International Airport	MYR	AWOS-III P/T	Yes	-
SCII - Corporate/Business: On-site Weather Reporting (ASOS, AWOS, or Observer)					
Aiken	Aiken Regional Airport	AIK	AWOS-III P/T	Yes	-
Anderson	Anderson Regional Airport	AND	ASOS	Yes	-
Beaufort	Beaufort County Airport	ARW	AWOS-III P/T	Yes	-
Camden	Woodward Field	CDN	AWOS-III P/T	Yes	-
Charleston	Charleston Executive Airport	JZI	AWOS-III P/T	Yes	-
Clemson	Oconee County Regional Airport	CEU	ASOS	Yes	-
Columbia	Jim Hamilton - LB Owens Airport	CUB	ASOS	Yes	-
Darlington	Darlington County Airport	UDG	AWOS-III P/T	Yes	-
Georgetown	Georgetown County Airport	GGE	AWOS-III P/T	Yes	-
Greenville	Greenville Downtown Airport	GMU	ASOS	Yes	-
Greenville	Donaldson Field	GYH	AWOS-III P/T	Yes	-
Greenwood	Greenwood County Airport	GRD	ASOS	Yes	-
Moncks Corner	Berkeley County Airport	MKS	AWOS-III P/T	Yes	-
Mount Pleasant	Mt Pleasant Regional-Faison Field	LRO	AWOS-III P/T	Yes	-
North Myrtle Beach	Grand Strand Airport	CRE	ASOS	Yes	-
Orangeburg	Orangeburg Municipal Airport	OGB	ASOS	Yes	-
Pickens	Pickens County Airport	LQK	AWOS-III P/T	Yes	-
Rock Hill	Rock Hill/York Co/Bryant Field	UZA	ASOS	Yes	-
Spartanburg	Spartanburg Downtown Memorial Airport	SPA	AWOS-III P/T	Yes	-
Summerville	Summerville Airport	DYB	AWOS-III P/T	Yes	-
Sumter	Sumter Airport	SMS	AWOS-III P/T	Yes	-
Walterboro	Lowcountry Regional Airport	RBW	AWOS-III P/T	Yes	-
SCIII - Business/Recreation: On-site Weather Reporting (ASOS, AWOS, or Observer)					
Allendale	Allendale County Airport	AQX	AWOS-III P/T	Yes	-
Barnwell	Barnwell Regional Airport	BNL	AWOS-III P/T	Yes	-
Bennettsville	Marlboro County Airport - H E Avent Field	BBP	AWOS-III P/T	Yes	-
Cheraw	Cheraw Municipal/Lynch Bellinger Field	CQW	AWOS-III P/T	Yes	-
Chester	Chester Catawba Regional Airport	DCM	AWOS-III P/T	Yes	-

City	Airport Name	FAA ID	Weather Reporting System	Meets Weather Objective	Improvement Needed to Meet Objective
Conway	Conway-Horry County Airport	HYW	AWOS-III P/T	Yes	-
Hartsville	Hartsville Regional Airport	HVS	AWOS-III P	Yes	-
Kingstree	Williamsburg Regional Airport	CKI	AWOS-III P/T	Yes	-
Lancaster	Lancaster County-McWhirter Field	LKR	AWOS-III P/T	Yes	-
Laurens	Laurens County Airport	LUX	AWOS-III P/T	Yes	-
Manning	Santee Cooper Regional Airport	MNI	AWOS-III P/T	Yes	-
Newberry	Newberry County Airport	EOE	AWOS-III P/T	Yes	-
Ridgeland	Ridgeland-Claude Dean Airport	3J1	None	Yes	Project Underway
Winnsboro	Fairfield County Airport	FDW	AWOS-III P/T	Yes	-
SCIV - Recreation/Local: No Objective					
Andrews	Robert F. Swinnie Airport	PHH	None	NA	-
Bamberg	Bamberg County Airport	99N	None	NA	-
Bishopville	Lee County Airport-Butters Field	52J	None	NA	-
Dillon	Dillon County Airport	DLC	None	NA	-
Hampton	Hampton County Airport	3J0	None	NA	-
Lake City	Lake City Municipal Airport CJ Evans Field	51J	None	NA	-
Loris	Twin City Airport	5J9	None	NA	-
Marion	Marion County Airport	MAO	AWOS-III P/T	NA	-
McCormick	McCormick County Airport	S19	None	NA	-
Pageland	Pageland Airport	PYG	None	NA	-
Pelion	Lexington County Airport	6J0	None	NA	-
Saluda	Saluda County Airport	6J4	None	NA	-
St George	St. George Airport	6J2	None	NA	-
Trenton	Edgefield County Airport	6J6	None	NA	-
Union	Union County, Troy Shelton Field	35A	AWOS-III P/T	NA	-

Source: South Carolina Comprehensive Aviation Information Reporting System, FAA 5010
Notes: NA = Not applicable; no objective developed for SC IV - Recreation/Local airports.
AWOS III - provides wind speed, wind gusts, wind direction, temperature, dew point, altimeter setting, density altitude, visibility, sky condition, cloud ceiling height, and precipitation accumulation.
AWOS III P/T - provides all AWOS III parameters plus precipitation type identification and thunderstorm detection.
ASOS - reports all AWOS III parameters plus temperature, dew point, present weather, icing, lightning, sea level pressure, and precipitation accumulation.

5.11 Unobstructed Approaches

In order to promote a high level of safety, airports are required by the FAA to keep approaches clear and unobstructed. FAA's grant assurances related to "Hazard Removal and Mitigation" require airport sponsors to protect the airport from obstructions that impact airport safety and/or approach minimums. It is important to note that while airports are responsible for meeting FAA grant assurances, airports themselves do not control development in their environs. It is municipalities and counties in South Carolina, in the environs of each airport, that have the authority to control land use and development.

There are three principal federal sources with defined criteria that are used to determine if an object in an airport's vicinity is either compatible with the facility, an obstruction to air navigation, or a hazard to air navigation. These sources are:

1. FAR Part 77- Objects Affecting Navigable Airspace
2. FAA Order 8260.3- U.S. Standard for Terminal Instrument Procedures (TERPS)
3. Runway End Siting Requirements from FAA Advisory Circular 1510/5300-13A - *Airport Design*

FAA Form 5010 reports on the identified controlling obstructions located in the approach to each airport's runway per FAA Part 77 criteria. On a statewide basis, Form 5010 is the only source of consistent obstruction data for all study airports. Therefore, Form 5010 data was used to report on each airport's ability to meet this objective. Obstructions reported on Form 5010 are visual observations; they are not surveyed. Further, the 5010 reports only the closest controlling obstruction to the runway end; it possible, and even likely, that there are additional obstructions beyond the obstruction reported on the 5010. It is also worth noting that most of the runway obstructions reported for South Carolina airports are trees; given the state's climate, the height of trees off any runway end can change year-to-year, which results in changes in obstructions.

Table 5-17 presents information on reported obstructions according to Form 5010. **Figure 5-12** displays the percent of runway ends by airport role that have an obstruction reported for the runway's approach; the percentages reported in **Figure 5-12** are for all runway ends, not airports. It is an objective for all runway ends at all airports to be clear of obstructions. There are 148 runway ends in the system located at the 57 airports included in the system plan. According to reporting from Form 5010 and SCAC, 33% of all runway ends have approaches that are clear from obstructions. The other 67% of the runway ends have some type of reported obstruction (trees, powerline, pole, road).

Because clear approaches are very important, SCAC has initiated a program to help airports in South Carolina identify and map approach obstructions. Utilizing a SCAC-owned and -operated drone, the state is able to provide its airports with more detailed information on obstructions in their runway approaches. While information that comes from SCAC inspections does not currently replace an FAA 18B survey, data provided through the SCAC program is of similar quality. Study airports can use the data identified by SCAC to formulate realistic and timely obstruction removal plans.

FIGURE 5-12 – PERCENT OF RUNWAY ENDS BY ROLE THAT ARE CLEAR AND MEET OBJECTIVE

Role	Runway Ends with Clear Approach	Runway Ends with Obstruction in Approach
SC I- Commercial Service	61%	39%
SC II- Corporate Business	33%	67%
SC III- Business/Recreation	28%	72%
SC IV- Recreation/Local	22%	78%
Statewide	33%	67%
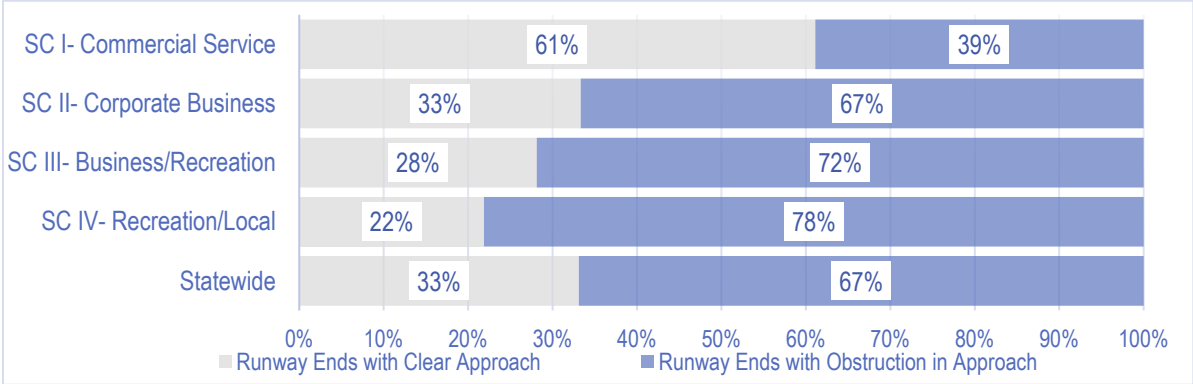
Source: FAA 5010, South Carolina Aeronautics Commission

TABLE 5-17 – UNOBSTRUCTED APPROACH OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport Name	FAA ID	Runway	Obstruction Located in Approach
SCI - Commercial Service: Unobstructed Approaches				
Charleston	Charleston International Airport	CHS	15/33	--/--
			3/21	--/--
Columbia	Columbia Metropolitan Airport	CAE	11/29	--/--
			5/23	--/Tree
Florence	Florence Regional Airport	FLO	9/27	--/--
			1/19	Trees/Trees
Greer	Greenville-Spartanburg International (Roger Milliken Field)	GSP	4/22	--/--
Hilton Head Island	Hilton Head Airport	HXD	3/21	Tree/Tree
Myrtle Beach	Myrtle Beach International Airport	MYR	18/36	Powerline/Trees
SCII - Corporate/Business: Unobstructed Approaches				
Aiken	Aiken Regional Airport	AIK	7/25	---/--
			1/19	Tree/--
Anderson	Anderson Regional Airport	AND	5/23	Trees/Trees
			17/35	Trees/Trees
Beaufort	Beaufort County Airport	ARW	7/25	Pole/--
Camden	Woodward Field	CDN	6/24	---/--
			14/32	Trees/Trees
Charleston	Charleston Executive Airport	JZI	9/27	Trees/Tree
			4/22	Tree/--
Clemson	Oconee County Regional Airport	CEU	7/25	Trees/Trees
Columbia	Jim Hamilton - LB Owens Airport	CUB	13/31	Trees/Trees
Darlington	Darlington County Airport	UDG	5/23	--/Trees
Georgetown	Georgetown County Airport	GGE	5/23	--/Trees
			11/29	Trees/Trees
Greenville	Greenville Downtown Airport	GMU	1/19	--/Trees
			10/28	Trees/Trees
Greenville	Donaldson Field	GYH	5/23	---/--
Greenwood	Greenwood County Airport	GRD	9/27	Trees/Trees
			5/23	---/--
Moncks Corner	Berkeley County Airport	MKS	5/23	Trees/Trees
Mount Pleasant	Mt Pleasant Regional-Faison Field	LRO	17/35	---/Trees
North Myrtle Beach	Grand Strand Airport	CRE	5/23	Trees/Trees
Orangeburg	Orangeburg Municipal Airport	OGB	17/35	Tree/--
			5/23	--/--
Pickens	Pickens County Airport	LQK	5/23	Trees/Trees

City	Airport Name	FAA ID	Runway	Obstruction Located in Approach
Rock Hill	Rock Hill/York Co/Bryant Field	UZA	2/20	Trees/Trees
Spartanburg	Spartanburg Downtown Memorial Airport	SPA	5/23	Trees/--
Summerville	Summerville Airport	DYB	6/24	---/Trees
Sumter	Sumter Airport	SMS	5/23	Trees/Trees
			14/32	Trees/Trees
Walterboro	Lowcountry Regional Airport	RBW	5/23	Trees/Trees
			17/35	Trees/--
			9/27	Trees/Obstruction
SCIII - Business/Recreation: Unobstructed Approaches				
Allendale	Allendale County Airport	AQX	17/35	Tree/--
Barnwell	Barnwell Regional Airport	BNL	17/35	Tree/Tree
			5/23	---/---
Bennettsville	Marlboro County Airport - H E Avent Field	BBP	7/25	---/---
Cheraw	Cheraw Municipal/Lynch Bellinger Field	CQW	8/26	Tree/Pole
Chester	Chester Catawba Regional Airport	DCM	17/35	Tree/Tree
			5/23	---/Tree
Conway	Conway-Horry County Airport	HYW	4/22	Tree/Tree
Hartsville	Hartsville Regional Airport	HVS	3/21	--/Tree
Kingstree	Williamsburg Regional Airport	CKI	14/32	Tree/Tree
Lancaster	Lancaster County-McWhirter Field	LKR	6/24	Tree/Trees
Laurens	Laurens County Airport	LUX	8/26	Tree/Tree
Manning	Santee Cooper Regional Airport	MNI	2/20	Tree/Tree
Newberry	Newberry County Airport	EOE	4/22	Trees/Pole
Ridgeland	Ridgeland-Claude Dean Airport	3J1	3/21	Tree/Tree
Winnsboro	Fairfield County Airport	FDW	4/22	--/--
SCIV - Recreation/Local: Unobstructed Approaches				
Andrews	Robert F. Swinnie Airport	PHH	18/36	Trees/--
Bamberg	Bamberg County Airport	99N	5/23	Tree/Tree
Bishopville	Lee County Airport-Butters Field	52J	6/24	Trees/Trees
Dillon	Dillon County Airport	DLC	7/25	Pole/Tree
Hampton	Hampton County Airport	3J0	11/29	Tree/Tree
Lake City	Lake City Municipal Airport CJ Evans Field	51J	1/19	Tree/Tree
Loris	Twin City Airport	5J9	8/26	Road/Trees
Marion	Marion County Airport	MAO	4/22	Tree/Tree
McCormick	McCormick County Airport	S19	18/36	Tree/Tree
Pageland	Pageland Airport	PYG	6/24	--/--

City	Airport Name	FAA ID	Runway	Obstruction Located in Approach
Pelion	Lexington County Airport	6J0	18/36	--/--
Saluda	Saluda County Airport	6J4	1/19	Trees/Trees
St George	St. George Airport	6J2	5/23	Tree/Tree
Trenton	Edgefield County Airport	6J6	11/29	Tree/Tree
			15/33	--/Tree
Union	Union County, Troy Shelton Field	35A	5/823	--/Tree

Source: FAA 5010, South Carolina Aeronautics Commission

5.12 Part 139

Any airport that serves scheduled and unscheduled air carrier aircraft with more than 30 seats or scheduled air carrier operations in aircraft with more than nine seats but less than 31 seats is required by the FAA to have a 14 CFR Part 139 operating certificate. Under Part 139, an airport must agree to certain operational and safety standards and provide for such things as firefighting and rescue equipment. The six SCI - Commercial Service airports (100%) meet their Part 139 certification requirements. There are also two SCII - Corporate/Business airports that are certified under 14 CFR Part 139, Anderson Regional Airport and Donaldson Field. When these airports are included, 14% of the all system airports (8 of 57 airports) have a Part 139 certificate.

5.13 Fuel

Fuel and fueling services are important for airports in South Carolina to meet customer needs. Piston-engine aircraft use 100LL high-octane fuel, while jet aircraft and turboprops use kerosene-based Jet A fuel. **Table 5-19** summarizes the type of fuel available at each system airport. It is an objective for SCI - Commercial Service and SC II - Corporate/Business airports to have both Jet A and 100LL fuel. The objective for SCIII - Business/Recreation and SC IV - Recreation/Local airports is to have at least 100LL fuel. As shown in **Figure 5-13**, 100% of SCI - Commercial Service, SC II - Corporate/Business, and SC III - Business/Recreation airports, and 53% of all SCIV - Recreation/Local airports provide fuel to meet their objective.

FIGURE 5-13 – PERCENT OF AIRPORTS BY ROLE THAT PROVIDE FUEL TYPE TO MEET OBJECTIVES
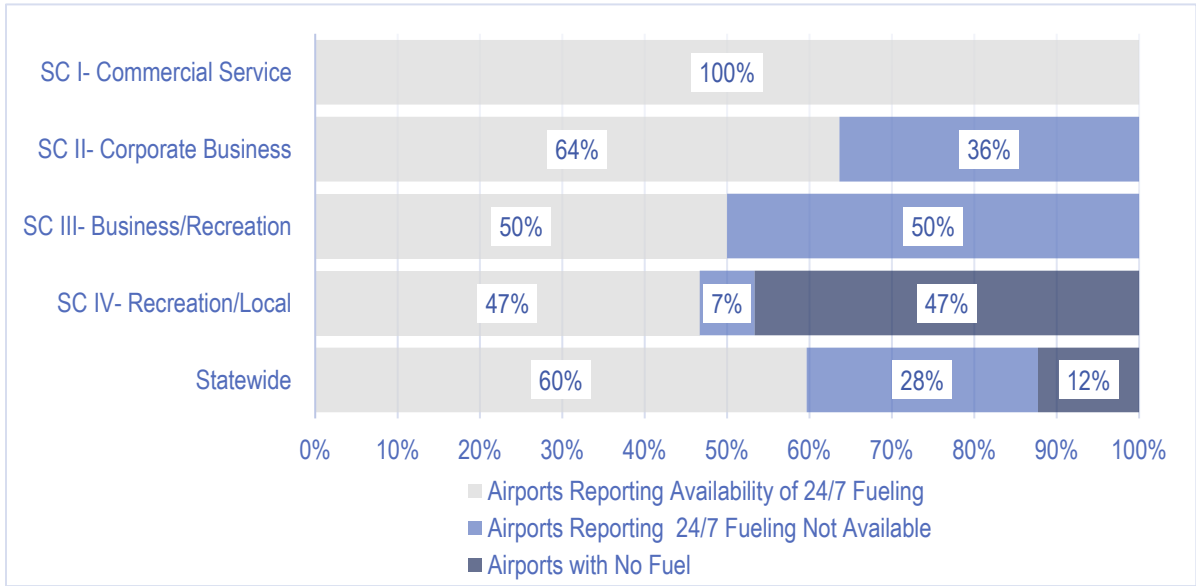
Source: South Carolina Aeronautics Commission, Airport Records

The SCIV - Recreation/Local airports in **Table 5-18** do not meet the fuel type objective to have 100LL fuel.

TABLE 5-18 – SCIV AIRPORTS NOT MEETING FUEL TYPE OBJECTIVE (SEPTEMBER 2017)

SCIV - Recreation/Local
Bamberg County Airport
Dillon County Airport
Edgefield County Airport
Lake City Municipal Airport CJ Evans Field
McCormick County Airport
St. George Airport
Twin City Airport

Source: South Carolina Aeronautics Commission, Airport Records

An important service in South Carolina is for fuel providers to be available to fuel aircraft as requested 24 hours a day, seven days a week on an on-call basis. This service allows aircraft to access system airports any time of the day or night. **Figure 5-14** summarizes information on 24/7 fuel availability by airport role. On a statewide basis, 34 of the 57 system airports (60%) report having 24/7 fueling.

FIGURE 5-14 – PERCENT OF AIRPORTS BY ROLE WITH 24/7 FUELING
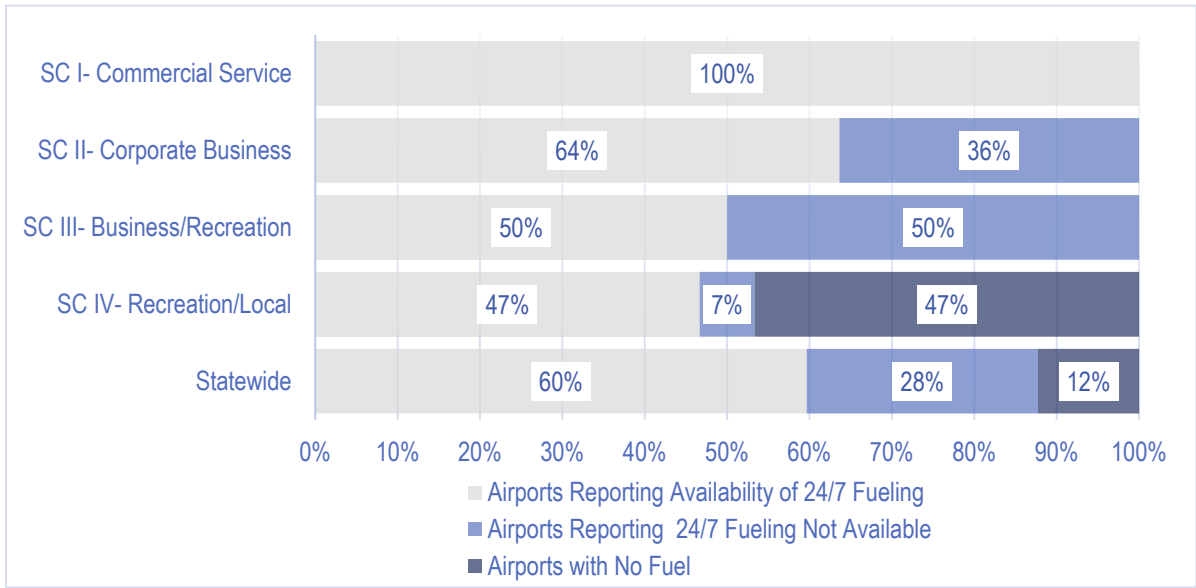
Source: South Carolina Aeronautics Commission, Airport Records

TABLE 5-19 – FUEL OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport Name	FAA ID	Fuel Available	24/7 Fuel Service	Meets Fuel Objective	Improvement Recommended
SCI - Commercial Service: Jet A and 100 LL (24/7)						
Charleston	Charleston International Airport	CHS	Jet A/100LL	Yes	Yes	-
Columbia	Columbia Metropolitan Airport	CAE	Jet A/100LL	Yes	Yes	-
Florence	Florence Regional Airport	FLO	Jet A/100LL	Yes	Yes	-
Greer	Greenville-Spartanburg International (Roger Milliken Field)	GSP	Jet A/100LL	Yes	Yes	-
Hilton Head Island	Hilton Head Airport	HXD	Jet A/100LL	Yes	Yes	-
Myrtle Beach	Myrtle Beach International Airport	MYR	Jet A/100LL	Yes	Yes	-
SCII - Corporate/Business: Jet A and 100 LL (24/7)						
Aiken	Aiken Regional Airport	AIK	Jet A/100LL	Yes	Yes	-
Anderson	Anderson Regional Airport	AND	Jet A/100LL	Yes	Yes	-
Beaufort	Beaufort County Airport	ARW	Jet A/100LL	Yes	Yes	-
Camden	Woodward Field	CDN	Jet A/100LL	Yes	Yes	-
Charleston	Charleston Executive Airport	JZI	Jet A/100LL	No	Yes	Offer Full Service 24/7 Fueling
Clemson	Oconee County Regional Airport	CEU	Jet A/100LL	Yes	Yes	-
Columbia	Jim Hamilton - LB Owens Airport	CUB	Jet A/100LL	No	Yes	Offer Full Service 24/7 Fueling
Darlington	Darlington County Airport	UDG	Jet A/100LL	Yes	Yes	-
Georgetown	Georgetown County Airport	GGE	Jet A/100LL	No	Yes	Offer Full Service 24/7 Fueling
Greenville	Greenville Downtown Airport	GMU	Jet A/100LL	No	Yes	Offer Full Service 24/7 Fueling
Greenville	Donaldson Field	GYH	Jet A/100LL	No	Yes	Offer Full Service 24/7 Fueling
Greenwood	Greenwood County Airport	GRD	Jet A/100LL	No	Yes	Offer Full Service 24/7 Fueling
Moncks Corner	Berkeley County Airport	MKS	Jet A/100LL	Yes	Yes	-
Mount Pleasant	Mt Pleasant Regional-Faison Field	LRO	Jet A/100LL	No	Yes	Offer Full Service 24/7 Fueling
North Myrtle Beach	Grand Strand Airport	CRE	Jet A/100LL	Yes	Yes	-
Orangeburg	Orangeburg Municipal Airport	OGB	Jet A/100LL	Yes	Yes	-
Pickens	Pickens County Airport	LQK	Jet A/100LL	Yes	Yes	-
Rock Hill	Rock Hill/York Co/Bryant Field	UZA	Jet A/100LL	Yes	Yes	-
Spartanburg	Spartanburg Downtown Memorial Airport	SPA	Jet A/100LL	Yes	Yes	-
Summerville	Summerville Airport	DYB	Jet A/100LL	No	Yes	Offer Full Service 24/7 Fueling
Sumter	Sumter Airport	SMS	Jet A/100LL	Yes	Yes	-
Walterboro	Lowcountry Regional Airport	RBW	Jet A/100LL	Yes	Yes	-
SC III Business/Recreation: 100 LL 24/7						
Allendale	Allendale County Airport	AQX	Jet A/100LL	No	Yes	Offer Full Service 24/7 Fueling

City	Airport Name	FAA ID	Fuel Available	24/7 Fuel Service	Meets Fuel Objective	Improvement Recommended
Barnwell	Barnwell Regional Airport	BNL	Jet A/100LL	Yes	Yes	-
Bennettsville	Marlboro County Airport - H E Avent Field	BBP	Jet A/100LL	No	Yes	Offer Full Service 24/7 Fueling
Cheraw	Cheraw Municipal/Lynch Bellinger Field	CQW	Jet A/100LL	No	Yes	Offer Full Service 24/7 Fueling
Chester	Chester Catawba Regional Airport	DCM	Jet A/100LL	Yes	Yes	-
Conway	Conway-Horry County Airport	HYW	Jet A/100LL	Yes	Yes	-
Hartsville	Hartsville Regional Airport	HVS	Jet A/100LL	No	Yes	Offer Full Service 24/7 Fueling
Kingstree	Williamsburg Regional Airport	CKI	100LL	No	Yes	Offer Full Service 24/7 Fueling
Lancaster	Lancaster County-McWhirter Field	LKR	Jet A/100LL	Yes	Yes	-
Laurens	Laurens County Airport	LUX	100LL	Yes	Yes	-
Manning	Santee Cooper Regional Airport	MNI	100LL	Yes	Yes	-
Newberry	Newberry County Airport	EOE	100LL	Yes	Yes	-
Ridgeland	Ridgeland-Claude Dean Airport	3J1	100LL	No	Yes	Offer Full Service 24/7 Fueling
Winnsboro	Fairfield County Airport	FDW	Jet A/100LL	No	Yes	Offer Full Service 24/7 Fueling
SC IV Recreation/Local: 100 LL						
Andrews	Robert F. Swinnie Airport	PHH	100LL	Yes	Yes	-
Bamberg	Bamberg County Airport	99N	None	NA	No	Install 100LL Fuel
Bishopville	Lee County Airport-Butters Field	52J	100LL	Yes	Yes	-
Dillon	Dillon County Airport	DLC	None	NA	No	Install 100LL Fuel
Hampton	Hampton County Airport	3J0	100LL	Yes	Yes	-
Lake City	Lake City Municipal Airport CJ Evans Field	51J	None	NA	No	Install 100LL Fuel
Loris	Twin City Airport	5J9	None	NA	No	Install 100LL Fuel
Marion	Marion County Airport	MAO	Jet A/100LL	No	Yes	-
McCormick	McCormick County Airport	S19	None	NA	No	Install 100LL Fuel
Pageland	Pageland Airport	PYG	100LL	Yes	Yes	-
Pelion	Lexington County Airport	6J0	100LL	Yes	Yes	-
Saluda	Saluda County Airport	6J4	100LL	Yes	Yes	-
St George	St. George Airport	6J2	None	NA	No	Install 100LL Fuel
Trenton	Edgefield County Airport	6J6	None	NA	No	Install 100LL Fuel
Union	Union County, Troy Shelton Field	35A	100LL	Yes	Yes	-

Source: South Carolina Aeronautics Commission, Airport Records
Note: NA = not applicable

5.14 Other Services

Objectives for fixed base operators (FBOs), ground transportation, food service, and public restrooms have been developed as part of this system plan. The objectives by role and the services provided at each airport are presented in **Table 5-23** and compliance by service category and role is discussed below.

5.14.1 Fixed Base Operator Services

Fixed base operators provide a variety of aviation services to both based and transient users. There are various types of FBOs, with some providing full-service and others providing more basic/limited services. Services provided by FBOs in South Carolina typically vary based on the volume of activity that the airport accommodates. In recent years, South Carolina has seen a trend at smaller airports for the local airport sponsor (City or County) to take over the provision of basic FBO services. Services offered by FBOs can include fuel, tiedown or hangar storage, flight instruction, maintenance, charter service, ground transportation, aircraft towing, pilot's lounge, and/or conference facilities.

Table 5-23 summarizes which airports report having at least some type of FBO services. **Figure 5-15** shows that all SCI - Commercial Service and SCII - Corporate/Business airports meet the FBO objective. Having an FBO is not an objective for SCIII - Business/Recreation or for SCIV - Recreation/Local airports.

FIGURE 5-15 – PERCENT OF AIRPORTS BY ROLE THAT MEET FBO OBJECTIVES
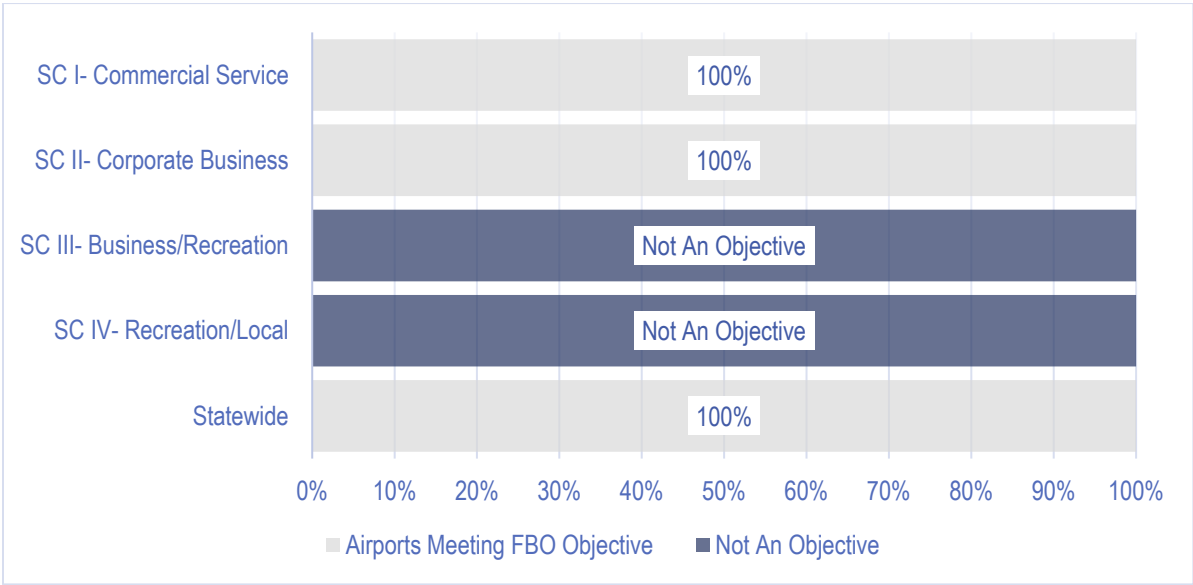
Source: South Carolina Aeronautics Commission, Airport Records

When SCIII - Business/Recreation and SCIV - Recreation/Local airports are also considered, 41 of 57 airports in the system have some type of FBO services. FBO services are also present at the SCIII - Business/Recreation and SCIV - Recreation/Local airports listed in **Table 5-20**.

TABLE 5-20 – SCIII AND SCIV AIRPORTS WITH FBO SERVICES

SCIII - Business/Recreation		SCIV - Recreation/Local
Allendale County Airport	Fairfield County Airport	Marion County Airport
Barnwell Regional Airport	Hartsville Regional Airport	Union County, Troy Shelton Field
Cheraw Municipal/Lynch Bellinger Field	Lancaster County-McWhirter Field	
Chester Catawba Regional Airport	Laurens County Airport	
Conway-Horry County Airport	Santee Cooper Regional Airport	
Marlboro County Airport - H E Avent Field		

Source: South Carolina Aeronautics Commission, Airport Records

5.14.2 Public Restrooms

All airports in South Carolina have public restrooms. As part of the system plan inventory effort, airports were asked whether these restrooms are available 24 hours a day, seven days a week. Inventory results indicate that 58% (33 out of 57) of all system airports have restrooms available on a 24/7 basis. The following airports indicated that their restrooms are not open on a 24/7 basis.

TABLE 5-21 – AIRPORTS NOT REPORTING RESTROOM ACCESSIBILITY 24/7 (SEPTEMBER 2017)

SCII - Corporate Business	SCIII - Business/Recreation	SCIV - Recreation/Local
Aiken Regional Airport	Fairfield County Airport	Bamberg County Airport
Berkeley County Airport	Hartsville Regional Airport	Dillon County Airport
Georgetown County Airport	Marlboro County Airport - H E Avent Field	Edgefield County Airport
Grand Strand Airport	Williamsburg Regional Airport	Hampton County Airport
Mt Pleasant Regional-Faison Field		Lake City Municipal Airport CJ Evans Field
Pickens County Airport		Marion County Airport
Rock Hill/York Co/Bryant Field		McCormick County Airport
Summerville Airport		Pageland Airport
Sumter Airport		Robert F. Swinnie Airport
Woodward Field		Twin City Airport

Source: South Carolina Aeronautics Commission, Airport Records

5.14.3   Food Service

An objective has been established in the system plan for all SCI - Commercial Service airports to provide a restaurant or other food services such as vending. An objective was not established for SCII - Corporate/Business, SCIII - Business/Recreation, or SCIV - Recreation/Local airports to provide food services. All (100%) SCI - Commercial Service airports meet this objective.

5.14.4   Ground Transportation Services

Having ground transportation services allows visitors to reach their final destination, once they arrive at the airport. An objective was developed for SCI - Commercial Service and SCII - Corporate/Business airports to have on-site or prearranged rental car service. An objective was not established for SCIII - Business/Recreation or SCIV - Recreation/Local airports to have access to rental car services. As shown in **Figure 5-16**, 100% of SCI - Commercial Service and SCII - Corporate/Business airports meet this objective.

FIGURE 5-16 – PERCENT OF AIRPORTS BY ROLE THAT MEET GROUND TRANSPORTATION OBJECTIVES
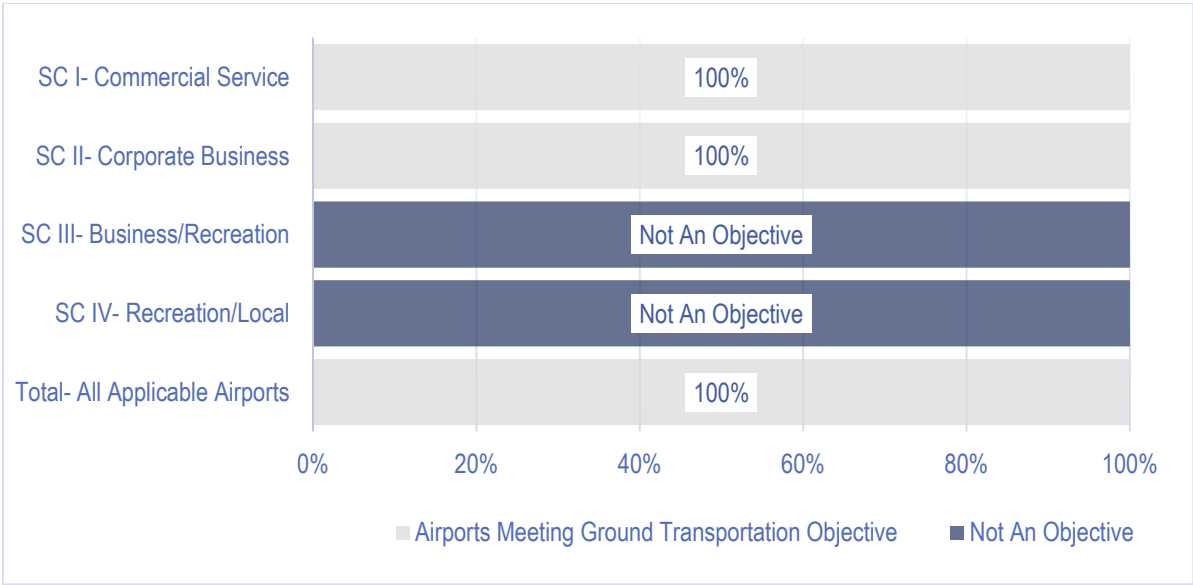
Source: South Carolina Aeronautics Commission, Airport Records

Although a ground transportation service objective was not established for SCIII - Business/Recreation or SCIV - Recreation/Local airports, 10 airports in these two roles categories report they can provide access to prearranged rental cars. On a statewide basis, 38 of 57 have either on-site or prearranged rental car service. The following SCIII - Business/Recreation and SCIV - Recreation/Local airports report having access to rental car services.

TABLE 5-22 – SCIII AND SCIV AIRPORTS REPORTING ACCESS TO RENTAL CAR SERVICES

SCIII - Business/Recreation	SCIV - Recreation/Local
Conway-Horry County	Lake City Municipal Airport CJ Evans Field
Fairfield County Airport	Lexington County Airport
Hartsville Regional Airport	Marion County Airport
Lancaster County-McWhirter Field	St. George Airport
Laurens County Airport	
Santee Cooper Regional Airport	

Source: South Carolina Aeronautics Commission, Airport Records

It's also important to note that all airports in South Carolina have access to ridesharing services provided by companies such as Uber and Lyft.

TABLE 5-23 – AIRPORT SERVICES OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport Name	FAA ID	FBO	Rental Car	Access to 24/7 Public Restrooms	Improvement Needed to Meet Objectives
SCI - Commercial Service: FBO, On-Site Rental Car, 24/7 Access to Public Restrooms						
Charleston	Charleston International Airport	CHS	Yes	On-site	Yes	-
Columbia	Columbia Metropolitan Airport	CAE	Yes	On-site	Yes	-
Florence	Florence Regional Airport	FLO	Yes	On-site	Yes	-
Greer	Greenville-Spartanburg International (Roger Milliken Field)	GSP	Yes	On-site	Yes	-
Hilton Head Island	Hilton Head Airport	HXD	Yes	On-site	Yes	-
Myrtle Beach	Myrtle Beach International Airport	MYR	Yes	On-site	Yes	-
SCII - Corporate/Business: FBO, Rental Car (on-site or available through pre-arrangement), 24/7 Access to Public Restroom						
Aiken	Aiken Regional Airport	AIK	Yes	On-site	No	Add 24/7 Restrooms
Anderson	Anderson Regional Airport	AND	Yes	Available	Yes	-
Beaufort	Beaufort County Airport	ARW	Yes	Available	Yes	-
Camden	Woodward Field	CDN	Yes	Available	No	Add 24/7 Restrooms
Charleston	Charleston Executive Airport	JZI	Yes	Available	Yes	-
Clemson	Oconee County Regional Airport	CEU	Yes	Available	Yes	-
Columbia	Jim Hamilton - LB Owens Airport	CUB	Yes	Available	Yes	-
Darlington	Darlington County Airport	UDG	Yes	Available	Yes	
Georgetown	Georgetown County Airport	GGE	Yes	Available	No	Add 24/7 Restrooms
Greenville	Greenville Downtown Airport	GMU	Yes	On-site	Yes	-
Greenville	Donaldson Field	GYH	Yes	Available	Yes	-
Greenwood	Greenwood County Airport	GRD	Yes	Available	Yes	-
Moncks Corner	Berkeley County Airport	MKS	Yes	Available	No	Add 24/7 Restrooms
Mount Pleasant	Mt Pleasant Regional-Faison Field	LRO	Yes	Available	No	Add 24/7 Restrooms
North Myrtle Beach	Grand Strand Airport	CRE	Yes	Available	No	Add 24/7 Restrooms
Orangeburg	Orangeburg Municipal Airport	OGB	Yes	Available	Yes	-
Pickens	Pickens County Airport	LQK	Yes	On-site	No	Add 24/7 Restrooms
Rock Hill	Rock Hill/York Co/Bryant Field	UZA	Yes	Available	No	Add 24/7 Restrooms
Spartanburg	Spartanburg Downtown Memorial Airport	SPA	Yes	Available	Yes	
Summerville	Summerville Airport	DYB	Yes	Available	No	Add 24/7 Restrooms
Sumter	Sumter Airport	SMS	Yes	Available	No	Add 24/7 Restrooms
Walterboro	Lowcountry Regional Airport	RBW	Yes	On-site	Yes	-
SCIII - Business/Recreation: 24/7 Access to Public Restrooms						
Allendale	Allendale County Airport	AQX	Yes	None	Yes	-
Barnwell	Barnwell Regional Airport	BNL	Yes	None	Yes	-
Bennettsville	Marlboro County Airport - H E Avent Field	BBP	Yes	None	No	Add 24/7 Restrooms
Cheraw	Cheraw Municipal/Lynch Bellinger Field	CQW	Yes	None	Yes	-
Chester	Chester Catawba Regional Airport	DCM	Yes	None	Yes	-
Conway	Conway-Horry County Airport	HYW	Yes	Available	Yes	-

TABLE 5-23 – AIRPORT SERVICES OBJECTIVES AND COMPLIANCE BY AIRPORT

City	Airport Name	FAA ID	FBO	Rental Car	Access to 24/7 Public Restrooms	Improvement Needed to Meet Objectives
Hartsville	Hartsville Regional Airport	HVS	Yes	Available	No	Add 24/7 Restrooms
Kingstree	Williamsburg Regional Airport	CKI	No	None	No	Add 24/7 Restrooms
Lancaster	Lancaster County-McWhirter Field	LKR	Yes	Available	Yes	-
Laurens	Laurens County Airport	LUX	Yes	Available	Yes	-
Manning	Santee Cooper Regional Airport	MNI	Yes	Available	Yes	-
Newberry	Newberry County Airport	EOE	No	None	Yes	-
Ridgeland	Ridgeland-Claude Dean Airport	3J1	No	None	Yes	-
Winnsboro	Fairfield County Airport	FDW	Yes	Available	No	Add 24/7 Restrooms
SCIV - Recreation/Local: 24/7 Access to Public Restrooms						
Andrews	Robert F. Swinnie Airport	PHH	No	None	No	Add 24/7 Restrooms
Bamberg	Bamberg County Airport	99N	No	None	No	Add 24/7 Restrooms
Bishopville	Lee County Airport-Butters Field	52J	No	None	Yes	-
Dillon	Dillon County Airport	DLC	No	None	No	Add 24/7 Restrooms
Hampton	Hampton County Airport	3J0	No	None	No	Add 24/7 Restrooms
Lake City	Lake City Municipal Airport CJ Evans Field	51J	No	Available	No	Add 24/7 Restrooms
Loris	Twin City Airport	5J9	No	None	No	Add 24/7 Restrooms
Marion	Marion County Airport	MAO	Yes	Available	No	Add 24/7 Restrooms
McCormick	McCormick County Airport	S19	No	None	No	Add 24/7 Restrooms
Pageland	Pageland Airport	PYG	No	None	No	Add 24/7 Restrooms
Pelion	Lexington County Airport	6J0	No	Available	Yes	-
Saluda	Saluda County Airport	6J4	No	None	Yes	-
St George	St. George Airport	6J2	No	Available	Yes	-
Trenton	Edgefield County Airport	6J6	No	None	No	Add 24/7 Restrooms
Union	Union County, Troy Shelton Field	35A	Yes	None	Yes	-

Sources: South Carolina Comprehensive Aviation Information Reporting System, Airport Data

5.15 Recent Master Plan/ALP

An airport master plan identifies improvements needed at an airport over a 20-year period. Periodic master plan updates are necessary to ensure that changing local and industry conditions are reflected and that any changes in FAA design standards are considered. An airport layout plan (ALP) is the FAA-approved blueprint for airport development that is produced as part of a comprehensive master planning study.

According to the South Carolina Code of Laws, Title 55-5-73, "No state airport construction funding or funding from the State Aviation Fund shall be provided to an airport unless it has an airport layout plan (ALP) and construction plan approved by, and on file with, the Division at the time the request for funding is made."

The system plan established an objective for all system airports to have an approved airport master plan and/or ALP in place. SCI - Commercial Service, SCII - Corporate/Business, and SCIII - Business/Recreation airports should have an approved master plan in place that is current within the past 10 years. SCIV - Recreation/Local airports should have an SCAC-approved ALP completed, but it can older than 10 years since completed. As presented in **Figure 5-17** and **Figure 5-21**, 77% of all system airports meet their airport master plan/ALP objectives as reported in SCAC data.

FIGURE 5-17 – PERCENT OF AIRPORTS BY ROLE THAT MEET MASTER PLAN OBJECTIVES
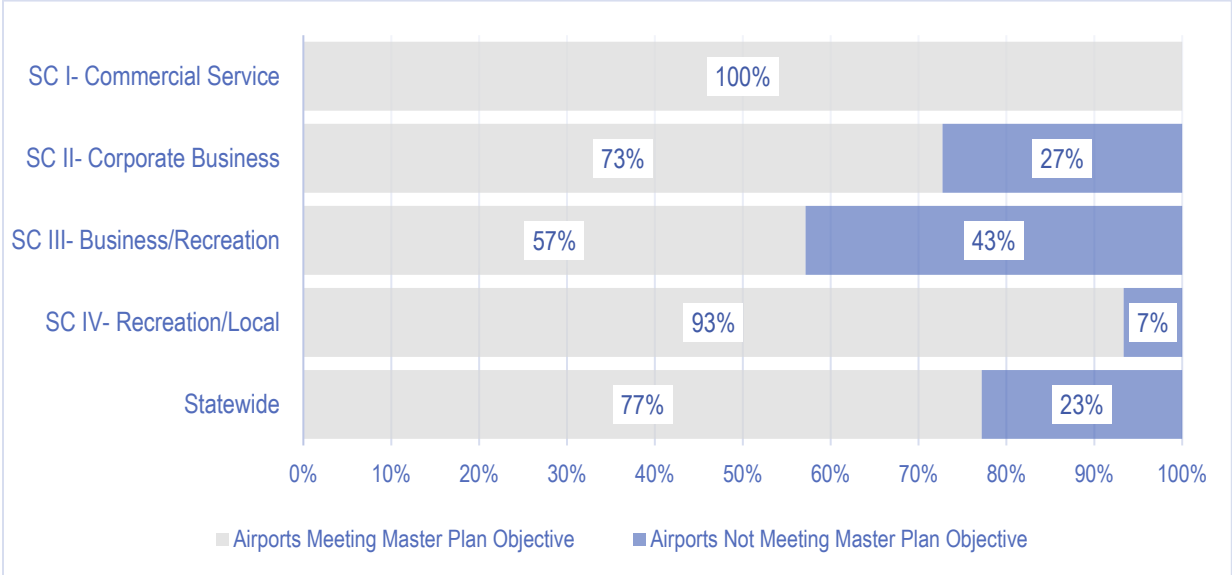
Source: South Carolina Aeronautics Commission

Several system airports have master plans or ALPs that are currently underway including Georgetown County, Grand Strand, Conway-Horry County, and Twin City. For this analysis, these airports are recorded as meeting the master plan/ALP objectives.

The airports in **Table 5-24** do not meet the master plan objective and should consider developing a new or updating an existing master plan and/or ALP to meet their objective.

TABLE 5-24 – AIRPORTS NOT MEETING AIRPORT MASTER PLAN OBJECTIVE (SEPTEMBER 2017)

SCII - Corporate Business	SCIII - Business/Recreation	SCIV - Recreation/Local
Anderson Regional Airport	Cheraw Municipal/Lynch Bellinger Field	Edgefield County Airport
Berkeley County Airport	Chester Catawba Regional Airport	
Greenville Downtown Airport	Fairfield County Airport	
Greenwood County Airport	Lancaster County-McWhirter Field	
Spartanburg Downtown Memorial Airport	Laurens County Airport	
Sumter Airport	Marlboro County Airport - H E Avent Field	
	Williamsburg Regional Airport	

Source: South Carolina Aeronautics Commission

City	Airport Name	FAA ID	MP/ALP	Year Approved	Meets Objective	Improvement Needed to Meet Objective
SCI - Commercial Service: SCAC/FAA approved master plan within 10 years						
Charleston	Charleston International Airport	CHS	Yes	2011	Yes	-
Columbia	Columbia Metropolitan Airport	CAE	Yes	2012	Yes	-
Florence	Florence Regional Airport	FLO	Yes	2009	Yes	-
Greer	Greenville-Spartanburg International (Roger Milliken Field)	GSP	Yes	2007	Yes	-
Hilton Head Island	Hilton Head Airport	HXD	Yes	2011	Yes	-
Myrtle Beach	Myrtle Beach International Airport	MYR	Yes	2010	Yes	-
SCII - Corporate/Business: SCAC/FAA approved master plan within 10 years						
Aiken	Aiken Regional Airport	AIK	Yes	2012	Yes	-
Anderson	Anderson Regional Airport	AND	Yes	2006	No	Update Master Plan
Beaufort	Beaufort County Airport	ARW	Yes	2014	Yes	-
Camden	Woodward Field	CDN	Yes	2016	Yes	-
Charleston	Charleston Executive Airport	JZI	Yes	2013	Yes	-
Clemson	Oconee County Regional Airport	CEU	Yes	2016	Yes	-
Columbia	Jim Hamilton - LB Owens Airport	CUB	Yes	2011	Yes	-
Darlington	Darlington County Airport	UDG	Yes	2012	Yes	-
Georgetown	Georgetown County Airport	GGE	Yes	2005	Yes	Project Underway
Greenville	Greenville Downtown Airport	GMU	Yes	2000	No	Develop Master Plan
Greenville	Donaldson Field	GYH	Yes	2016	Yes	-
Greenwood	Greenwood County Airport	GRD	Yes	2006	No	Develop Master Plan
Moncks Corner	Berkeley County Airport	MKS	Yes	2002	No	Develop Master Plan
Mount Pleasant	Mt Pleasant Regional-Faison Field	LRO	Yes	2008	Yes	-
North Myrtle Beach	Grand Strand Airport	CRE	Yes	2004	Yes	Project Underway
Orangeburg	Orangeburg Municipal Airport	OGB	Yes	2012	Yes	-
Pickens	Pickens County Airport	LQK	Yes	2013	Yes	-
Rock Hill	Rock Hill/York Co/Bryant Field	UZA	Yes	2016	Yes	-
Spartanburg	Spartanburg Downtown Memorial Airport	SPA	Yes	2001	No	Develop Master Plan
Summerville	Summerville Airport	DYB	Yes	2007	Yes	-
Sumter	Sumter Airport	SMS	Yes	2004	No	Develop Master Plan
Walterboro	Lowcountry Regional Airport	RBW	Yes	2016	Yes	-
SCIII - Business/Recreation: SCAC/FAA approved master plan within 10 years						
Allendale	Allendale County Airport	AQX	Yes	2007	Yes	-
Barnwell	Barnwell Regional Airport	BNL	Yes	2015	Yes	-
Bennettsville	Marlboro County Airport - H E Avent Field	BBP	Yes	2004	No	Develop Master Plan
Cheraw	Cheraw Municipal/Lynch Bellinger Field	CQW	Yes	2004	No	Develop Master Plan
Chester	Chester Catawba Regional Airport	DCM	Yes	2004	No	Develop Master Plan
Conway	Conway-Horry County Airport	HYW	Yes	2002	Yes	Project Underway

City	Airport Name	FAA ID	MP/ALP	Year Approved	Meets Objective	Improvement Needed to Meet Objective
Hartsville	Hartsville Regional Airport	HVS	Yes	2007	Yes	-
Kingstree	Williamsburg Regional Airport	CKI	Yes	2004	No	Develop Master Plan
Lancaster	Lancaster County-McWhirter Field	LKR	Yes	2006	No	Develop Master Plan
Laurens	Laurens County Airport	LUX	Yes	2005	No	Develop Master Plan
Manning	Santee Cooper Regional Airport	MNI	Yes	2012	Yes	-
Newberry	Newberry County Airport	EOE	Yes	2011	Yes	-
Ridgeland	Ridgeland-Claude Dean Airport	3J1	Yes	2014	Yes	-
Winnsboro	Fairfield County Airport	FDW	Yes	2017	Yes	-
SCIV - Recreation/Local: SCAC approved master plan						
Andrews	Robert F. Swinnie Airport	PHH	Yes	2002	Yes	-
Bamberg	Bamberg County Airport	99N	Yes	1994	Yes	-
Bishopville	Lee County Airport-Butters Field	52J	Yes	2003	Yes	-
Dillon	Dillon County Airport	DLC	Yes	2013	Yes	-
Hampton	Hampton County Airport	3J0	Yes	1999	Yes	-
Lake City	Lake City Municipal Airport CJ Evans Field	51J	Yes	2016	Yes	-
Loris	Twin City Airport	5J9	Yes	2002	Yes	Project Underway
Marion	Marion County Airport	MAO	Yes	2006	Yes	-
McCormick	McCormick County Airport	S19	Yes	1995	Yes	-
Pageland	Pageland Airport	PYG	Yes	2000	Yes	-
Pelion	Lexington County Airport	6J0	Yes	2012	Yes	-
Saluda	Saluda County Airport	6J4	Yes	2004	Yes	-
St George	St. George Airport	6J2	Yes	2001	Yes	-
Trenton	Edgefield County Airport	6J6	No	-	No	Develop Master Plan
Union	Union County, Troy Shelton Field	35A	Yes	2015	Yes	-

Source: South Carolina Aeronautics Commission

5.16 Summary

This chapter examined the current ability of South Carolina's airports to meet facility and service objectives established as part of the system plan. **Figure 5-18**, **Figure 5-19**, **Figure 5-20**, and **Figure 5-21** provide a summary of compliance with the objectives by airport role. A summary of projects by airport that are needed to meet all established objectives are summarized in Appendix A. It is possible that based on local need, airports in South Carolina may exceed their objectives. Similarly, it is also possible that based on specific airport constraints, that some airports may not be able to meet all the objectives associated with their particular airport role.

Airport-specific projects identified in this analysis must still be confirmed/supported by bottom-up planning as part of an airport master plan. As airports in South Carolina update their individual airport master plans, projects identified in this analysis should be incorporated into those plans. Some projects identified in the system plan, especially those that involve airfield improvement, will require detailed environmental review prior to their implementation. Facility and service objectives are established to help airports in South Carolina better plan to fulfill their designated role in the state airport system.

FIGURE 5-18 – SCI - COMMERCIAL SERVICE AIRPORTS COMPLIANCE SUMMARY
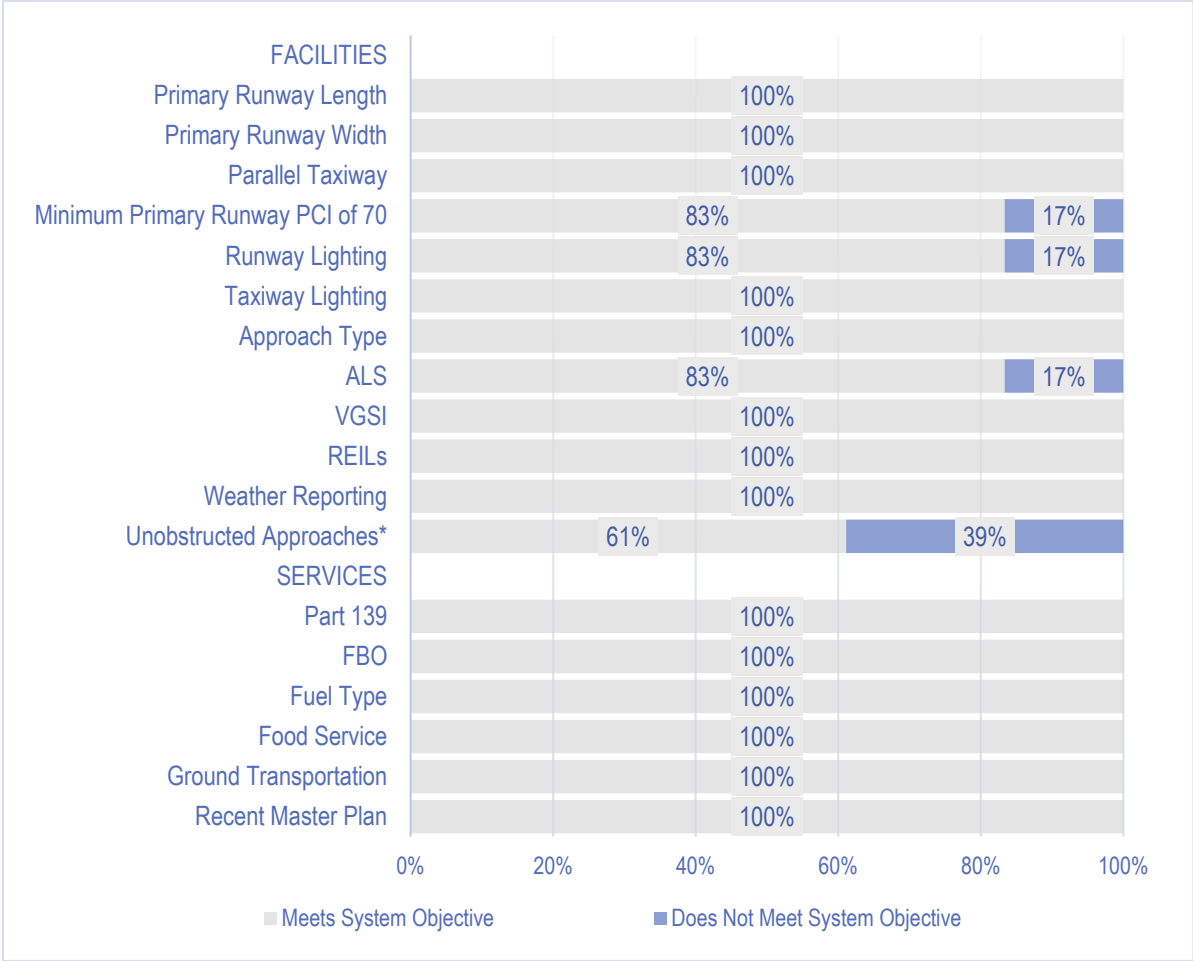
Source: Marr Arnold Planning, Jviation
Note: *This compliance is for all runway ends, not airports

FIGURE 5-19 – SCII - CORPORATE BUSINESS AIRPORTS COMPLIANCE SUMMARY
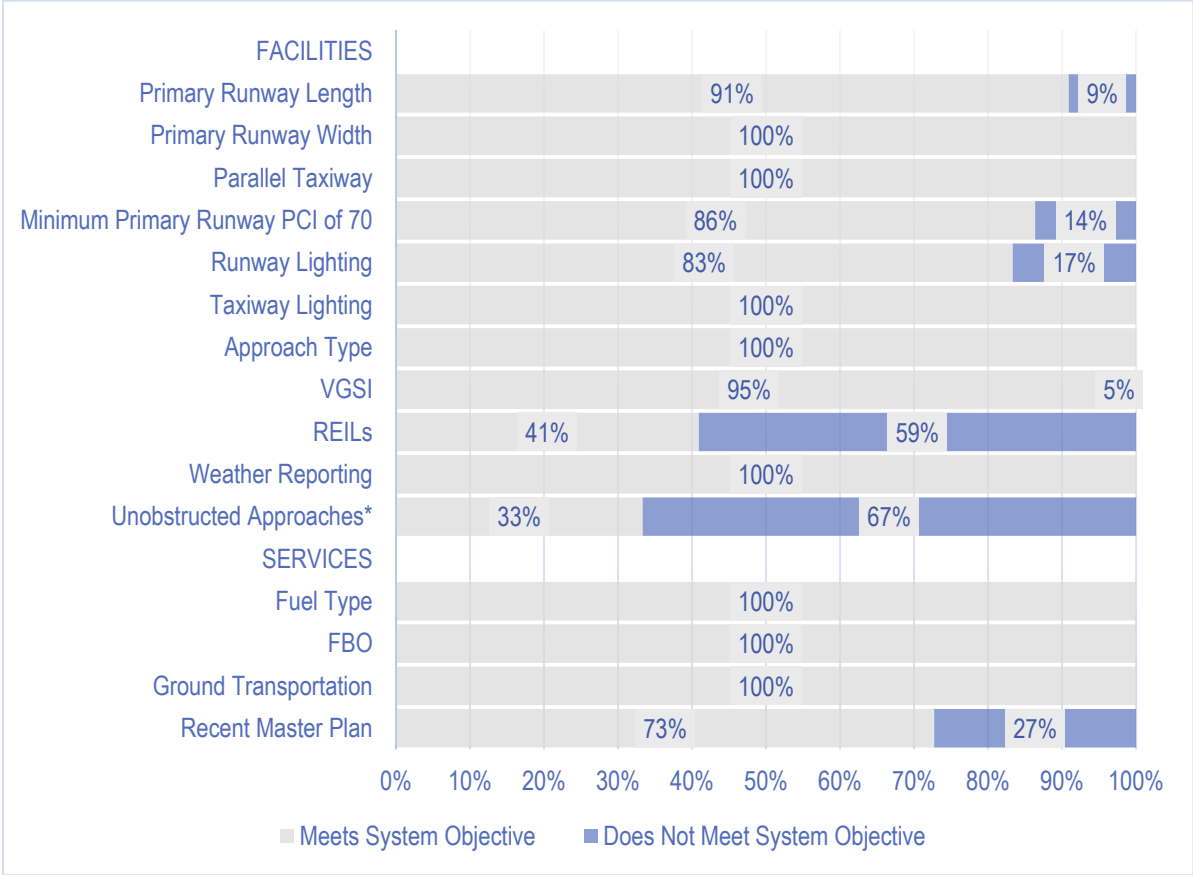
Note: *This compliance is for all runway ends, not airports

FIGURE 5-20 – SCIII - BUSINESS/RECREATION AIRPORTS COMPLIANCE SUMMARY

FACILITIES

Category	Meets System Objective	Does Not Meet System Objective
Primary Runway Length	91%	9%
Primary Runway Width	100%	
Parallel Taxiway	100%	
Minimum Primary Runway PCI of 70	86%	14%
Runway Lighting	83%	17%
Taxiway Lighting	100%	
Approach Type	100%	
VGSI	95%	5%
REILs	41%	59%
Weather Reporting	100%	
Unobstructed Approaches*	33%	67%

SERVICES

Category	Meets System Objective	Does Not Meet System Objective
Fuel Type	100%	
FBO	100%	
Ground Transportation	100%	
Recent Master Plan	73%	27%

■ Meets System Objective   ■ Does Not Meet System Objective

Note: *This compliance is for all runway ends, not airports

FIGURE 5-21 – SCIV - RECREATION/LOCAL AIRPORTS COMPLIANCE SUMMARY

FACILITIES

Category	Meets System Objective	Does Not Meet System Objective
Primary Runway Length	100%	
Primary Runway Width	100%	
Minimum Primary Runway PCI of 70	64%	36%
Runway Lighting	67%	33%
VGSI	43%	57%
Unobstructed Approaches*	22%	78%

SERVICES

Category	Meets System Objective	Does Not Meet System Objective
Fuel Type	53%	47%
Approved Master Plan	93%	7%

■ Meets System Objective   ■ Does Not Meet System Objective
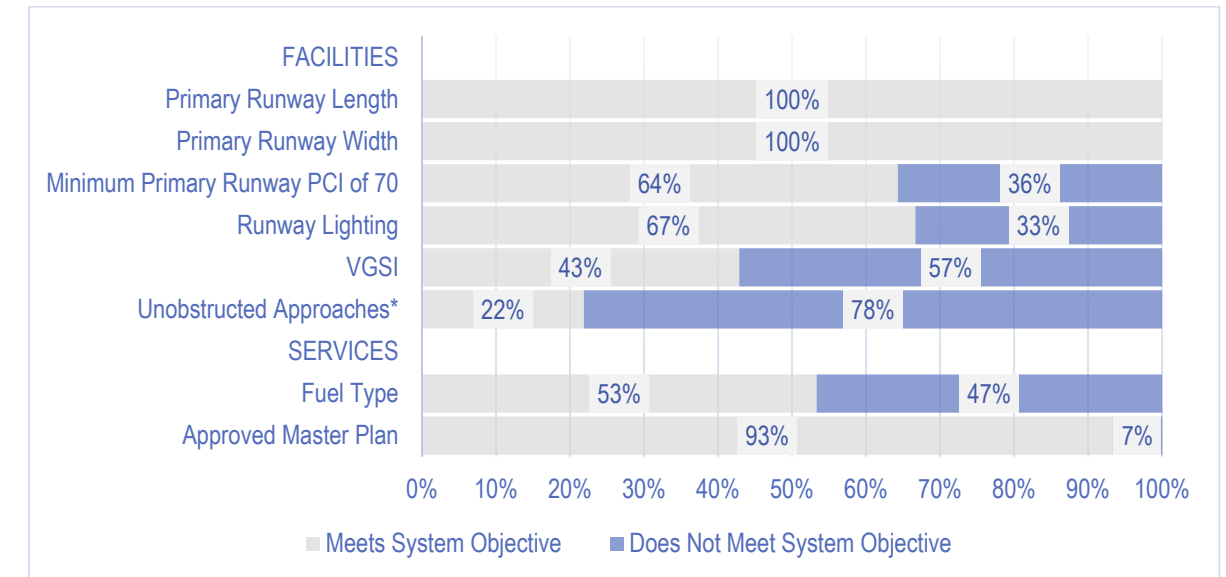
Note: *This compliance is for all runway ends, not airports

6.0 RECOMMENDED PLAN AND ASSOCIATED COSTS

6.1 Introduction

For airports included in the statewide system to meet the facility and service objectives outlined in this plan, investment in study airports will be needed. This investment will elevate performance of the state airport system relative to the established objectives. Projects identified through the system plan's analysis are those considered desirable to raise the performance bar for South Carolina's airport system.

Development costs presented in this chapter are estimated for each study airport by comparing existing airport facilities to objectives for facilities and services identified in the plan. Objectives used in this analysis are applicable to each airport's role in the state system. This chapter provides an estimated development cost associated with recommended projects and actions to meet the facility and service objectives analyzed in **Chapter 5**.

The costs presented in this chapter are related to the system plan's specific objectives. Also presented in this chapter are projects and costs identified in current airport specific Capital Improvement Plans (CIPs), as they have been submitted to the South Carolina Aeronautics Commission (SCAC), and projects and costs from South Carolina's pavement management plan, officially titled the Statewide Airfield Pavement Management System Update (SAPMSU).

For each airport, an airport report card has been developed that summarizes projects and costs from the system plan, the airport's current CIP, and South Carolina's pavement management plan. For all system airports, the goal is to move projects identified by the system plan and the pavement management plan into the airport's individual CIP. Airport-specific report cards are presented in **Appendix A** of this report.

As part of this step in the system planning process, projects from the system plan, CIPs, and the statewide pavement management plan were reconciled against one another to avoid duplication of projects and costs. The final total development cost for each airport consists of system plan recommendations, CIP projects, and pavement management plan projects. The recommended plan identifies anticipated near term (five-year) financial needs for South Carolina's airport system. It is very likely that over the next five years, airports in South Carolina will have the need for projects and costs not captured in this plan.

The system plan is a high-level planning document. Any project identified by the system plan needs to be implemented from the bottom-up, by the specific airport. It is recognized that projects identified in this plan are not all encompassing and that there will likely be development, maintenance, and rehabilitation needs that are not included in this plan. Also, cost estimates for the system planning projects have been developed to a general planning, not engineering, level of detail. Cost to implement system planning project are based on current airport development costs that are typical in South Carolina. It is possible that costs to implement projects identified in the system plan could vary when projects are bid for construction.

It is important to note that the inclusion of a project in the system plan does not constitute a commitment on the behalf of SCAC or the FAA to fund any of the identified projects. Projects that are eligible for funding may require additional steps before they can be implemented. Projects that are implemented with FAA funding must be on the airport's approved Airport Layout Plan (ALP). In some cases, system planning projects may require an environmental assessment, as required by the National Environmental Policy Act and Special Purpose Laws. Other projects may also require FAA airspace review prior to implementation. Any project recommended by the system plan should be considered for inclusion in each airport's next CIP.

6.2 Summary of Facility and Service Objectives

The facility and service objectives for each of the four airport role categories are presented in **Table 6-1**, along with the current system performance by objective for airports in each role category. It is worth noting that for some deficiencies identified in **Table 6-1**, a cost estimate was not developed as part of the system plan's analysis. For example, as noted in **Table 6-1**, a high percentage of system airports are reported as not having clear approaches to both runway ends. As a result of the complexity of developing a cost estimate to resolve obstructions in the approach to each runway end, a cost for this objective was not included in the system plan's cost estimating task.

TABLE 6-1 – SUMMARY OF FACILITY AND SERVICE OBJECTIVE PERFORMANCE BY ROLE

Airport Facility/ Service	SCI - Commercial Service		SCII - Corporate Business		SCIII - Business/ Recreation		SCIV - Recreation/ Local		Statewide
	Objective	Percent Meeting Objective	Objective	Percent Meeting Objective	Objective	Percent Meeting Objective	Objective	Percent Meeting Objective	Percent Meeting Objective
Minimum Primary Runway Length	5,000 feet	100%	5,000 feet	91%	3,200 feet	100%	2,000 feet (paved or turf)	100%	96%
Minimum Primary Runway Width	100 feet	100%	75 feet	100%	60 feet	100%	60 feet	100%	100%
Taxiway Type	Full parallel taxiway	100%	Full parallel taxiway	100%	Partial parallel taxiway or turnaround on both runway ends	100%	Not an Objective	-	100%
Minimum Primary Runway Pavement Condition	Primary Runway PCI of 70	83%	Primary Runway PCI of 70	86%	Primary runway PCI of 70	64%	Primary runway PCI of 70 (for paved runways)	64%	74%
Runway Lighting	HIRL	83%	MIRL	100%	MIRL	100%	MIRL	67%	89%
Taxiway Lighting	MITL	100%	MITL	100%	MITL	100%	Not an Objective	-	100%
Approach Type	ILS or RNAV (GPS) LPV	100%	Non-precision approach (RNAV (GPS) LPV)	100%	Published Approach	100%	-	100%	100%
NAVAIDS	ALS/ODALS	83%	Not an Objective	-	Not an Objective	-	Not an Objective	-	83%
	PAPIs	100%	PAPIs or VASIs	95%	PAPIs or VASIs	100%	PAPIs or VASIs	43%	82%
	REILs	100%	REILs	41%	Not an Objective	-	Not an Objective	-	54%
On-Site Weather Reporting	ASOS or ASOS	100%	ASOS or ASOS	100%	ASOS or ASOS	100%	Not an Objective	-	100%
Unobstructed Approaches	Unobstructed approaches	61%	Unobstructed approaches	33%	Unobstructed approaches	28%	Unobstructed approaches	22%	33%
Part 139	Part 139 certificate	100%	Not an Objective	-	Not an Objective	-	Not an Objective	-	100%
FBO	FBO	100%	FBO	100%	Not an Objective	-	Not an Objective	-	100%

TABLE 6-1 – SUMMARY OF FACILITY AND SERVICE OBJECTIVE PERFORMANCE BY ROLE

Airport Facility/ Service	SCI - Commercial Service		SCII - Corporate Business		SCIII - Business/ Recreation		SCIV - Recreation/ Local		Statewide
	Objective	Percent Meeting Objective	Objective	Percent Meeting Objective	Objective	Percent Meeting Objective	Objective	Percent Meeting Objective	Percent Meeting Objective
Fuel	Full Service Jet A and 100 LL	100%	Full Service Jet A and 100 LL	100%	Full Service 100 LL	100%	100 LL	53%	88%
Food Service	Food for Purchase or Restaurant	100%	Not an Objective	-	Not an Objective	-	Not an Objective	-	100%
Ground Transportation	On-site	100%	On-site or available through pre-arrangement	100%	Not an Objective	-	Not an Objective	-	100%
Restrooms (24/7 access)	Public restroom	100%	Public restroom	55%	Public restroom	71%	Public restroom	33%	58%
Recent Master Plan/ALP	SCAC/FAA approved within 10 years	100%	SCAC/FAA approved within 10 years	73%	SCAC/FAA approved within 10 years	57%	SCAC approved ALP	93%	77%

Source: Jviation

The deficiencies identified in **Table 6-1** provide the foundation for final system recommendations as well as for recommendations for individual study airports. The recommendations and associated costs are subsequently presented in this chapter.

6.3   Cost Estimating

The methodology used to estimate costs for projects included in the recommended plan includes:

- Compare existing facilities at each individual airport to facility/service objectives identified for each airport's recommended system role.
- Identify specific airport projects or actions needed to reach the airport's applicable objectives.
- Use estimated unit costs, applying these costs to specific airport needs/projects.

In this process, costs were first identified on an airport-by-airport basis, and then compiled at system-level by project category. Costs presented in this chapter are based on unit costs for each type of facility. Unit costs used in the system plan's analysis were obtained from current airport construction costs in South Carolina. Unit costs were increased to allow for contingency expenses related to planning, engineering, and design. Importantly, the costs identified in this chapter will vary based on site-specific conditions that may require significant site preparation efforts or other mitigation to allow for construction.

Units costs used in the system plan were obtained from recent similar projects completed in South Carolina. Wherever possible, actual costs were used as a baseline in the development of unit costs. The range of airports and their specific settings in the state may cause actual costs to vary. Further, costs presented in this chapter are based on 2017 U.S. dollars without increases to reflect future inflation. If a project identified by the system plan is already included in an airport's individual CIP, the cost for that project, as included in the CIP, was used in this analysis.

Costs associated with system plan recommendations are aggregated by following categories:

- Fuel
- Lighting/NAVAIDS
- Plans/Studies
- Runways
- Safety
- Taxiways
- Other

Pavement project costs associated with the SAPMSU are aggregated by the following categories:

- Apron
- Maintenance Projects
- Runway
- Taxiway

CIP project costs are aggregated by the following categories:

- Aprons
- Auto Parking/Ground Access
- Fuel
- Hangars
- Land Acquisition
- Lighting/NAVAIDS
- Plans/Studies
- Runways
- Safety
- Security
- Taxiways
- Terminals
- Utilities/Drainage
- Other (i.e. ARFF equipment, snow removal equipment, waste incinerator, etc.)

For detailed cost information for a particular airport, see Appendix A. All projects contributing to the cost estimates presented in this chapter are available in the airport specific "report cards" presented in Appendix A. The report card for each airport lists all projects and their associated costs. The report cards are organized by project source (system plan, CIP, or pavement management plan).

6.3.1   Costs Associated with System Plan Recommendations

For most categories shown above, summary tables were developed showing the airport, its role in the state airport system, the actual project, and the cost estimate for implementing the project. The system plan cost estimates, by project category, are summarized in **Table 6-2**, **Table 6-3**, **Table 6-4**, **Table 6-5**, **Table 6-6**, and **Table 6-7**. Projects at federally obligated airports in the NPIAS may be subject to federal requirements before projects can be implemented. Some projects identified by the system plan that are currently underway are shown in the following tables as being in progress. **Table 6-2**, **Table 6-3**,

Table 6-4, Table 6-5, Table 6-6, and Table 6-7 are organized by recommended plan project type/category and provide information, by airport, on actions needed to meet the objective and the cost associated with that action. Costs to resolve reported obstructions by runway end were not developed as part of the system plan. Consequently, costs associated with actual obstruction removal will add to the total statewide costs identified in this final chapter of the system plan.

TABLE 6-2 – RECOMMENDED ACTIONS AND ASSOCIATED COSTS RELATED TO: FUEL

Airport Name	Associated City	Role	Action Needed to Meet Objective	Estimated Cost
Bamberg County Airport	Bamberg	SCIV - Recreation/ Local	Install 100LL fuel	$260,000
Dillon County Airport	Dillon	SCIV - Recreation/ Local	Install 100LL fuel	$260,000
Lake City Municipal Airport CJ Evans Field	Lake City	SCIV - Recreation/ Local	Install 100LL fuel	$260,000
Twin City Airport	Loris	SCIV - Recreation/ Local	Install 100LL fuel	$260,000
McCormick County Airport	McCormick	SCIV - Recreation/ Local	Install 100LL fuel	$260,000
St. George Airport	St George	SCIV - Recreation/ Local	Install 100LL fuel	$260,000
Edgefield County Airport	Trenton	SCIV - Recreation/ Local	Install 100LL fuel	$260,000
			Total	$1,820,000

Source: Jviation, Parrish & Partners

TABLE 6-3 – RECOMMENDED ACTIONS AND ASSOCIATED COSTS RELATED TO: LIGHTING/NAVAIDS

Airport Name	Associated City	Role	Action Needed to Meet Objective	Estimated Cost
Hilton Head Airport	Hilton Head Island	SCI - Commercial Service	Install HIRLs	$403,000
			Install MALSR	$634,000
Aiken Regional Airport	Aiken	SCII - Corporate Business	Install REILs RW 07	$32,000
Anderson Regional Airport	Anderson	SCII - Corporate Business	Install REILs RW 05/23	$64,000
Beaufort County Airport	Beaufort	SCII - Corporate Business	Install REILs RW 07	$32,000
Charleston Executive Airport	Charleston	SCII - Corporate Business	Install REILs RW 09 and RW 27	$64,000
Jim Hamilton - LB Owens Airport	Columbia	SCII - Corporate Business	Add RNAV (GPS) LPV approach	$57,000
Georgetown County Airport	Georgetown	SCII - Corporate Business	Install REILs RW 23	$32,000
Donaldson Field	Greenville	SCII - Corporate Business	Install REILs RW 23	$32,000
Berkeley County Airport	Moncks Corner	SCII - Corporate Business	Install REILs RW 05 and RW 23	$64,000
Mt Pleasant Regional-Faison Field	Mount Pleasant	SCII - Corporate Business	Install REILs RW 17 and RW 35	$64,000
Pickens County Airport	Pickens	SCII - Corporate Business	Install REILs on RW 05 and RW 23	$64,000
Rock Hill/York Co/Bryant Field	Rock Hill	SCII - Corporate Business	Install REILs RW 20	$32,000
Spartanburg Downtown Memorial Airport	Spartanburg	SCII - Corporate Business	Install REILs RW 23	$32,000
Summerville Airport	Summerville	SCII - Corporate Business	Install PAPIs RW 24	$55,000
			Install REILs on RW 06 and RW 24	$64,000
Lowcountry Regional Airport	Walterboro	SCII - Corporate Business	Install REILs RW 05	$32,000
Dillon County Airport	Dillon	SCIV - Recreation/ Local	Install PAPIs RW 07 and RW 25	$127,000
Hampton County Airport	Hampton	SCIV - Recreation/ Local	Install MIRLs	$390,000
			Install PAPIs RW 11 and RW 29	$127,000

TABLE 6-3 – RECOMMENDED ACTIONS AND ASSOCIATED COSTS RELATED TO: LIGHTING/NAVAIDS

Airport Name	Associated City	Role	Action Needed to Meet Objective	Estimated Cost
Twin City Airport	Loris	SCIV - Recreation/ Local	Install MIRLs	$380,000
			Install PAPIs RW 08 and RW 26	$127,000
McCormick County Airport	McCormick	SCIV - Recreation/ Local	Install MIRLs	$240,000
			Install PAPIs RW 18 and RW 36	$127,000
Pageland Airport	Pageland	SCIV - Recreation/ Local	Install PAPI RW 24 end	$64,000
Lexington County Airport	Pelion	SCIV - Recreation/ Local	Install PAPIs RW 18	$64,000
Saluda County Airport	Saluda	SCIV - Recreation/ Local	Install PAPIs RW 19	$64,000
St. George Airport	St George	SCIV - Recreation/ Local	Install MIRLs	$300,000
			Install PAPIs on RW 05 and RW 23	$127,000
Edgefield County Airport	Trenton	SCIV - Recreation/ Local	Install MIRLs	$350,000
			Install PAPIs RW 11 and RW 29	$100,000
			Total	$4,344,000

Source: Jviation, Parrish & Partners

Airport Name	Associated City	Role	Action Needed to Meet Objective	Estimated Cost
Charleston International Airport	Charleston	SCI - Commercial Service	Update airport master plan by 2021	$750,000
Columbia Metropolitan Airport	Columbia	SCI - Commercial Service	Update airport master plan by 2022	Cost included in CIP
Florence Regional Airport	Florence	SCI - Commercial Service	Update airport master plan 2017	$750,000
Greenville-Spartanburg International Airport (Roger Milliken Field)	Greer	SCI - Commercial Service	Project Underway	
Hilton Head Airport	Hilton Head Island	SCI - Commercial Service	Update airport master plan by 2021	$750,000
Myrtle Beach International Airport	Myrtle Beach	SCI - Commercial Service	Update airport master plan by 2020	Cost included in CIP
Aiken Regional Airport	Aiken	SCII - Corporate Business	Update airport master plan by 2022	$375,000
Anderson Regional Airport	Anderson	SCII - Corporate Business	Update airport master plan	$240,000
Beaufort County Airport	Beaufort	SCII - Corporate Business	Update airport master plan by 2024 (proposed)	$375,000
Woodward Field	Camden	SCII - Corporate Business	Update airport master plan by 2026	$175,000
Charleston Executive Airport	Charleston	SCII - Corporate Business	Update airport master plan by 2023	$375,000
Oconee County Regional Airport	Clemson	SCII - Corporate Business	Update airport master plan by 2026	$375,000
Jim Hamilton - LB Owens Airport	Columbia	SCII - Corporate Business	Update airport master plan by 2021	$375,000
Darlington County Airport	Darlington	SCII - Corporate Business	Update airport master plan by 2022	$375,000
Georgetown County Airport	Georgetown	SCII - Corporate Business	Project Underway	
Greenville Downtown Airport	Greenville	SCII - Corporate Business	Update airport master plan	$375,000
Donaldson Field	Greenville	SCII - Corporate Business	Update airport master plan by 2026	$375,000
Greenwood County Airport	Greenwood	SCII - Corporate Business	Update ALP	Cost included in CIP
Berkeley County Airport	Moncks Corner	SCII - Corporate Business	Project Underway	
Mt Pleasant Regional-Faison Field	Mount Pleasant	SCII - Corporate Business	Update airport master plan by 2018	$375,000
Grand Strand Airport	North Myrtle Beach	SCII - Corporate Business	ALP Underway	
Orangeburg Municipal Airport	Orangeburg	SCII - Corporate Business	Update airport master plan by 2022	$175,000
Pickens County Airport	Pickens	SCII - Corporate Business	Update airport master plan by 2023	$175,000
Rock Hill/York Co/Bryant Field	Rock Hill	SCII - Corporate Business	Update airport master plan by 2026	$175,000
Spartanburg Downtown Memorial Airport	Spartanburg	SCII - Corporate Business	Update airport master plan	Cost included in CIP
Summerville Airport	Summerville	SCII - Corporate Business	Update airport master plan by 2017	$175,000
Sumter Airport	Sumter	SCII - Corporate Business	Update airport master plan	Cost included in CIP
Lowcountry Regional Airport	Walterboro	SCII - Corporate Business	Project Underway	

Airport Name	Associated City	Role	Action Needed to Meet Objective	Estimated Cost
Allendale County Airport	Allendale	SCIII - Business/ Recreation	Update airport master plan by 2017	Cost included in CIP
Barnwell Regional Airport	Barnwell	SCIII - Business/ Recreation	Update airport master plan by 2025	$175,000
Marlboro County Airport - HE Avent Field	Bennettsville	SCIII - Business/ Recreation	Update airport master plan	$175,000
Cheraw Municipal/Lynch Bellinger Field	Cheraw	SCIII - Business/ Recreation	Update ALP	$175,000
Chester Catawba Regional Airport	Chester	SCIII - Business/ Recreation	Update airport master plan	$175,000
Conway-Horry County Airport	Conway	SCIII - Business/ Recreation	ALP underway	
Hartsville Regional Airport	Hartsville	SCIII - Business/ Recreation	Update airport master plan by 2017	$175,000
Williamsburg Regional Airport	Kingstree	SCIII - Business/ Recreation	Update ALP	$175,000
Lancaster County-McWhirter Field	Lancaster	SCIII - Business/ Recreation	Update ALP	$175,000
Laurens County Airport	Laurens	SCIII - Business/ Recreation	Update ALP	$175,000
Santee Cooper Regional Airport	Manning	SCIII - Business/ Recreation	Update airport master plan by 2022	$175,000
Newberry County Airport	Newberry	SCIII - Business/ Recreation	Update airport master plan by 2021	Cost included in CIP
Ridgeland-Claude Dean Airport	Ridgeland	SCIII - Business/ Recreation	Update airport master plan by 2024	$175,000
Fairfield County Airport	Winnsboro	SCIII - Business/ Recreation	Project underway	
Twin City Airport	Loris	SCIV - Recreation/ Local	Project underway	
Edgefield County Airport	Trenton	SCIV - Recreation/ Local	Develop and approve airport master plan/ALP	$150,000
			Total	**$8,640,000**

Source: Jviation

TABLE 6-5 – RECOMMENDED ACTIONS AND ASSOCIATED COSTS RELATED TO: RUNWAY PROJECTS

Airport Name	Associated City	Role	Action Needed to Meet Objective	Estimated Cost
Florence Regional Airport	Florence	SCI - Commercial Service	Runway mill and overlay	Cost included in pavement maintenance
Beaufort County Airport	Beaufort	SCII - Corporate Business	Extend runway 1,556'	$40,000,000
			Runway mill and overlay	$1,500,000
Woodward Field	Camden	SCII - Corporate Business	Runway mill and overlay	Cost included in pavement maintenance
Oconee County Regional Airport	Clemson	SCII - Corporate Business	Runway mill and overlay	Cost included in pavement maintenance
Jim Hamilton - LB Owens Airport	Columbia	SCII - Corporate Business	Runway mill and overlay	Cost included in pavement maintenance
Mt Pleasant Regional-Faison Field	Mount Pleasant	SCII - Corporate Business	Extend runway 1,300'	$3,000,000
Grand Strand Airport	North Myrtle Beach	SCII - Corporate Business	Runway Rehabilitation (Design Underway)	$5,000,000
Spartanburg Downtown Memorial Airport	Spartanburg	SCII - Corporate Business	Runway Reconstruction Underway	
Cheraw Municipal/Lynch Bellinger Field	Cheraw	SCIII - Business/ Recreation	Runway Construction	$2,750,000
Chester Catawba Regional Airport	Chester	SCIII - Business/ Recreation	Runway mill and overlay	Cost included in pavement maintenance
Conway-Horry County Airport	Conway	SCIII - Business/ Recreation	Runway pavement rehabilitation	Cost included in pavement maintenance
Hartsville Regional Airport	Hartsville	SCIII - Business/ Recreation	Runway overlay or reconstruction	Cost included in CIP
Williamsburg Regional Airport	Kingstree	SCIII - Business/ Recreation	Runway mill and overlay	Cost included in pavement maintenance
Ridgeland-Claude Dean Airport	Ridgeland	SCIII - Business/ Recreation	Project Underway	
Bamberg County Airport	Bamberg	SCIV - Recreation/ Local	Runway rehabilitation	Cost included in pavement maintenance
Dillon County Airport	Dillon	SCIV - Recreation/ Local	Runway reconstruction	Cost included in pavement maintenance
Hampton County Airport	Hampton	SCIV - Recreation/ Local	Runway reconstruction	Cost included in pavement maintenance
Lake City Municipal Airport CJ Evans Field	Lake City	SCIV - Recreation/ Local	Runway reconstruction	$3,100,000
Twin City Airport	Loris	SCIV - Recreation/ Local	Runway overlay or reconstruction	$2,500,000
Marion County Airport	Marion	SCIV - Recreation/ Local	Runway overlay or reconstruction	Cost included in pavement maintenance
McCormick County Airport	McCormick	SCIV - Recreation/ Local	Runway reconstruction	Cost included in pavement maintenance
			Total	$57,850,000

Source: Jviation

TABLE 6-6 – RECOMMENDED ACTIONS AND ASSOCIATED COSTS RELATED TO: SAFETY

Airport Name	Associated City	Role	Action Needed to Meet Objective	Estimated Cost
Columbia Metropolitan Airport	Columbia	SCI - Commercial Service	Remove obstruction - RW 23	TBD
Florence Regional Airport	Florence	SCI - Commercial Service	Remove obstruction - RW 01	TBD
			Remove obstruction - RW 19	TBD
Hilton Head Airport	Hilton Head Island	SCI - Commercial Service	Remove obstruction - RW 3	TBD
			Remove obstruction - RW 21	TBD
Myrtle Beach International Airport	Myrtle Beach	SCI - Commercial Service	Remove obstruction - RW 18	TBD
			Remove obstruction - RW 36	TBD
Aiken Regional Airport	Aiken	SCII - Corporate Business	Remove obstruction - RW 01	TBD
Anderson Regional Airport	Anderson	SCII - Corporate Business	Remove obstruction - RW 05	TBD
			Remove obstruction - RW 23	TBD
			Remove obstruction - RW 17	TBD
			Remove obstruction - RW 35	TBD
Beaufort County Airport	Beaufort	SCII - Corporate Business	Remove obstruction - RW 07	TBD
Woodward Field	Camden	SCII - Corporate Business	Remove obstruction - RW 14	TBD
			Remove obstruction - RW 32	TBD
Charleston Executive Airport	Charleston	SCII - Corporate Business	Remove obstruction - RW 09	TBD
			Remove obstruction - RW 27	TBD
			Remove obstruction - RW 04	TBD
Oconee County Regional Airport	Clemson	SCII - Corporate Business	Remove obstruction - RW 07	TBD
			Remove obstruction - RW 25	TBD
Jim Hamilton - LB Owens Airport	Columbia	SCII - Corporate Business	Remove obstruction - RW 13	TBD
			Remove obstruction - RW 31	TBD
Darlington County Airport	Darlington	SCII - Corporate Business	Remove Obstruction - RW 23	TBD
Georgetown County Airport	Georgetown	SCII - Corporate Business	Remove obstruction - RW 23	TBD
			Remove obstruction - RW 11	TBD
			Remove obstruction - RW 29	TBD
Greenville Downtown Airport	Greenville	SCII - Corporate Business	Remove obstruction - RW 19	TBD
			Remove obstruction - RW 10	TBD
			Remove obstruction - RW 28	TBD
Greenwood County Airport	Greenwood	SCII - Corporate Business	Remove obstruction - RW 9	TBD
Berkeley County Airport	Moncks Corner	SCII - Corporate Business	Remove obstruction - RW 05	TBD
			Remove obstruction - RW 23	TBD
Mt Pleasant Regional-Faison Field	Mount Pleasant	SCII - Corporate Business	Remove obstruction - RW 35	TBD
Grand Strand Airport	North Myrtle Beach	SCII - Corporate Business	Remove obstruction - RW 05	TBD
			Remove obstruction - RW 23	TBD
Orangeburg Municipal Airport	Orangeburg	SCII - Corporate Business	Remove obstruction - RW 17	TBD

Airport Name	Associated City	Role	Action Needed to Meet Objective	Estimated Cost
Pickens County Airport	Pickens	SCII - Corporate Business	Remove obstruction - RW 05	TBD
			Remove obstruction - RW 23	TBD
Rock Hill/York Co/Bryant Field	Rock Hill	SCII - Corporate Business	Remove obstruction - RW 02	TBD
			Remove obstruction - RW 20	TBD
Spartanburg Downtown Memorial Airport	Spartanburg	SCII - Corporate Business	Remove obstruction - RW 05	TBD
Summerville Airport	Summerville	SCII - Corporate Business	Remove obstruction - RW 24	TBD
Sumter Airport	Sumter	SCII - Corporate Business	Remove obstruction - RW 5	TBD
			Remove obstruction - RW 23	TBD
			Remove obstruction - RW 32	TBD
Lowcountry Regional Airport	Walterboro	SCII - Corporate Business	Remove obstruction - RW 05	TBD
			Remove obstruction - RW 23	TBD
			Remove obstruction - RW 17	TBD
			Remove obstruction - RW 09	TBD
			Remove obstruction - RW 27	TBD
Allendale County Airport	Allendale	SCIII - Business/ Recreation	Remove obstruction - RW 17	TBD
Barnwell Regional Airport	Barnwell	SCIII - Business/ Recreation	Remove obstruction - RW 17	TBD
			Remove obstruction - RW 35	TBD
Cheraw Municipal/Lynch Bellinger Field	Cheraw	SCIII - Business/ Recreation	Remove obstruction - RW 08	TBD
			Remove obstruction - RW 26	TBD
Chester Catawba Regional Airport	Chester	SCIII - Business/ Recreation	Remove obstruction - RW 17	TBD
			Remove obstruction - RW 35	TBD
			Remove obstruction - RW 23	TBD
Conway-Horry County Airport	Conway	SCIII - Business/ Recreation	Remove obstruction - RW 04	TBD
			Remove obstruction - RW 22	TBD
Hartsville Regional Airport	Hartsville	SCIII - Business/ Recreation	Remove obstruction - RW 21	TBD
Williamsburg Regional Airport	Kingstree	SCIII - Business/ Recreation	Remove obstruction - RW 14	TBD
			Remove obstruction - RW 32	TBD
Lancaster County-McWhirter Field	Lancaster	SCIII - Business/ Recreation	Remove obstruction - RW 06	TBD
			Remove obstruction - RW 24	TBD
Laurens County Airport	Laurens	SCIII - Business/ Recreation	Remove obstruction - RW 8	TBD
			Remove obstruction - RW 26	TBD
Santee Cooper Regional Airport	Manning	SCIII - Business/ Recreation	Remove obstruction - RW 02	TBD
			Remove obstruction - RW 20	TBD
Newberry County Airport	Newberry	SCIII - Business/ Recreation	Remove obstruction - RW 04	TBD
			Remove obstruction - RW 22	TBD

Airport Name	Associated City	Role	Action Needed to Meet Objective	Estimated Cost
Ridgeland-Claude Dean Airport	Ridgeland	SCIII - Business/ Recreation	Remove obstruction - RW 03	TBD
			Remove obstruction - RW 21	TBD
Robert F. Swinnie Airport	Andrews	SCIV - Recreation/ Local	Remove obstruction - RW 18	TBD
Bamberg County Airport	Bamberg	SCIV - Recreation/ Local	Remove obstruction - RW 05	TBD
			Remove obstruction - RW 23	TBD
Lee County Airport-Butters Field	Bishopville	SCIV - Recreation/ Local	Remove obstruction - RW 06	TBD
			Remove obstruction - RW 24	TBD
Dillon County Airport	Dillon	SCIV - Recreation/ Local	Remove obstruction - RW 07	TBD
			Remove obstruction - RW 25	TBD
Hampton County Airport	Hampton	SCIV - Recreation/ Local	Remove obstruction - RW 11	TBD
			Remove obstruction - RW 29	TBD
Lake City Municipal Airport CJ Evans Field	Lake City	SCIV - Recreation/ Local	Remove obstruction - RW 01	TBD
			Remove obstruction - RW 19	TBD
Twin City Airport	Loris	SCIV - Recreation/ Local	Remove obstruction - RW 08	TBD
			Remove obstruction - RW 26	TBD
Marion County Airport	Marion	SCIV - Recreation/ Local	Remove obstruction - RW 04	TBD
			Remove obstruction - RW 22	TBD
McCormick County Airport	McCormick	SCIV - Recreation/ Local	Remove obstruction - RW 18	TBD
			Remove obstruction - RW 36	TBD
Saluda County Airport	Saluda	SCIV - Recreation/ Local	Remove obstruction - RW 01	TBD
			Remove obstruction - RW 19	TBD
St. George Airport	St George	SCIV - Recreation/ Local	Remove obstruction - RW 05	TBD
			Remove obstruction - RW 23	TBD
Edgefield County Airport	Trenton	SCIV - Recreation/ Local	Remove obstruction - RW 11	TBD
			Remove obstruction - RW 29	TBD
			Remove obstruction - RW 33	TBD
Union County, Troy Shelton Field	Union	SCIV - Recreation/ Local	Remove obstruction - RW 23	TBD
			Total	**TBD**

*Most of the obstruction removal that is needed is associated with trees located in runway approaches; the height and the number of trees in each approach changes. Therefore, costs related to obstruction removal by runway end were not estimated at this time.

Source: Jviation

Airport Name	Associated City	Role	Action Needed to Meet Objective	Estimated Cost
Beaufort County Airport	Beaufort	SCII - Corporate Business	Project Design Underway	$3,900,000
Ridgeland-Claude Dean Airport	Ridgeland	SCIII - Business/ Recreation	Project Underway	
			Total	$3,900,000

Source: Jviation

6.3.2   Summary of System Plan Costs by Project Category and Airport Role

Altogether, the costs associated with system plan recommendations for all project categories total approximately $76.6 million. **Figure 6-1** illustrates the distribution of total estimated system plan costs by project category. As shown, the most significant cost for recommended system improvements relates to runway projects, followed by plans/studies, and lighting/NAVAIDs. The 98 safety projects identified by the system plan are related to obstruction removal, and costs have yet to be determined. Statewide costs to remove obstructions at all airports will be considerable and would significantly increase cost estimates shown in this chapter.

FIGURE 6-1 – SYSTEM PLAN COSTS BY PROJECT CATEGORY

TOTAL SASP COSTS (BY CATEGORY):
$76,554,000

Taxiways $3,900,000 5%
Fuel $1,820,000 2%
Lighting/NAVAIDS $4,344,000 6%
Plans/Studies $8,640,000 11%
Runways $57,850,000 76%
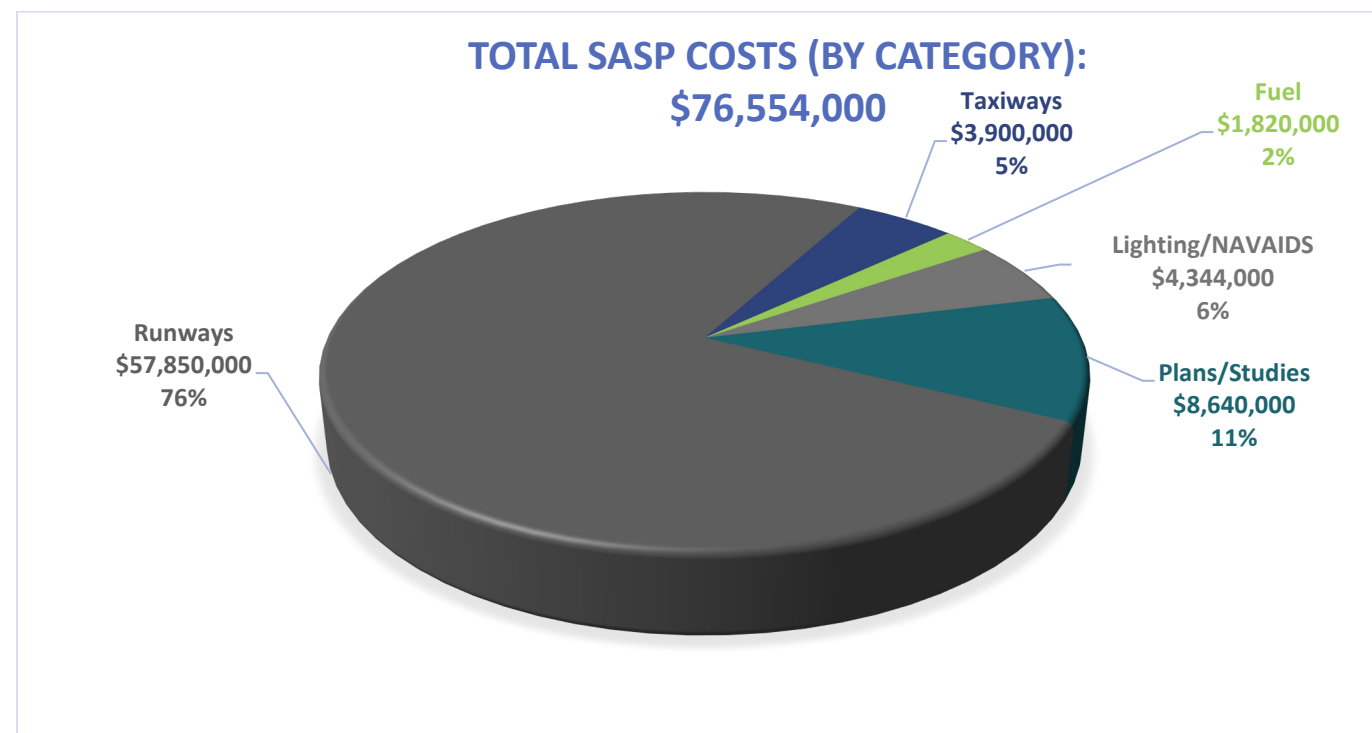
Source: Jviation

In addition to the estimated system development costs by project category, a summary of estimated costs by airport role (SCI - Commercial Service, SCII - Corporate Business, SCIII - Business/Recreation, SCIV - Recreation/Local) was developed and is shown in **Figure 6-2**. This graphic was developed with airport-specific projects from the system plan shown in Tables 6-2 through 6-7. As shown in **Figure 6-2**, the SCII - Corporate Business role comprises the largest share of estimated costs associated with system plan recommendations, followed by SCIV - Recreation/Local, SCIII - Business/Recreation, and SCI - Commercial Service. Because the commercial airports in South Carolina are developed to meet the needs of most

commercial carriers, their additional development needs are more limited as they relate to meeting objectives established by the system plan.

FIGURE 6-2 – SYSTEM PLAN PROJECT COSTS BY ROLE

TOTAL SASP COSTS (BY ROLE):
$76,554,000

SC III- Business/ Recreation $4,500,000 6%
SC IV- Recreation/ Local $10,157,000 13%
SC I- Commercial Service $3,287,000 4%
SC II- Corporate Business $58,610,000 77%
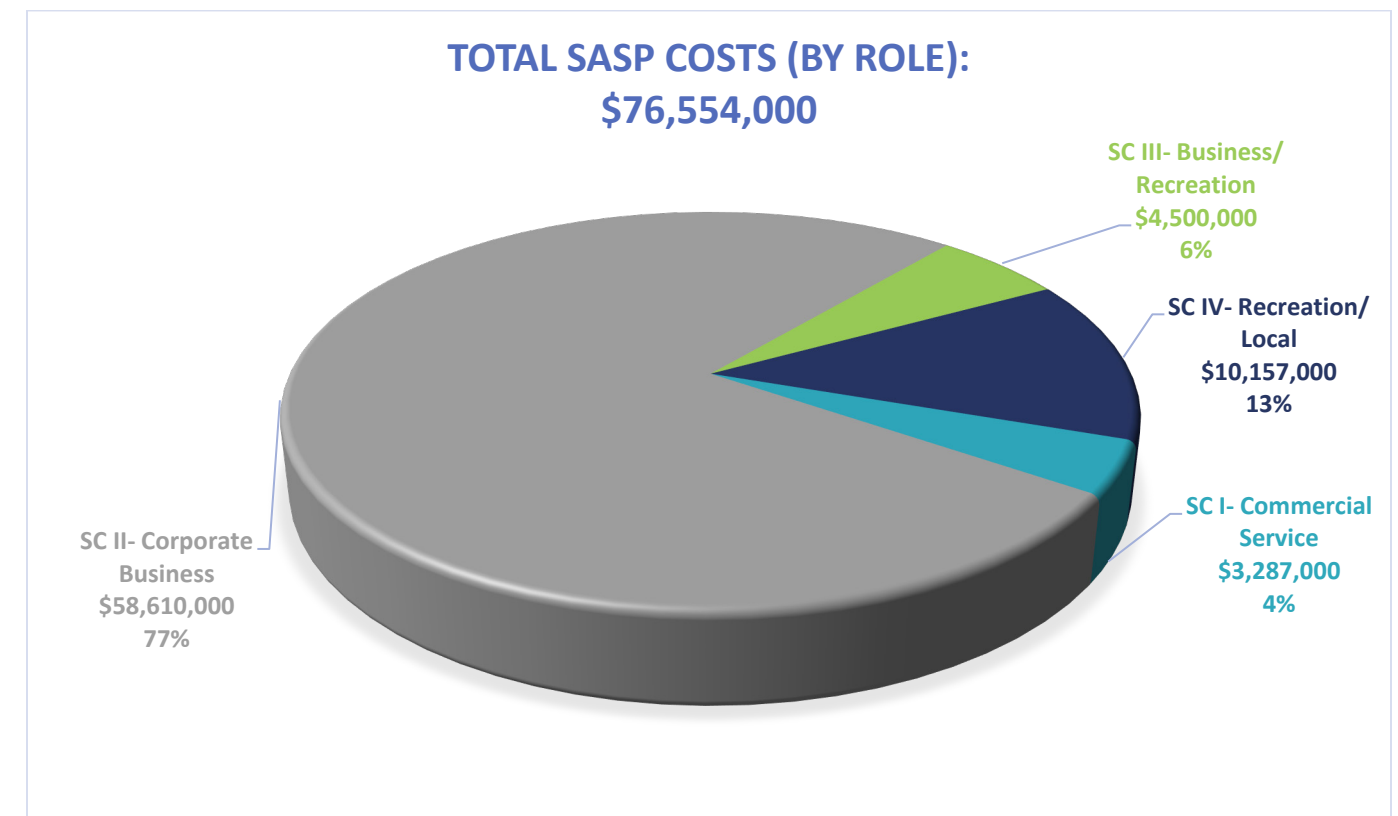
Source: Jviation

Table 6-8 presents a summary of all recommended system plan costs by project category and system role.

TABLE 6-8 – SUMMARY OF SYSTEM PLAN COSTS BY PROJECT CATEGORY AND ROLE

Project Category	SCI - Commercial Service	SCII - Corporate Business	SCIII - Business/ Recreation	SCIV - Recreation/ Local	Total	Percent of Total
Fuel	$0	$0	$0	$1,820,000	$1,820,000	2%
Lighting/NAVAIDS	$1,037,000	$720,000	$0	$2,587,000	$4,344,000	5%
Plans/Studies	$2,250,000	$4,490,000	$1,750,000	$150,000	$8,640,000	11%
Runways	$0	$49,500,000	$2,750,000	$5,600,000	$57,850,000	76%
Safety*	$0	$0	$0	$0	$0	0%
Taxiways	$0	$3,900,000	$0	$0	$3,900,000	4%
Total	$3,287,000	$58,610,000	$4,500,000	$10,157,000	$76,554,000	100%
Percent of Total	**4%**	**77%**	**6%**	**13%**	**100%**	

*All safety costs are related to obstruction removal and were not estimated by runway end as part of the system plan's analysis.
Source: Jviation

6.3.3 Other Development Costs for System Airports

Recommended projects from the system plan represent only a portion of the total development and maintenance costs that South Carolina will require in the near term. In order to have a better picture of total investment needs for South Carolina's airport system, it is important to also consider projects identified for each airport in their current CIP and in South Carolina's 2016 Statewide Airfield Pavement Management System Update.

Current CIPs were reviewed to provide SCAC with a general understanding of what projects were already being considered on the local level that would address deficiencies noted in the system plan. A review was performed to ensure project costs were not duplicated between the system plan and current CIPs. Projects in the SAPMSU were also reviewed to determine if any of the recommendations from this study are already included in an airport's current CIP. The combined costs from all three sources provide a more holistic picture of anticipated financial needs.

Costs Associated with SAPMSU Projects

The 2016 South Carolina Statewide Airfield Pavement Management System Update identified maintenance, repair, and rehabilitation projects needed to sustain functional pavements at South Carolina's airports over a five-year period. Those projects and their associated costs were collected to supplement the costs associated with system plan recommendations. **Table 6-9** presents a summary of SAPMSU costs for the system airports included in the SAPMSU by project category and by airport role. It is worth noting that some airports also have pavement related projects embedded in their CIPs. Therefore, actual costs related to improving and maintaining the condition of airport pavement in South Carolina is actually much higher than the $275 million shown in the following table. Also, not all pavement maintenance and rehabilitation needs for all 57 study airports were addressed in the SAPMSU.

TABLE 6-9 – SUMMARY OF SAPMSU COSTS BY PROJECT CATEGORY AND ROLE

Project Category	SCI - Commercial Service	SCII - Corporate Business	SCIII - Business/ Recreation	SCIV - Recreation/ Local	Total	Percent of Total
Aprons	$21,201,000	$37,693,526	$17,408,000	$2,550,000	$78,852,526	29%
Maintenance Projects	$7,326,795	$31,439,457	$2,175,582	$0	$40,941,834	15%
Runways	$13,197,000	$44,810,000	$14,617,276	$4,648,000	$77,272,276	28%
Taxiways	$22,906,000	$37,194,000	$17,313,000	$751,000	$78,164,000	28%
Total	**$64,630,795**	**$151,136,983**	**$51,513,858**	**$7,949,000**	**$275,230,636**	**100%**
Percent of Total	**23%**	**55%**	**19%**	**3%**	**100%**	

Source: Jviation

As shown in **Table 6-9**, pavement projects identified by the SAPMSU require significant investment, totaling more than $275 million over the next five years, with the average annual investment exceeding $55 million. Apron projects and taxiway projects account for the largest shares of the pavement-related costs, followed by runway projects, and various pavement maintenance projects. By system role, SCII - Corporate Business airports have the highest estimated costs, followed by SCI - Commercial Service, SCIII - Business/Recreation, and SCIV - Recreation/Local airports.

Figure 6-3 and **Figure 6-4** graphically depict the share of pavement-related costs by project category and system airport role.

FIGURE 6-3 – PAVEMENT COSTS BY PROJECT CATEGORY

TOTAL SAPMSU COSTS (BY CATEGORY):
$275,230,636

- Runways $77,272,276 — 28%
- Taxiways $78,164,000 — 28%
- Maintenance Projects $40,941,834 — 15%
- Aprons $78,852,526 — 29%
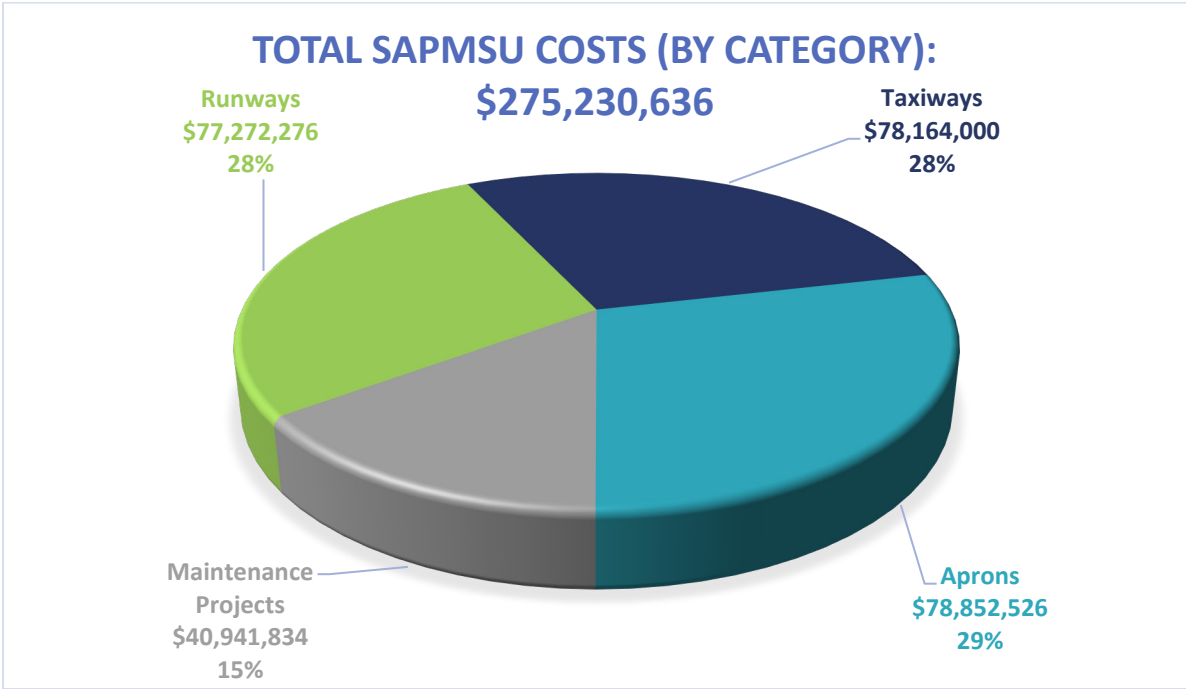
Source: Jviation

FIGURE 6-4 – PAVEMENT COSTS BY AIRPORT ROLE

TOTAL SAPMSU COSTS (BY ROLE):
$275,230,636

- SC III- Business/ Recreation $51,513,858 — 19%
- SC IV- Recreation/ Local $7,949,000 — 3%
- SC II- Corporate Business $151,136,983 — 55%
- SC I- Commercial Service $64,630,795 — 23%
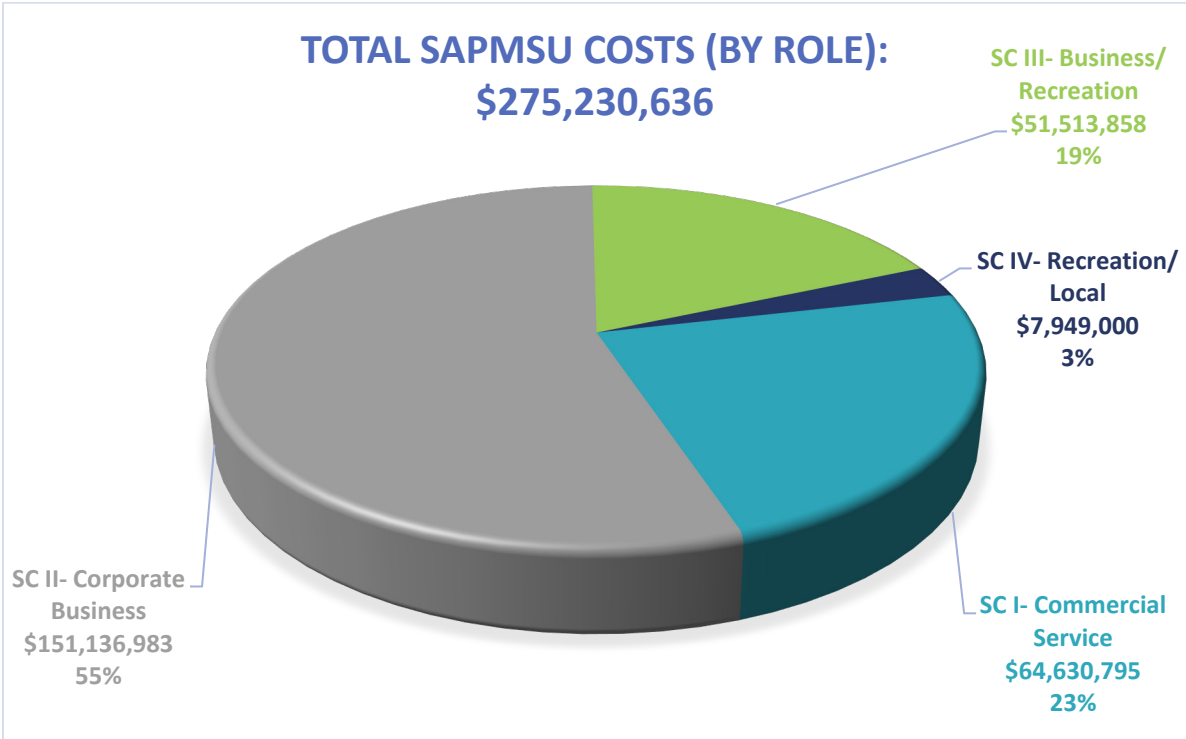
Source: Jviation

A summary of CIP project costs for all 57 system airports (as most recently reported to SCAC) is presented in **Table 6-10**, by project category and by airport role.

TABLE 6-10 – SUMMARY OF CIP COSTS BY PROJECT CATEGORY AND ROLE

Project Category	SCI - Commercial Service	SCII - Corporate Business	SCIII - Business/ Recreation	SCIV - Recreation/ Local	Total	Percent of Total
Aprons	$35,600,000	$7,752,200	$9,574,900	$262,000	$53,189,100	13%
Auto Parking/Ground Access	$6,845,000	$2,714,800	$50,000	$0	$9,609,800	2%
Fuel	$0	$3,134,600	$1,443,000	$0	$4,577,600	1%
Hangars	$6,436,180	$10,742,000	$10,148,000	$2,795,600	$30,121,780	7%
Land Acquisition	$1,915,270	$8,765,253	$1,540,000	$2,735,180	$14,955,703	4%
Lighting/NAVAIDS	$5,748,926	$6,205,800	$2,614,120	$269,000	$14,837,846	4%
Plans/Studies	$6,076,398	$2,902,000	$1,293,667	$983,500	$11,255,565	3%
Runways	$12,671,000	$49,696,280	$18,875,867	$18,341,000	$99,584,147	24%
Safety	$4,750,000	$4,234,000	$2,931,701	$1,576,867	$13,492,568	3%
Security	$570,237	$977,750	$0	$0	$1,547,987	0%
Taxiways	$34,056,251	$44,476,833	$4,422,627	$4,219,300	$87,175,011	21%
Terminal	$28,160,000	$5,376,667	$4,554,252	$185,000	$38,275,919	9%
Utilities/Drainage	$100,000	$13,515,099	$0	$0	$13,615,099	3%
Other	$18,275,304	$6,335,875	$0	$0	$24,611,179	6%
Total	$161,204,566	$166,829,157	$57,448,134	$31,367,447	$416,849,304	100%
Percent of Total	**39%**	**40%**	**14%**	**8%**	**100%**	

Source: Jviation

As shown in **Table 6-10**, if fully implemented, CIP projects for system airports also require a significant investment, totaling nearly $417 million over the next five years; on average, $83.4 million per year will be required to fund all existing CIPs. By CIP project category, runway projects make up the largest share of costs, followed by taxiway projects, and apron projects. The remaining 11 project categories each represent less than ten percent of the total cost. By system role, SCII - Corporate Business airports represent the largest share of CIP costs, followed by SCI - Commercial Service, SCIII - Business/Recreation, and SCIV - Recreation/Local airports.

Figure 6-5 and **Figure 6-6** graphically depict the share of CIP-related costs by project category and system role.

FIGURE 6-5 – CIP COSTS BY PROJECT CATEGORY
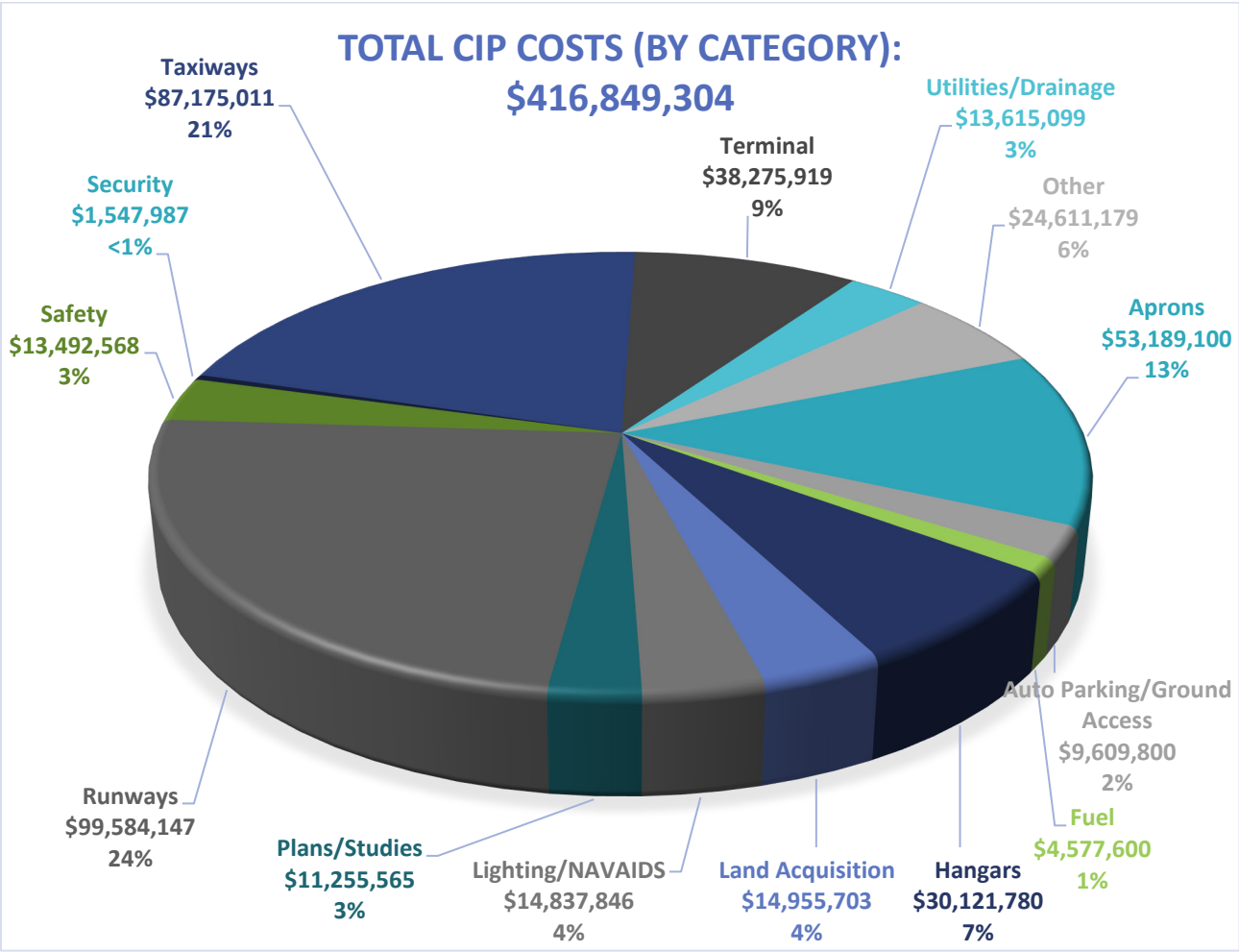
Source: Jviation

FIGURE 6-6 – CIP COSTS BY ROLE

TOTAL CIP COSTS (BY ROLE):
$416,849,304

SC II- Corporate Business
$166,829,157
40%

SC III- Business/ Recreation
$57,448,134
14%

SC IV- Recreation/ Local
$31,367,447
7%

SC I- Commercial Service
$161,204,566
39%

Source: Jviation

TABLE 6-11 – SUMMARY OF COMBINED DEVELOPMENT COSTS BY PROJECT CATEGORY AND ROLE

Project Category	SCI - Commercial Service	SCII - Corporate Business	SCIII - Business/ Recreation	SCIV - Recreation/ Local	Total	Percent of Total
Aprons	$56,801,000	$45,445,726	$26,982,900	$2,812,000	$132,041,626	17%
Auto Parking/Ground Access	$6,845,000	$2,714,800	$50,000	$0	$9,609,800	1%
Fuel	$0	$3,134,600	$1,443,000	$1,820,000	$6,397,600	1%
Hangars	$6,436,180	$10,742,000	$10,148,000	$2,795,600	$30,121,780	4%
Land Acquisition	$1,915,270	$8,765,253	$1,540,000	$2,735,180	$14,955,703	2%
Lighting/NAVAIDS	$6,785,926	$6,925,800	$2,614,120	$2,856,000	$19,181,846	2%
Plans/Studies	$8,326,398	$7,392,000	$3,043,667	$1,133,500	$19,895,565	3%
Runways	$25,868,000	$144,006,280	$36,243,143	$28,589,000	$234,706,423	31%
Safety	$4,750,000	$4,234,000	$2,931,701	$1,576,867	$13,492,568	2%
Security	$570,237	$977,750	$0	$0	$1,547,987	0%
Taxiways	$56,962,251	$85,570,833	$21,735,627	$4,970,300	$169,239,011	22%
Terminals	$28,160,000	$5,376,667	$4,554,252	$185,000	$38,275,919	5%
Utilities/Drainage	$100,000	$13,515,099	$0	$0	$13,615,099	2%
Other/Pavement Maintenance	$25,602,099	$37,775,332	$2,175,582	$0	$65,553,013	9%
Total	$229,122,361	$376,576,140	$113,461,992	$49,473,447	$768,633,940	100%
Percent of Total	30%	49%	15%	6%	100%	

Source: Jviation

6.3.4 Combined Estimated Development Costs

Combining all costs associated with each of the three plans results in a total development cost of over $768.6 million over the next five years. **Table 6-11** presents a summary of the combined development costs by project category and airport role.

As shown in **Table 6-11**, by project category the largest share of costs is for runway projects, followed by taxiway projects, and apron projects. The remaining 11 project categories each represent less than ten percent of the total cost. By system role, SCII - Corporate Business airports represent the largest share of combined development costs, followed by SCI - Commercial Service, SCIII - Business/Recreation, and SCIV - Recreation/Local airports.

Figure 6-7 and **Figure 6-8** graphically depict the share of combined development costs by project category and system role.

FIGURE 6-7 – COMBINED DEVELOPMENT COSTS BY PROJECT CATEGORY
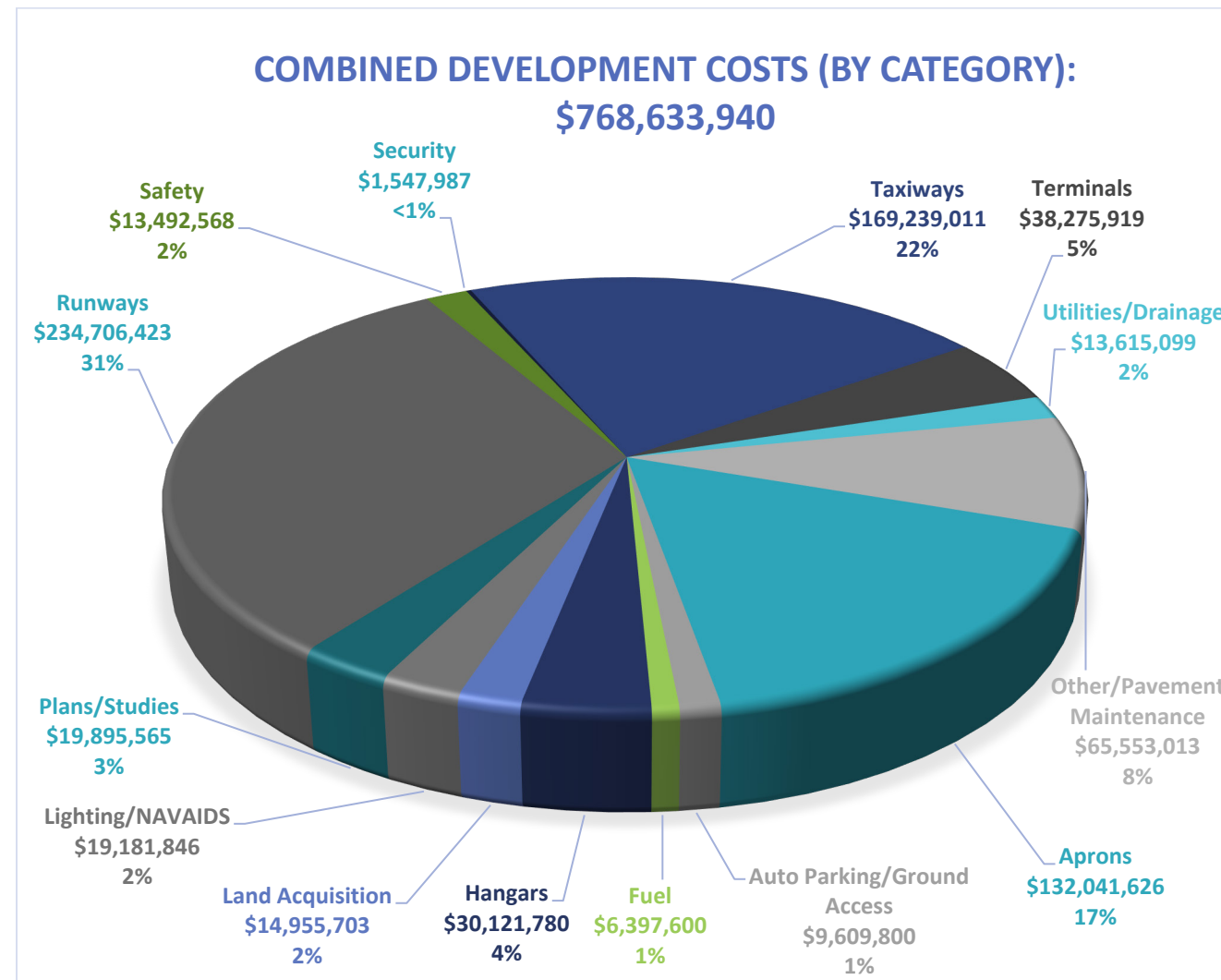
FIGURE 6-8 – COMBINED DEVELOPMENT COSTS BY ROLE

COMBINED DEVELOPMENT COSTS (BY CATEGORY): $768,633,940

Security $1,547,987 <1%

Safety $13,492,568 2%

Taxiways $169,239,011 22%

Terminals $38,275,919 5%

Runways $234,706,423 31%

Utilities/Drainage $13,615,099 2%

Plans/Studies $19,895,565 3%

Lighting/NAVAIDS $19,181,846 2%

Land Acquisition $14,955,703 2%

Hangars $30,121,780 4%

Fuel $6,397,600 1%

Auto Parking/Ground Access $9,609,800 1%

Aprons $132,041,626 17%

Other/Pavement Maintenance $65,553,013 8%

Source: Jviation

COMBINED DEVELOPMENT COSTS (BY ROLE): $768,633,940

SC II- Corporate Business $376,576,140 49%

SC III- Business/ Recreation $113,461,992 15%

SC IV- Recreation/ Local $49,473,447 6%

SC I- Commercial Service $229,122,361 30%

Source: Jviation

Table 6-12 presents a summary of the combined development costs identified by role and plan. As shown, costs associated with system plan recommendations make up the smallest share with 10% of the total. CIP project costs represent the largest share with 54% of the total, while SAPMSU project costs make up roughly 36% of the total estimated development costs over the next five years. It is worth noting that any duplication in projects between the three source documents was removed, and this resulted in a reduction in projects and costs initially identified by the system plan.

TABLE 6-12 – SUMMARY OF COMBINED DEVELOPMENT COSTS BY ROLE AND PLAN

Plan	SCI - Commercial Service	SCII - Corporate Business	SCIII - Business/ Recreation	SCIV - Recreation/ Local	Total	Percent of Total
System Plan	$3,287,000	$58,610,000	$4,500,000	$10,157,000	$76,554,000	10%
SAPMSU	$64,630,795	$151,136,983	$51,513,858	$7,949,000	$275,230,636	36%
CIP	$161,204,566	$166,829,157	$57,448,134	$31,367,447	$416,849,304	54%
Total	$229,122,361	$376,576,140	$113,461,992	$49,473,447	$768,633,940	100%
Percent of Total	**30%**	**49**	**15%**	**6%**	**100%**	

Source: Jviation

Figure 6-9 depicts the share of development costs by plan.

FIGURE 6-9 – COMBINED DEVELOPMENT COSTS BY PLAN

COMBINED DEVELOPMENT COSTS (BY PLAN): $768,633,940

CIP $416,849,304 54%

SAPMSU $275,230,636 36%

System Plan $76,554,000 10%

Source: Jviation

Figure 6-10 depicts the average annual development cost by airport type.

FIGURE 6-10 – AVERAGE ANNUAL DEVELOPMENT COSTS BY AIRPORT TYPE

AVERAGE ANNUAL DEVELOPMENT COST (BY AIRPORT TYPE): $153,726,788

Commercial Service $45,824,472 30%

General Aviation Airports $107,902,316 70%

Source: Jviation

6.3.5 Average Annual Development Cost

The combined development cost for all 57 system airports is estimated at over $768.6 million over five years. On an average annual basis, the estimated development cost for the entire system is $153.7 million. General aviation airports make up $107.9 million, or 70% of the total estimated costs, while commercial service airports combine for the remaining $45.8 million, or 30%. **Table 6-13** presents the average annual development need by airport type.

TABLE 6-13 – AVERAGE ANNUAL DEVELOPMENT NEED

Airports	5-Year Average Cost	Percent of Total
General Aviation Airports	$107,902,316	70%
Commercial Service	$45,824,472	30%
All Airports	**$153,726,788**	**100%**

Source: Jviation

As previously mentioned, all projects contributing to the cost estimates presented in this chapter are available in the report cards for each airport provided in Appendix A. There are 57 individual report cards—one for each system airport—listing all projects and their associated costs organized by source plan (system plan, CIP, or pavement management plan).

6.4 Funding Eligibility

In general, airport facilities that are eligible for FAA and state funding must be available for public use (i.e. not encumbered by an exclusive use agreement), and they are required to meet appropriate FAA design standards. Projects that are eligible for state and federal funding are subject to both state and FAA priority rankings, grant assurances, and funding availability. FAA Order 5100.38D from the Airport Improvement Program (AIP) Handbook presents a detailed list of projects that are not eligible for FAA funding. In South Carolina, there are only four airports that are funded with only state and local investment: Hampton County, Edgefield County, McCormick County, and Lake City Municipal. The remaining system airports are currently eligible for and compete for FAA funding.

6.4.1 FAA Airport Improvement Program

The FAA AIP was created by the Airport and Airways Act of 1982 to assist in the development of a nationwide system of public-use airports. AIP replaced the previous programs, including the Airport Development Aid Program (ADAP) and the earlier Federal Aid to Airports Program (FAAP). The AIP provides an increased level of funding, a higher federal participation rate, and greater project eligibility than did the previous two funding programs. Amendments to the program since 1982 have, for the most part, consistently improved federal funding for eligible airports.

Airports in the National Plan of Integrated Airport Systems (NPIAS) are eligible for FAA funding. The NPIAS provides an unconstrained list of airport financial needs for airports included in the federal system. However, not all projects or all airports identified in the NPIAS receive FAA funding. As part of it ASSET studies, FAA assigned some airports to an Unclassified category; Unclassified airports remain in the NPIAS and can submit applications for federal funding.

In most cases, an airport annually submits its Capital Improvement Plans (CIPs) with new projects and estimates of development costs to state funding agencies; the state then makes updates to its five-year plan. This process ultimately leads to the identification of projects that will receive state and federal funding. Not all projects are funded because of funding constraints on federal, state, and local levels.

As previously noted, AIP sets limits on project eligibility. Generally, grant eligible items include airfield and aeronautical related facilities, such as runways, taxiways, aprons, lighting, and visual aids, as well as land acquisition, planning, and environmental tasks needed to accomplish airport improvement projects. Equipment eligibility is limited to safety equipment such as Aircraft Rescue and Firefighting (ARFF) trucks and snow removal equipment (SRE). Mowers, earth-moving equipment, and airport operations vehicles are not eligible for AIP funding. The FAA uses a priority system to rank grant requests. Generally, the farther the project is from the runway, the lower priority it receives (e.g. runways have priority over taxiways, which have greater priority than aprons, which have priority over roads, etc.). However, development or equipment required by rule or law has a high FAA priority.

Historically, federal participation in the AIP was 90% of the eligible cost of airport projects, leaving the airport sponsor and/or a state funding agency responsible for the other 10 percent. After September 11, 2001, the U.S. Congress authorized increased federal participation from 90% to 95% because of the economic impact 9/11 had on local resources. On February 6, 2012, the U.S. Senate passed a four-year (FY 2012 to 2015) reauthorization and reform of the FAA, which returned the federal participation on AIP grants from 95% to the previous historical level of 90%. The remaining 10% comes from state and local funding.

Non-primary, FAA-eligible airports, as included in FAA's ASSET II (see Chapter 4), receive an entitlement of $150,000 per year from the FAA AIP. Approximately half of the annual AIP appropriations can be dispersed by the FAA at their discretion, rather than through fixed-entitlement grants. The FAA has many priority programs they fund each year, such as runway safety areas, runway surface treatments, and projects which improve overall system capacity (e.g. new runways at large hub airports). The FAA generally assigns the highest project priority at general aviation airports for discretionary funding of safety and pavement preservation projects. Generally speaking, no eligibility or a low priority is assigned to revenue-generating projects.

FAA grants for South Carolina airports vary by year; there is no set amount that FAA allocates to fund projects for the federally eligible airports in the state. For the past two years, FAA grants to airports in South Carolina totaled $61.5 million and $76.5 million. These grant values were for projects at both commercial and general aviation airports in the state. It is important to note that the $76.5 was the highest ever grant award from the FAA to the South Carolina airports. On average, over the past two years, FAA grants to all commercial and general aviation airports have averaged $69 million. However, when the five-year historic average annual FAA funding for South Carolina airports is considered, this average is only been $35 million. There is no guarantee that future FAA funding will continue to be at the higher level.

6.4.2   State Funding from the South Carolina Aeronautics Commission

For the most recent year, SCAC had funding totaling approximately $4.2 million. Approximately $1.935 million of this amount came to SCAC from a tax that the state levies on commercial airlines that serve the state's six commercial airports. Of the remaining funding, $1.8 million came from aviation fuel taxes and $500,000 came from the state's General Fund.

Of the $4.2 million, approximately $1.0 million is earmarked to address routine maintenance issues at system airports. Another $450,000 is used to maintain AWOS systems throughout South Carolina that are state-owned; an additional $450,000 is used to cover various administrative functions that SCAC carries out to assist airports with administrative support functions. This leaves a remainder of approximately $2.3 million that is available for the state to match FAA grants and to fund other projects.

6.4.3   Potential Funding Shortfall

The final chapter of the South Carolina Statewide Aviation System Plan shows that over the next five years, on average, the need to improve the state's airports to meet all system planning, CIP, and pavement maintenance/improvement projects will be at least $153.7 million. This annual cost does not include any expenditures related to resolving obstructions in the approaches to many system airports; given this consideration and the fact that other projects that are not identified at this time will most certainly surface, the annual estimate for $153.7 in funding is conservative.

Over the past two years (based on the highest level of FAA funding ever for South Carolina), FAA funding has averaged $69 million; historically, however, annual funding from FAA has been closer to $35 million. With the highest FAA funding level and an estimated $2.3 million from SCAC, this brings average annual state/federal funding to $71.3 million. This is less than 50% of the annual estimated financial need for South Carolina's airport system. If FAA funding is more in the $35 million range, with state funding at $2.3 million, state and federal funds would address only 25% of the estimated annual funding needs for the South Carolina airports. Based on this information, a significant annual funding shortfall should be anticipated.

6.5   Future Funding Considerations

Annually, SCAC currently receives just over $4 million in state appropriations to support the maintenance and development of South Carolina airports. A high percentage of the annual state allocation is used to match federal grants from the FAA, bringing in millions of dollars in federal funds to the state. Most airports in the South Carolina system are included in FAA's NPIAS making them "eligible" to request federal funding for most but not all projects. As documented in this chapter of the system plan update, the average annual financial need over the next five years, for just the general aviation airports in South Carolina's state airport system, is almost $108 million. Clearly, the airports' annual financial needs significantly eclipse the state's annual funding capacity.

Facing similar financial funding shortfalls on the federal level, the FAA as part of its ASSET Study (see Chapter 4) moved some NPIAS airports that previously received FAA funding into an Unclassified category. The primary factor used in ASSET by FAA to assign an airport to the Unclassified category was that the airport had fewer than 10 based aircraft.

As part of this study's system evaluation, presented in Chapter 3, an analysis was undertaken to identify airports in the South Carolina system whose service area overlaps with another airport, considering a 30 minute-drive time for each airport. The 30-minute separations between airports is another factor used by FAA to identify airports that are eligible to be part of the federal airport system. According to FAA guidelines, for airports to be included in the NPIAS, they should be 30-minutes away from the next closest NPIAS airport.

The overlapping service area analysis completed as part of this system plan update identified 10 areas in the state where three or more airports have 30-minute service areas that overlap. Some of the overlaps in airport service areas occur in the state's larger urban areas where there is sufficient demand to support multiple airports that have viable demand levels. Other overlapping airport service areas, however, occur in areas of the state with limited population and employment.

The overlapping service area review identified six airports where demand is below the threshold of 10 based aircraft. These airports are shown in **Table 6-14**.

Table 6-14 – LOW ACTIVITY AIRPORTS IN OVERLAPPING SERVICE AREAS

City	Airport	Based Aircraft	Current State Role	FAA Role
Bishopville	Lee County Airport-Butters Field	2	SCIV	Unclassified
Lake City	Lake City Municipal Airport CJ Evans Field	5	SCIV	Non-NPIAS
Andrews	Robert F. Swinnie Airport	6	SCIV	Unclassified
Bamberg	Bamberg County Airport	7	SCIV	Unclassified
Hampton	Hampton County Airport	2	SCIV	Non-NPIAS
Saluda	Saluda County Airport	3	SCIV	Unclassified

Source: Jviation

As **Table 6-14** shows, the state role for all airports is SCIV. When demand drops below 10 based aircraft, airports are more challenged to be financially self-sustaining. One of the primary goals for airport system planning, according to the FAA, is to identify a viable airport system. When airports lack financial sustainability, they lose viability.

Table 6-14 also shows the FAA role for potentially vulnerable airports identified in the overlapping service area analysis. Two of the airports, Lake City Municipal CJ Evans Field and Hampton County, are not included in the NPIAS. Therefore, these two airports are not and have not been eligible for FAA funding. The other airports shown in **Table 6-14** have been assigned by FAA in their ASSET study to the Unclassified category. This assignment indicates these airports will not be receiving federal funds, unless conditions at the airport change.

Currently, any of the 57 airports included in the South Carolina Airport System are "eligible" to submit an application to receive state funding for a project. One goal of this system plan update was to provide information to SCAC to help them make informed decisions on future funding. With requests for state funding that exceed available resources, following the precedent set by FAA, SCAC may wish to consider suspending funding to the airports shown in **Table 6-14**. This would mean that state funding for airports in the overlapping service areas with fewer than 10 based aircraft would not be eligible for state funding, unless the airport can document that conditions have changed.

This approach to funding would require a change in state policy. This approach could help to direct SCAC's limited funding to those airports and those projects that are most essential to the success of the state's airport system. Further consideration by the South Carolina Aeronautics Commission is needed to determine if providing state funds to low activity airports that have market areas served by other system airports is a sustainable financial practice.

6.6   Need vs Benefit

The preceding sections of this chapter detail the estimated costs, or "needs," identified to improve and maintain South Carolina's airports. The combined five-year development cost of $768.6 million consists of a wide range of projects at each airport, identified by one of three plans: The Statewide Aviation System Plan Update, current airport Capital Improvement Plans as submitted to SCAC, or the 2016 South Carolina Statewide Airfield Pavement Management System Update.

As a supplementary element to the Statewide Aviation System Plan Update, a Statewide Economic Impact Study was developed concurrently to inform SCAC, airport stakeholders, elected officials, and the public of the economic value attributable to airports and aviation activity in the state. The resulting economic impact, or "benefit," is quantified by a measure of total annual economic activity that is supported by the airports and the activities they support.

Total annual economic activity (consisting of direct, indirect, and induced impacts) resulting from airports in South Carolina is estimated at $16.3 billion; about $4.2 billion of this statewide impact is associated with Boeing operations in Charleston. Airports in South Carolina and the activities they support are also contributing annual state and local tax revenues estimated at $657 million.

The $12.1 billion in annual economic impact, from the airports themselves excluding Boeing impacts, far outweighs the average annual development cost for the system, which is estimated at $153.7 million annually. It is estimated that less than half of the funding needed for South Carolina airports will be available on an annual basis, considering recent levels of FAA and state funding. If state and FAA funding levels return to their historic five-year averages, only 25% of the estimated annual financial need will be met. Given the significant economic benefit that airports in the state are supporting, an annual allocation totaling only $4.2 million significantly undervalues the return the state is receiving from the airport.

The South Carolina Statewide Aviation System Plan has provided a comprehensive overview of conditions that characterize the six commercial and 51 general aviation airports that comprise the state airport system. The plan has provided an outlook of how aviation demand in the state might grow over the next 10 years. Performance measures were used to establish a baseline for current system performance; in subsequent planning cycles, the measures can be used to show how federal, state, and local investment have raised the bar as it relates to performance as it was documented in this plan.

The system was thoroughly evaluated to identify adequacies and deficiencies in system accessibility. This same evaluation identified overlapping or redundant airport service areas within the state. Various triggers such as FAA airport roles in ASSET, changes in demand and facilities, and changes in airport market areas were reviewed to determine recommended role changes within the state airport system and suggested role changes for FAA's ASSET role classifications.

Facility and service objectives by state airport role were analyzed to identify projects considered desirable to raise the performance of South Carolina's airport system. Improvements identified by the system were compared to projects identified in each airport's most current CIP and in the recent statewide pavement management study. Ultimately, a report card was prepared for each airport that summarizes each airport's five-year development needs and associated estimated development costs.

Costs identified at the individual airport level were rolled up to reflect statewide airport investment needs that can be expected over the next five years. It is likely that the five-year funding needs identified in this plan are understated and that actual funding requests could top the system plan's estimate $768.6 million. Two conclusions from the system planning process are very clear. At $12.1 billion each year in just benefits from the airports, the economic benefit of South Carolina's airport system is significantly greater than the financial need to the system. Secondly, at an estimated $71.3 million that might be available from state and federal funding sources over each of the next five years, this amount will not cover even half of the estimated annual funding needs ($153.7 million) for the South Carolina airports. It is possible that if state and FAA funding returns to lower historic averages, only 25% of the estimate annual financial need of the airport system will be addressed. Without a notable increase in funding, significant cuts will need to be made to the projects identified through this planning effort.

APPENDIX A – AIRPORT REPORT CARDS

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1. SCI – COMMERCIAL SERVICES AIRPORTS

1.1 Charleston International Airport Report Card

Charleston International Airport Report Card	SCI - Commercial Service	CHS
AIRPORT NAME: Charleston International Airport	COUNTY: Charleston	
CITY: Charleston	AIRPORT CODE: CHS	

Charleston International Airport Report Card

Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)

	Actual	Minimum Objective	Compliance	Action Needed to Meet Objective	Estimated Cost
Runway Length	9,001 Feet	5,000 Feet	Yes		
Runway Width	150 Feet	100 Feet	Yes		
Taxiway	Full Parallel	Full Parallel	Yes		
Runway Lighting	HIRL	HIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Primary Runway PCI	Unknown*	70 or Greater	Yes		
Approach Type	ILS	ILS or RNAV (GPS) LPV	Yes		
Navigational Aids					
– ALS	ALSF2, MALSR	ALS	Yes		
– VGSI	P4L/P4L	PAPIs or VASIs	Yes		
– REILs	ALSF2/MALSR	REILs	Yes		
Weather Reporting	ASOS	ASOS or AWOS	Yes		
Airport Master Plan/ALP	Last approved in 2011	SCAC/FAA approved master plan/ALP within 10 years	Yes	Update airport master plan by 2021	$750,000
Other Actions Needed to Meet Facility and Service Objectives					
Fuel	Jet A and 100 LL	Jet A and 100 LL	Yes	Demand Driven	
FBO	Available	Available	Yes	Demand Driven	
Ground Transportation	Rental Car On-Site	On-Site Ground Transportation	Yes	Demand Driven	
Unobstructed Approaches					
– RW 15	Clear Approach	Clear Approach	Yes	None	
– RW 33	Clear Approach	Clear Approach	Yes	None	
– RW 03	Clear Approach	Clear Approach	Yes	None	
– RW 21	Clear Approach	Clear Approach	Yes	None	
				Estimated SASP Project Costs	$750,000

* The runways are maintained by the U.S. Air Force which operates at CHS as a joint use facility. The PCIs are assumed to be in good condition.

Charleston International Airport Report Card

Program Year	Pavement Type	Project Description	Estimated Cost
		Major Pavement Rehabilitation Planned 2018-2022	
		No projects currently identified in this category.	
		Total	$0
		Capital Improvement Plan (CIP) 2018-2022	
2018	Apron	East Apron Expansion (Design)	$525,000
2018	Apron	East Apron Expansion Lighting (Design)	$50,000
2018	Taxiway	Twy G Rehab & Twy F Intersection Repairs (Design)	$262,500
2018	Taxiway	Twy G Rehab & Twy F Lighting (Design)	$12,500
2018	Lighting/NAVAIDS	RTR Relocation (Design)	$300,000
2018	Lighting/NAVAIDS	RTR Siting Study (Reimbursement Agrmt)	$56,276
2019	Apron	East Apron Expansion Pavement (Construction + CA)	$6,187,500
2019	Apron	East Apron Expansion Lighting (Construction + CA)	$687,500
2019	Taxiway	Twy G Rehab & Twy F Intersection Repairs (Construction + CA)	$3,609,375
2019	Taxiway	Twy G & Twy F Lighting (Construction + CA)	$171,876
2019	Lighting/NAVAIDS	RTR Relocation (Construction + CA)	$3,300,000
2020	Auto Parking/Ground Access	North Airfield Perimeter Road Access (Design + EA)	$285,000
2021	Auto Parking/Ground Access	North Airfield Perimeter Road Access (Construction + CA)	$3,135,000
2021	Terminal	Ticketing Hall Expansion (Design)	$496,000
2022	Terminal	Ticketing Hall Expansion (Construction)	$6,634,000
2022	Terminal	Concourse C (Design + EA) Part 1	$1,500,000
		Total	$27,212,527
		Total Project Costs for Airport	$27,962,527

Columbia Metropolitan Airport Report Card	SCI - Commercial Service	CAE
AIRPORT NAME: Columbia Metropolitan Airport	**COUNTY:** Lexington	
CITY: Columbia	**AIRPORT CODE:** CAE	

Columbia Metropolitan Airport Report Card				
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)				
	Actual	**Minimum Objective**	**Compliance**	**Action Needed to Meet Objective**	**Estimated Cost**
Runway Length	8,601 Feet	5,000 Feet	Yes		
Runway Width	150 Feet	100 Feet	Yes		
Taxiway	Full Parallel	Full Parallel	Yes		
Runway Lighting	HIRL	HIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Primary Runway PCI	99	70 or Greater	Yes		
Approach Type	ILS	ILS or RNAV (GPS) LPV	Yes		
Navigational Aids					
– ALS	ALSF2, MALSR	ALS	Yes		
– VGSI	P4L/P4L	PAPIs or VASIs	Yes		
– REILs	ALSF2/MALSR	REILs	Yes		
Weather Reporting	ASOS	ASOS or AWOS	Yes		
Airport Master Plan/ALP	2012	SCAC/FAA approved master plan/ALP within 10 years	Yes	Update airport master plan by 2022	Cost included in CIP
Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)				
Fuel	Jet A and 100 LL	Jet A and 100 LL	Yes		Demand Driven
FBO	Available	Available	Yes		Demand Driven
Ground Transportation	Rental Car On-Site	On-Site Ground Transportation	Yes		Demand Driven
Unobstructed Approaches					
– RW 11	Clear Approach	Clear Approach	Yes		None
– RW 29	Clear Approach	Clear Approach	Yes		None
– RW 05	Clear Approach	Clear Approach	Yes		None
– RW 23	Tree in Approach	Clear Approach	No	Remove obstruction	TBD
				Estimated SASP Project Costs	**$0**

Columbia Metropolitan Airport Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
		Major Pavement Rehabilitation Planned 2018-2022	
2018	Apron	AC Reconstruction	$2,624,000
2018	Apron	AC Reconstruction	$389,000
2018	Apron	PCC Reconstruction	$64,000
2018	Apron	PCC Reconstruction	$240,000
2018	Apron	AC Reconstruction	$1,228,000
2018	Apron	AC Reconstruction	$1,615,000
2018	Apron	AC Mill and Overlay	$1,551,000
2018	Apron	AC Mill and Overlay	$918,000
2018	Apron	AC Reconstruction	$1,320,000
2018	Apron	AC Reconstruction	$658,000
2018	Apron	AC Mill and Overlay	$109,000
2018	Apron	AC Mill and Overlay	$975,000
2018	Apron	PCC Reconstruction	$190,000
2018	Apron	AC Reconstruction	$268,000
2018	Apron	PCC Reconstruction	$61,000
2018	Apron	AC Reconstruction	$664,000
2018	Apron	PCC Reconstruction	$135,000
2018	Apron	PCC Restoration	$1,548,000
2019	Apron	PCC Restoration	$1,366,000
2018	Taxiway	AC Mill and Overlay	$335,000
2018	Taxiway	AC Mill and Overlay	$2,307,000
2018	Taxiway	AC Mill and Overlay	$243,000
2018	Taxiway	AC Mill and Overlay	$457,000
2018	Taxiway	AC Mill and Overlay	$315,000
2018	Taxiway	AC Mill and Overlay	$327,000
2018	Taxiway	AC Mill and Overlay	$1,484,000
2018	Taxiway	AC Mill and Overlay	$129,000
2018	Taxiway	AC Mill and Overlay	$52,000
2018	Taxiway	AC Mill and Overlay	$124,000
2018	Taxiway	AC Mill and Overlay	$232,000
2018	Taxiway	AC Mill and Overlay	$48,000
2018	Taxiway	AC Mill and Overlay	$395,000
2018	Taxiway	AC Reconstruction	$322,000
2018	Taxiway	AC Reconstruction	$363,000
2019	Taxiway	AC Mill and Overlay	$71,000
2019	Taxiway	AC Mill and Overlay	$529,000
2020	Taxiway	AC Mill and Overlay	$491,000
2020	Taxiway	AC Mill and Overlay	$135,000

Columbia Metropolitan Airport Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
2020	Taxiway	AC Mill and Overlay	$253,000
2020	Taxiway	AC Mill and Overlay	$129,000
2021	Taxiway	AC Mill and Overlay	$58,000
2021	Taxiway	AC Mill and Overlay	$54,000
2022	Apron	AC Mill and Overlay	$193,000
2022	Taxiway	AC Mill and Overlay	$138,000
2022	Taxiway	AC Mill and Overlay	$189,000
2018-2022	Maintenance Projects	All Maintenance	$2,795,084
		Total	**$28,091,084**
	Capital Improvement Plan (CIP) 2018-2022		
2018	Terminal	Terminal Improvements, Renovations for Inline Baggage Screening System	$3,300,000
2018	Terminal	Terminal Improvements - Replace Baggage Claim Conveyors	$800,000
2019	Taxiway	Rehabilitate Taxiway B, E & Construct TW A Shoulders Phase 1: Design	Cost included in pavement maintenance
2019	Other	3000 Gallon ARFF Truck - Vehicle Replacement	$800,000
2019	Terminal	Terminal Improvements - Replace Passenger Escalators & Concourse Cooling Towers	Funded FY17
2019	Plans/Studies	Master Plan Update - Planning	$400,000
2020	Taxiway	Rehabilitate Taxiway B, E & Construct TW A Shoulders - Phase 2: Construction	Cost included in pavement maintenance
2021	Apron	West Cargo Apron Expansion & Terminal Ramp Rehabilitation	Cost included in pavement maintenance
2021	Other	Airport Maintenance & Snow Removal Facility - Design	$300,000
2022	Other	Airport Maintenance & Snow Removal Facility - Construction	$3,810,000
2022	Plans/Studies	EA for Runway 11 Extension - Planning	$300,000
		Total	**$9,710,000**
		Total Project Costs for Airport	**$37,801,084**

1.3 Florence Regional Airport Report Card

Florence Regional Airport Report Card	SCI - Commercial Service	FLO
AIRPORT NAME: Florence Regional Airport	**COUNTY:** Florence	
CITY: Florence	**AIRPORT CODE:** FLO	

Florence Regional Airport Report Card					
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)					
	Actual	**Minimum Objective**	**Compliance**	**Action Needed to Meet Objective**	**Estimated Cost**
Runway Length	6,502 Feet	5,000 Feet	Yes		
Runway Width	150 Feet	100 Feet	Yes		
Taxiway	Full Parallel	Full Parallel	Yes		
Runway Lighting	HIRL	HIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Primary Runway PCI	52	70 or Greater	No	Runway mill and overlay*	Cost included in pavement maintenance
Approach Type	ILS	ILS or RNAV (GPS) LPV	Yes		
Navigational Aids					
– ALS	MALSR	ALS	Yes		
– VGSI	P4L/P4L	PAPIs or VASIs	Yes		
– REILs	MALSR/REILs	REILs	Yes		
Weather Reporting	ASOS	ASOS or AWOS	Yes		
Airport Master Plan/ALP	2009	SCAC/FAA approved master plan/ALP within 10 years	Yes	Update airport master plan 2017	$750,000
Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)					
Fuel	Jet A and 100 LL	Jet A and 100 LL	Yes		Demand Driven
FBO	Available	Available	Yes		Demand Driven
Ground Transportation	Rental Car On-Site	On Site Ground Transportation	Yes		Demand Driven
Unobstructed Approaches					
– RW 09	Clear Approach	Clear Approach	Yes		None
– RW 27	Clear Approach	Clear Approach	Yes		None
– RW 01	Trees in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 19	Trees in Approach	Clear Approach	No	Remove obstruction	TBD
				Estimated SASP Project Costs	**$750,000**

Florence Regional Airport Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
Major Pavement Rehabilitation Planned 2018-2022			
2018	Apron	AC Mill and Overlay	$554,000
2018	Runway	AC Mill and Overlay	$90,000
2018	Runway	AC Mill and Overlay	$90,000
2018	Runway	AC Mill and Overlay	$90,000
2018	Runway	AC Mill and Overlay	$1,021,000
2018	Runway	AC Mill and Overlay	$1,021,000
2018	Runway	AC Mill and Overlay	$1,021,000
2018	Runway	AC Mill and Overlay	$690,000
2018	Runway	AC Mill and Overlay	$690,000
2018	Runway	AC Mill and Overlay	$746,000
2018	Runway	AC Mill and Overlay	$1,512,000
2018	Taxilane	AC Reconstruction	$355,000
2018	Taxiway	AC Mill and Overlay	$162,000
2018	Taxiway	AC Mill and Overlay	$86,000
2018	Taxiway	AC Mill and Overlay	$759,000
2018	Taxiway	AC Mill and Overlay	$114,000
2018	Taxiway	AC Mill and Overlay	$235,000
2018	Taxiway	AC Mill and Overlay	$72,000
2019	Taxiway	AC Mill and Overlay	$1,120,000
2018	Taxiway	AC Mill and Overlay	$150,000
2018	Taxiway	AC Mill and Overlay	$192,000
2019	Runway	AC Mill and Overlay	$515,000
2019	Runway	AC Mill and Overlay	$521,000
2019	Runway	AC Mill and Overlay	$1,918,000
2019	Runway	AC Mill and Overlay	$656,000
2019	Runway	AC Mill and Overlay	$650,000
2019	Taxiway	AC Mill and Overlay	$158,000
2019	Taxiway	AC Mill and Overlay	$1,025,000
2019	Taxiway	AC Mill and Overlay	$1,385,000
2020	Taxilane	AC Mill and Overlay	$453,000
2020	Taxiway	AC Mill and Overlay	$158,000
2020	Taxiway	AC Mill and Overlay	$228,000
2020	Taxiway	AC Mill and Overlay	$298,000
2020	Taxiway	AC Mill and Overlay	$552,000
2021	Taxilane	AC Mill and Overlay	$285,000
2022	Taxiway	AC Mill and Overlay	$368,000
2018-2022	Maintenance Projects	All Maintenance	$1,895,548
		Total	**$21,835,548**

Florence Regional Airport Report Card			
Program Year	Pavement Type	Project Description	Estimated Cost
Capital Improvement Plan (CIP) 2018-2023			
2018	Taxiway	Refurbish Taxiways B, B-3 & D (Design)	Cost included in pavement maintenance
2018	Auto Parking/Ground Access	Construct North-South Service Road (Design)	$25,000
2018	Other	Construct a New Heliport (Design)	$51,111
2018	Lighting/NAVAIDS	Replace Taxiway A Lights, PAPIs, REILs, Wind Sock and Distance Remaining Signs to LED (Design and Construction)	$1,042,650
2019	Taxiway	Refurbish Taxiways B, B-3 & D (Construction)	Cost included in pavement maintenance
2019	Other	Construct a New Heliport (Construction)	$691,111
2019	Auto Parking/Ground Access	Construct North-South Service Road (Construction)	$150,000
2019	Security	Refurbish Perimeter Security/Wildlife Fencing (Design and Construction) (move fence in 400')	$570,237
2020	Runway	Refurbish Runway 09/27 (Design)	Cost included in pavement maintenance
2020	Other	Replacement ARFF Vehicle	$500,000
2021	Runway	Refurbish Runway 09/27 (Construction)	Cost included in pavement maintenance
2022	Hangars	Hangar (Design and Construction)	$3,663,380
2023	Hangars	Hangar (Design and Construction)	$2,772,800
2023	Terminal	Refurbish Air Carrier Passenger Terminal Building (Design)	$380,000
		Total	$9,846,289
		Total Project Costs for Airport	$32,431,837

1.4 Greenville Spartanburg International Airport Report Card

Greenville Spartanburg International Airport Report Card	SCI - Commercial Service	GSP
AIRPORT NAME: Greenville Spartanburg International Airport	**COUNTY:** Greenville	
CITY: Greenville	**AIRPORT CODE:** GSP	

Greenville Spartanburg International Airport Report Card				
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)				
	Actual	**Minimum Objective**	**Compliance**	**Action Needed to Meet Objective**	**Estimated Cost**
Runway Length	11,001 Feet	5,000 Feet	Yes		
Runway Width	150 Feet	100 Feet	Yes		
Taxiway	Full Parallel	Full Parallel	Yes		
Runway Lighting	HIRL	HIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Primary Runway PCI	75	70 or Greater	Yes	Runway mill and overlay*	Cost included in pavement maintenance
Approach Type	ILS	ILS or RNAV (GPS) LPV	Yes		
Navigational Aids					
– ALS	ALSF2, MALSR	ALS	Yes		
– VGSI	P4L/V4R	PAPIs or VASIs	Yes		
– REILs	ALSF2/MALSR	REILs	Yes		
Weather Reporting	ASOS	ASOS or AWOS	Yes		
Airport Master Plan/ALP	2007	SCAC/FAA approved master plan/ALP within 10 years	Yes	Project Underway	
Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)					
Fuel	Jet A and 100 LL	Jet A and 100 LL	Yes		Demand Driven
FBO	Available	Available	Yes		Demand Driven
Ground Transportation	Rental Car On-Site	On-Site Ground Transportation	Yes		Demand Driven
Unobstructed Approaches					
– RW 04	Clear Approach	Clear Approach	Yes		None
– RW 22	Clear Approach	Clear Approach	Yes		None
				Estimated SASP Project Costs	**$0**

*Although PCI currently meets objective, project and cost are included in South Carolina Aeronautics Commission Statewide Airfield Pavement Management System Update.

Greenville Spartanburg International Airport Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
Major Pavement Rehabilitation Planned 2018-2022			
2018	Taxilane	AC Reconstruction	$289,000
2018	Taxilane	PCC Restoration	$240,000
2018	Taxiway	AC Mill and Overlay	$603,000
2018	Taxiway	AC Mill and Overlay	$268,000
2019	Taxilane	AC Mill and Overlay	$276,000
2019	Taxiway	AC Mill and Overlay	$2,997,000
2020	Apron	AC Mill and Overlay	$56,000
2020	Taxiway	AC Mill and Overlay	$73,000
2020	Taxiway	AC Mill and Overlay	$100,000
2021	Taxiway	AC Mill and Overlay	$603,000
2021	Taxiway	AC Mill and Overlay	$69,000
2022	Apron	PCC Restoration	$3,720,000
2022	Runway	AC Mill and Overlay	$1,966,000
2022	Taxiway	AC Mill and Overlay	$53,000
2018-2022	Maintenance Projects	All Maintenance	$2,491,785
		Total	**$13,804,785**
Capital Improvement Plan (CIP) 2018-2022			
2018	Other	ARFF Station Construction (Year #1)	$3,500,000
2019	Apron	Apron Rehab Phase 4 - General Repairs, South & North Cargo, GA & Air Carrier Taxilane (Construction Phase)	Cost included in pavement maintenance
2019	Other	ARFF Station Construction (Year #2)	$3,500,000
2019	Other	ARFF Equipment 1500 gallon - Replacement	$850,000
2020	Other	ARFF Equipment 1500 gallon - Replacement	$850,000
2020	Other	ARFF Equipment - 15 SCBA Units	$100,000
2020	Lighting/NAVAIDS	Replace Airfield ALCS	$300,000
2020	Lighting/NAVAIDS	Replace Airfield Markings	$750,000
2020	Other	High Speed Snow Plow	Funded FY17
2020	Other	Replace Terminal Boiler #1	$250,000
2020	Other	Replace Incinerator for Int'l Trash	$50,000
2020	Other	Replace Triturator	$150,000
2020	Other	Replace FAC Generator	$100,000
2020	Auto Parking/Ground Access	Rehab Perimeter Road	$250,000
2020	Other	Replace Segmented Circle Slabs	$50,000
2020	Utilities/Drainage	Replace Concrete Drainage Flumes (south airside)	$100,000
2020	Other	Potable Water Cabinets Each Gate	$250,000
2020	Auto Parking/Ground Access	Aviation Parkway Rehab (Design)	$500,000
2020	Apron	Cargo Apron Expansion (Planning & Design)	$500,000
2021	Terminal	B Concourse Expansion (Design)	$1,000,000

Greenville Spartanburg International Airport Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
2021	Auto Parking/Ground Access	Aviation Parkway Replacement (Construction)	$2,500,000
2021	Other	Replace Terminal Boiler #2	$250,000
2021	Other	Rehab Gate A6 PBB	$200,000
2021	Apron	Cargo Apron Expansion (Site Prep)	$650,000
2022	Apron	Cargo Apron Expansion (Construction)	$3,000,000
2022	Terminal	Terminal B Expansion (Construction)	$2,500,000
		Total	**$22,150,000**
		Total Project Costs for Airport	**$35,954,785**

1.5 Hilton Head Airport Report Card

Hilton Head Airport Report Card	SCI - Commercial Service	HXD
AIRPORT NAME: Hilton Head Airport	**COUNTY:** Beaufort	
CITY: Hilton Head Island	**AIRPORT CODE:** HXD	

Hilton Head Airport Report Card					
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)					
	Actual	**Minimum Objective**	**Compliance**	**Action Needed to Meet Objective**	**Estimated Cost**
Runway Length	5,000 Feet	5,000 Feet	Yes	Project Underway	$0
Runway Width	100 Feet	100 Feet	Yes		
Taxiway	Full Parallel	Full Parallel	Yes		
Runway Lighting	MIRL	HIRL	No	Install HIRL	$403,000
Taxiway Lighting	MITL	MITL	Yes		
Primary Runway PCI	83	70 or Greater	Yes		
Approach Type	RNAV (GPS) LPV	ILS or RNAV (GPS) LPV	Yes		
Navigational Aids					
– ALS	None	ALS	No	Install MALSR	$634,000
– VGSI	P4L/P4R	PAPIs or VASIs	Yes		
– REILs	REILs/REILs	REILs	Yes		
Weather Reporting	AWOS-III P/T	ASOS or AWOS	Yes		
Airport Master Plan/ALP	2011	SCAC/FAA approved master plan/ALP within 10 years	Yes	Update airport master plan by 2021	$750,000
Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)					
Fuel	Jet A and 100 LL	Jet A and 100 LL	Yes		Demand Driven
FBO	Available	Available	Yes		Demand Driven
Ground Transportation	Rental Car On-Site	On-Site Ground Transportation	Yes		Demand Driven
Unobstructed Approaches					
– RW 3	Tree in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 21	Tree in Approach	Clear Approach	No	Remove obstruction	TBD
				Estimated SASP Project Costs	$1,787,000

Hilton Head Airport Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
Major Pavement Rehabilitation Planned 2018-2022			
2019	Apron	AC Mill and Overlay	$169,000
2020	Apron	AC Mill and Overlay	$586,000
2018-2022	Maintenance Projects	All Maintenance	$144,377
		Total	**$899,377**
Capital Improvement Plan (CIP) 2018-2022			
2018	Land Acquisition	Land Acquisition Reimbursement (Parcels R511 008 000 0105 0000, R511 008 000 0191 0000, R510 008 000 221A 0000 and R510 004 000 0342 0000)	Funded FY17
2018	Runway	VPG Runway 21 (Design Services Only)	$75,000
2018	Terminal	Terminal Expansion (Design)	$750,000
2019	Safety	Transition Surface Tree Removal (Design Services Only)	$300,000
2019	Other	ARFF Vehicle Replacement	$500,000
2019	Terminal	Terminal Expansion - Phase I (Construction)	$5,800,000
2020	Terminal	Terminal Expansion - Phase II (Construction)	$5,000,000
2020	Safety	Transition Surface Tree Removal (Construction and Mitigation)	$1,700,000
2020	Plans/Studies	3-Year DBE Plan	$10,000
2021	Land Acquisition	Land Acquisition Reimbursement (Parcels R510 008 000 222A 0000, R510 008 000 0222 0000, and R510 005 000 0280 0000)	$1,915,270
2021	Runway	General Aviation Ramp Rehabilitation and Expansion	$1,221,000
2021	Runway	General Aviation Ramp Rehabilitation and Expansion	Cost included in pavement maintenance
2022	Runway	VPG Runway 03 (Design Services Only)	$75,000
		Total	**$17,346,270**
		Total Project Costs for Airport	**$20,032,647**

1.6 Myrtle Beach International Airport Report Card

Myrtle Beach International Airport Report Card	SCI - Commercial Service	MYR
AIRPORT NAME: Myrtle Beach International Airport	**COUNTY:** Horry	
CITY: Myrtle Beach	**AIRPORT CODE:** MYR	

Myrtle Beach International Airport Report Card				
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)				
	Actual	**Minimum Objective**	**Compliance**	**Action Needed to Meet Objective**	**Estimated Cost**
Runway Length	9,503 feet	5,000 Feet	Yes		
Runway Width	150 Feet	100 Feet	Yes		
Taxiway	Full Parallel	Full Parallel	Yes		
Runway Lighting	HIRL	HIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Primary Runway PCI	99	70 or Greater	Yes		
Approach Type	ILS	ILS or RNAV (GPS) LPV	Yes		
Navigational Aids					
– ALS	MALSR, MALSF	ALS	Yes		
– VGSI	P4L/P4L	PAPIs or VASIs	Yes		
– REILs	MALSR/MALSF	REILs	Yes		
Weather Reporting	AWOS-III P/T	ASOS or AWOS	Yes		
Airport Master Plan/ALP	2010	SCAC/FAA approved master plan/ALP within 10 years	Yes	Update airport master plan by 2020	Cost included in CIP
Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)					
Fuel	Jet A and 100 LL	Jet A and 100 LL	Yes		Demand Driven
FBO	Available	Available	Yes		Demand Driven
Ground Transportation	Rental Car On-Site	On-Site Ground Transportation	Yes		Demand Driven
Unobstructed Approaches					
– RW 18	Powerline in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 36	Trees in Approach	Clear Approach	No	Remove obstruction	TBD
Estimated SASP Project Costs					**$0**

Myrtle Beach International Airport Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
Major Pavement Rehabilitation Planned 2018-2022			
		No projects currently identified in this category.	
		Total	**$0**
Capital Improvement Plan (CIP) 2018-2022			
2018	Plans/Studies	Conduct SMS Study (Planning)	$200,000
2018	Plans/Studies	Airport Master Plan & E-ALP	$1,866,398
2018	Runway	Rehabilitate Runway - Airfield Lighting Vault (Design)	$50,000
2018	Runway	Rehabilitate Runway - HIRL (Design)	$1,250,000
2018	Other	Acquire ARFF (required by Part 139 only) (Design & Acquisition)	$1,523,082
2018	Safety	Acquire Safety Equipment (required by Part 139 only) (Design & Acquisition)	$250,000
2018	Safety	Acquire Security Equipment (required by Part 107) (Design & Acquisition)	$2,500,000
2018	Runway	Rehabilitate Runway - HIRL (Construction Phase)	$5,000,000
2018	Taxiway	Rehabilitate Taxiway Pavement (Construction Phase)	$7,500,000
2018	Taxiway	Rehabilitate Taxiway Pavement (Construction Phase)	$7,500,000
2019	Runway	Rehabilitate Runway - HIRL (Construction Phase)	$5,000,000
2019	Taxiway	Rehabilitate Taxiway Pavement (Construction Phase)	$7,500,000
2019	Taxiway	Rehabilitate Taxiway Pavement (Construction Phase)	$7,500,000
2020	Plans/Studies	Rehabilitate GA Apron - REIMBURSEMENT (Design Phase 2/3/4)	$2,000,000
2020	Apron	Rehabilitate GA Apron (Construction Phase)	$6,000,000
2021	Apron	Rehabilitate GA Apron (Construction Phase)	$12,000,000
2022	Plans/Studies	Update Airport Master Plan (Planning)	$1,000,000
2022	Apron	Rehabilitate GA Apron (Construction Phase)	$6,000,000
2022	Plans/Studies	Update PMMS Study	$300,000
		Total	**$74,939,480**
		Total Project Costs for Airport	**$74,939,480**

Note: All pavement related maintenance, rehabilitation, and reconstruction projects are accounted for in the airport's CIP

2. SCII – CORPORATE/BUSINESS AIRPORTS

2.1 Aiken Regional Airport Report Card

Aiken Regional Airport Report Card	SCII – Corporate/Business	AIK
AIRPORT NAME: Aiken Regional Airport	**COUNTY:** Aiken	
CITY: Aiken	**AIRPORT CODE:** AIK	

Aiken Regional Airport Report Card				
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)				
	Actual	**Minimum Objective**	**Compliance**	**Action Needed to Meet Objective**	**Estimated Cost**
Runway Length	5,500 Feet	5,000 Feet	Yes		
Runway Width	100 Feet	75 Feet	Yes		
Taxiway	Full Parallel	Full Parallel	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Primary Runway PCI	81	70 or Greater	Yes		
Approach Type	ILS	RNAV (GPS) LPV	Yes		
Navigational Aids					
– VGSI	P2L/P2L	PAPIs or VASIs	Yes		
– REILs	----/REILs	REILs	No	Install REILs RW 07	$32,000
Weather Reporting	AWOS-III P/T	ASOS or AWOS	Yes		
Airport Master Plan/ALP	2012	SCAC/FAA approved master plan/ALP within 10 years	Yes	Update airport master plan by 2022	$375,000
Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)					
Fuel	Jet A and 100 LL	Jet A and 100 LL	Yes		Demand Driven
FBO	Available	Available	Yes		Demand Driven
Ground Transportation	Rental Car On-Site	On-Site or Prearranged Rental Car	Yes		Demand Driven
Unobstructed Approaches					
– RW 07	Clear Approach	Clear Approach	Yes		None
– RW 25	Clear Approach	Clear Approach	Yes		None
– RW 01	Tree in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 19	Clear Approach	Clear Approach	Yes		None
				Estimated SASP Project Costs	**$407,000**

Aiken Regional Airport Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
Major Pavement Rehabilitation Planned 2018-2022			
2018	Apron	PCC Restoration	$404,000
2018	Apron	PCC Reconstruction	$271,000
2018	Taxilane	AC Reconstruction	$194,000
2018	Taxilane	AC Mill and Overlay	$96,000
2018	Taxilane	AC Reconstruction	$228,000
2019	Runway	AC Mill and Overlay	$45,000
2019	Taxiway	AC Mill and Overlay	$710,000
2020	Apron	AC Mill and Overlay	$42,000
2020	Apron	AC Mill and Overlay	$45,000
2020	Runway	AC Mill and Overlay	$79,000
2020	Runway	AC Mill and Overlay	$1,190,000
2020	Taxilane	AC Mill and Overlay	$247,000
2020	Taxiway	AC Mill and Overlay	$169,000
2020	Taxiway	AC Mill and Overlay	$265,000
2020	Taxiway	AC Mill and Overlay	$280,000
2020	Taxiway	AC Mill and Overlay	$110,000
2020	Taxiway	AC Mill and Overlay	$109,000
		Total	**$4,484,000**
Capital Improvement Plan (CIP) 2018-2023			
2018	Security	Fencing Improvements/Fenceline Easements - Design, Bid, Construct	$397,750
2019	Runway	Runway 7-25 Rehab - Design	$271,000
2020	Runway	Runway 7-25 Rehab - Permit, Bid, Construct	$3,993,500
2021	Auto Parking/Ground Access	Entrance Rd & Parking Lot Rehab - Design, Permit	$58,000
2022	Auto Parking/Ground Access	Entrance Rd & Parking Lot Rehab - Bid, Construct	$334,000
2023	Taxiway	Taxiway Rehabilitation - Design, Bid, Construct	$1,153,500
		Total	**$6,207,750**
		Total Project Costs for Airport	**$11,098,750**

2.2 Anderson Regional Airport Report Card

Anderson Regional Airport Report Card	SCII – Corporate/Business	AND
AIRPORT NAME: Anderson Regional Airport	**COUNTY:** Anderson	
CITY: Anderson	**AIRPORT CODE:** AND	

Anderson Regional Airport Report Card				
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)				
	Actual	**Minimum Objective**	**Compliance**	**Action Needed to Meet Objective**	**Estimated Cost**
Runway Length	6,002 Feet	5,000 Feet	Yes		
Runway Width	149 Feet	75 Feet	Yes		
Taxiway	Full Parallel	Full Parallel	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Primary Runway PCI	57	70 or Greater	Yes**	Runway mill and overlay*	Cost included in pavement maintenance
Approach Type	ILS	RNAV (GPS) LPV	Yes		
Navigational Aids					
– VGSI	P4L/P4L	PAPIs or VASIs	Yes		
– REILs	MALSR/---	REILs	No	Install REILs RW 05/23	$64,000
Weather Reporting	ASOS	ASOS or AWOS	Yes		
Airport Master Plan/ALP	2006	SCAC/FAA approved master plan/ALP within 10 years	No	Project being proposed	$240,000
Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)					
Fuel	Jet A and 100 LL	Jet A and 100 LL	Yes		Demand Driven
FBO	Available	Available	Yes		Demand Driven
Ground Transportation	Rental Car Available	On-Site or Prearranged Rental Car	Yes		Demand Driven
Unobstructed Approaches					
– RW 05	Trees in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 23	Trees in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 17	Trees in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 35	Trees in Approach	Clear Approach	No	Remove obstruction	TBD
				Estimated SASP Project Costs	$304,000

*Project/cost NOT included in South Carolina Aeronautics Commission Statewide Airfield Pavement Management System Update.

**Although primary runway pavement conditions at these airports are currently below the minimum PCI objective, pavement improvement projects have been funded and are underway. When projects are complete, airports will meet pavement condition objective.

Anderson Regional Airport Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
Major Pavement Rehabilitation Planned 2018-2022			
2018	Apron	AC Mill and Overlay	$58,000
2018	Apron	AC Mill and Overlay	$18,000
2018	Apron	AC Reconstruction	$98,000
2018	Runway	AC Reconstruction	$61,000
2018	Runway	AC Reconstruction	$43,000
2018	Runway	AC Reconstruction	$47,000
2018	Runway	AC Reconstruction	$82,000
2018	Runway	AC Reconstruction	$18,000
2018	Runway	AC Reconstruction	$44,000
2018	Runway	AC Reconstruction	$37,000
2018	Runway	AC Reconstruction	$89,000
2018	Runway	AC Reconstruction	$89,000
2018	Runway	AC Reconstruction	$78,000
2018	Taxilane	AC Reconstruction	$39,000
2019	Taxilane	AC Mill and Overlay	$65,000
2018	Taxilane	AC Mill and Overlay	$15,000
2018	Taxiway	AC Mill and Overlay	$61,000
2018	Taxiway	AC Mill and Overlay	$11,000
2018	Taxiway	AC Mill and Overlay	$77,000
2018	Taxiway	AC Mill and Overlay	$53,000
2018	Taxiway	AC Mill and Overlay	$39,000
2018	Taxiway	AC Mill and Overlay	$88,000
2018	Taxiway	AC Mill and Overlay	$68,000
2018	Taxiway	AC Mill and Overlay	$19,000
2019	Apron	AC Mill and Overlay	$29,000
2019	Runway	AC Mill and Overlay	$6,000
2019	Runway	AC Mill and Overlay	$6,000
2019	Taxilane	AC Mill and Overlay	$38,000
2019	Taxiway	AC Mill and Overlay	$55,000
2019	Taxiway	AC Mill and Overlay	$98,000
2019	Taxiway	AC Mill and Overlay	$32,000
2018-2022	Maintenance Projects	All Maintenance	$1,877,450
		Total	**$3,438,450**
Capital Improvement Plan (CIP) 2018-2022			
2018	Taxiway	Taxiway B & C Lighting Rehab. (Design, Bid, Construct)	$523,500
2018	Taxiway	Parallel Taxiways Rehabilitation (Design Only)	$90,000
2019	Taxiway	Parallel Taxiways Rehabilitation (Bid, Construct)	$1,200,000
2020	Fuel	Fuel Farm Improvements	$1,068,000

Anderson Regional Airport Report Card			
Program Year	Pavement Type	Project Description	Estimated Cost
2021	Other	Purchase ARFF Vehicle (Part 139)	$250,000
		Total	$3,131,500
		Total Project Costs for Airport	$6,873,950

2.3   Beaufort County Airport Report Card

Beaufort County Airport Report Card	SCII – Corporate/Business	ARW
AIRPORT NAME: Beaufort County Airport	**COUNTY:** Beaufort	
CITY: Beaufort	**AIRPORT CODE:** ARW	

Beaufort County Airport Report Card				
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)				
	Actual	**Minimum Objective**	**Compliance**	**Action Needed to Meet Objective**	**Estimated Cost**
Runway Length	3,434 Feet	5,000 Feet	No	Extend runway 1,556'	$40,000,000
Runway Width	75 Feet	75 Feet	Yes		
Taxiway	Full Parallel	Full Parallel	Yes	Design Underway*	$3,900,000
Runway Lighting	MIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Primary Runway PCI	73	70 or Greater	Yes	Runway mill and overlay**	$1,500,000
Approach Type	RNAV (GPS) LPV	RNAV (GPS) LPV	Yes		
Navigational Aids					
– VGSI	P2L/P2L	PAPIs or VASIs	Yes		
– REILs	----/REILs	REILs	No	Install REILs RW 07	$32,000
Weather Reporting	AWOS-III P/T	ASOS or AWOS	Yes		
Airport Master Plan/ALP	2014	SCAC/FAA approved master plan/ALP within 10 years	Yes	Update airport master plan by 2024	$375,000
Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)				
Fuel	Jet A and 100 LL	Jet A and 100 LL	Yes		Demand Driven
FBO	Available	Available	Yes		Demand Driven
Ground Transportation	Rental Car Available	On-Site or Prearranged Rental Car	Yes		Demand Driven
Unobstructed Approaches					
– RW 07	Pole in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 25	Clear in Approach	Clear Approach	Yes		None
				Estimated SASP Project Costs	**$45,807,000**

*Project and cost from the airport's Capital Improvement Plan (CIP)

**Although PCI currently meets objective, project and cost are included South Carolina Aeronautics Commission Statewide Airfield Pavement Management System Update.

Beaufort County Airport Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
Major Pavement Rehabilitation Planned 2018-2022			
2018	Apron	AC Mill and Overlay	$298,000
2018	Apron	AC Mill and Overlay	$474,000
2018	Taxilane	AC Mill and Overlay	$31,000
2018	Taxiway	AC Mill and Overlay	$157,000
2018	Taxiway	AC Mill and Overlay	$9,000
2019	Taxiway	AC Mill and Overlay	$9,000
2019	Taxiway	AC Mill and Overlay	$38,000
2022	Taxiway	AC Mill and Overlay	$47,000
2018-2022	Maintenance Projects	All Maintenance	$170,805
		Total	**$1,233,805**
Capital Improvement Plan (CIP) 2018-2022			
2018	Plans/Studies	3-year DBE Plan	$10,000
2018	Runway	Runway Safety Area Improvements (Construction)	$3,370,000
2018	Other	Helipad (Design and Construction)	$75,000
2019	Land Acquisition	Avigation Easement Acquisition (Reimbursement)	$250,000
2019	Auto Parking/Ground Access	Parking Lot Relocation and Utility Connection to Terminal (Design)	$100,000
2020	Auto Parking/Ground Access	Parking Lot Relocation and Utility Connection to Terminal (Construction)	$650,000
2020	Terminal	New Terminal Building (Design)	$300,000
2020	Plans/Studies	3-year DBE Plan	$10,000
2021	Terminal	New Terminal Building (Construction)	$1,000,000
2022	Fuel	Relocation of Existing Fuel Farm	$1,391,600
		Total	**$7,156,600**
		Total Project Costs for Airport	**$54,197,405**

2.4 Woodward Field Report Card

Woodward Field Report Card	SCII – Corporate/Business	CDN
AIRPORT NAME: Woodward Field	**COUNTY:** Kershaw	
CITY: Camden	**AIRPORT CODE:** CDN	

Woodward Field Report Card

Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)

	Actual	Minimum Objective	Compliance	Action Needed to Meet Objective	Estimated Cost
Runway Length	5,000 Feet	5,000 Feet	Yes		
Runway Width	100 Feet	75 Feet	Yes		
Taxiway	Full Parallel	Full Parallel	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Primary Runway PCI	64	70 or Greater	No	Runway mill and overlay*	Cost included in pavement maintenance
Approach Type	RNAV (GPS) LPV	RNAV (GPS) LPV	Yes		
Navigational Aids					
– VGSI	P2L/P2L	PAPIs or VASIs	Yes		
– REILs	REILs/REILs	REILs	Yes		
Weather Reporting	AWOS-III P/T	ASOS or AWOS	Yes		
Airport Master Plan/ALP	2016	SCAC/FAA approved master plan/ALP within 10 years	Yes	Update airport master plan by 2026	$175,000
Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)					
Fuel	Jet A and 100 LL	Jet A and 100 LL	Yes		Demand Driven
FBO	Available	Available	Yes		Demand Driven
Ground Transportation	Rental Car Available	On-Site or Prearranged Rental Car	Yes		Demand Driven
Unobstructed Approaches					
– RW 06	Clear Approach	Clear Approach	Yes		None
– RW 24	Clear Approach	Clear Approach	Yes		None
– RW 14	Trees in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 32	Trees in Approach	Clear Approach	No	Remove obstruction	TBD
				Estimated SASP Project Costs	**$175,000**

*Project and cost from South Carolina Aeronautics Commission Statewide Airfield Pavement Management System Update.

Woodward Field Report Card

Program Year	Pavement Type	Project Description	Estimated Cost
Major Pavement Rehabilitation Planned 2018-2022			
2018	Apron	AC Mill and Overlay	$836,000
2018	Apron	AC Mill and Overlay	$715,000
2018	Apron	AC Mill and Overlay	$202,000
2018	Runway	AC Mill and Overlay	$238,000
2018	Runway	AC Mill and Overlay	$723,000
2018	Runway	AC Mill and Overlay	$167,000
2018	Runway	AC Mill and Overlay	$819,000
2018	Taxiway	AC Mill and Overlay	$49,000
2018	Taxiway	AC Mill and Overlay	$62,000
2018	Taxiway	AC Mill and Overlay	$21,000
2018	Taxiway	AC Mill and Overlay	$107,000
2018	Taxiway	AC Mill and Overlay	$80,000
2019	Runway	AC Mill and Overlay	$238,000
2019	Runway	AC Mill and Overlay	$1,331,000
2019	Taxiway	AC Mill and Overlay	$192,000
2019	Taxiway	AC Mill and Overlay	$328,000
2019	Taxiway	AC Mill and Overlay	$113,000
2020	Taxiway	AC Mill and Overlay	$183,000
2019	Runway	AC Mill and Overlay	$570,000
2022	Apron	AC Mill and Overlay	$408,000
2018-2022	Maintenance Projects	All Maintenance	$419,751
		Total	**$7,801,751**
Capital Improvement Plan (CIP) 2018-2022			
2018	Utilities/Drainage	Comprehensive Airfield Drainage Construction	$2,200,000
2019	Land Acquisition	2 Parcel Fee Simple Land Acquisition and Relocation	$333,300
2020	Runway	Rehabilitate Runway 6/24 (Design/Bid)	Cost included in pavement maintenance
2021	Runway	Rehabilitate Runway 6/24 (Construction)	Cost included in pavement maintenance
2022	Plans/Studies	Airport Layout Plan (ALP) Update	$175,000
		Total	**$2,708,300**
		Total Project Costs for Airport	**$10,685,051**

2.5 Charleston Executive Airport Report Card

Charleston Executive Airport Report Card	SCII – Corporate/Business	JZI
AIRPORT NAME: Charleston Executive Airport	**COUNTY:** Charleston	
CITY: Charleston	**AIRPORT CODE:** JZI	

Charleston Executive Airport Report Card				
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)				
	Actual	**Minimum Objective**	**Compliance**	**Action Needed to Meet Objective**	**Estimated Cost**
Runway Length	5,350 Feet	5,000 Feet	Yes		
Runway Width	100 Feet	75 Feet	Yes		
Taxiway	Full Parallel	Full Parallel	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Primary Runway PCI	93	70 or Greater	Yes		
Approach Type	ILS	RNAV (GPS) LPV	Yes		
Navigational Aids					
– VGSI	P4L/P4R	PAPIs or VASIs	Yes		
– REILs	----/----	REILs	No	Install REILs RW 09 and RW 27	$64,000
Weather Reporting	AWOS-III P/T	ASOS or AWOS	Yes		
Airport Master Plan/ALP	2013	SCAC/FAA approved master plan/ALP within 10 years	Yes	Update airport master plan by 2023	$375,000
Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)				
Fuel	Jet A and 100 LL	Jet A and 100 LL	Yes		Demand Driven
FBO	Available	Available	Yes		Demand Driven
Ground Transportation	Rental Car Available	On-Site or Prearranged Rental Car	Yes		Demand Driven
Unobstructed Approaches					
– RW 09	Trees in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 27	Tree in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 04	Trees in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 22	Clear Approach	Clear Approach	Yes		None
				Estimated SASP Project Costs	$439,000

Charleston Executive Airport Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
Major Pavement Rehabilitation Planned 2018-2022			
2018	Apron	PCC Restoration	$1,334,000
2018	Taxilane	AC Reconstruction	$238,000
2018	Taxilane	AC Mill and Overlay	$137,000
2018	Taxilane	AC Reconstruction	$116,000
2018	Taxilane	AC Mill and Overlay	$135,000
2018	Taxilane	PCC Reconstruction	$256,000
2018	Taxiway	PCC Reconstruction	$196,000
2018	Taxiway	PCC Reconstruction	$1,171,000
2020	Taxiway	PCC Restoration	$364,000
2020	Taxiway	AC Mill and Overlay	$140,000
2021	Taxiway	PCC Restoration	$3,456,000
2022	Runway	PCC Restoration	$3,938,000
2022	Taxiway	PCC Restoration	$426,000
2018-2022	Maintenance Projects	All Maintenance	$15,447,172
		Total	**$27,354,172**
Capital Improvement Plan (CIP) 2018-2023			
2018	Land Acquisition	Avigation Easement RW 09 (50:1 approach) Reimbursement	$706,566
2019	Taxiway	Taxiways B & C Rehabilitation (Design)	Cost included in pavement maintenance
2020	Taxiway	Taxiways B & C Rehabilitation (Construction + CA) (Part I)	Cost included in pavement maintenance
2021	Taxiway	Taxiways B & C Rehabilitation (Construction + CA) (Part II)	Cost included in pavement maintenance
2022	Utilities/Drainage	Airfield Drainage Improvements (EA-Design)	$50,000
2023	Utilities/Drainage	Airfield Drainage Improvements (Construction)	$125,000
		Total	**$881,566**
		Total Project Costs for Airport	**$28,674,738**

2.6 Oconee County Regional Airport Report Card

Oconee County Regional Airport Report Card	SCII – Corporate/Business	CEU
AIRPORT NAME: Oconee County Regional Airport	**COUNTY:** Oconee	
CITY: Clemson	**AIRPORT CODE:** CEU	

Oconee County Regional Airport Report Card				
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)				
	Actual	Minimum Objective	Compliance	Action Needed to Meet Objective	Estimated Cost
Runway Length	5,000 Feet	5,000 Feet	Yes		
Runway Width	100 Feet	75 Feet	Yes		
Taxiway	Full Parallel	Full Parallel	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Primary Runway PCI	57	70 or Greater	No	Runway mill and overlay*	Cost included in pavement maintenance
Approach Type	RNAV (GPS) LPV	RNAV (GPS) LPV	Yes		
Navigational Aids					
– VGSI	P2L/P2L	PAPIs or VASIs	Yes		
– REILs	REILs/REILs	REILs	Yes		
Weather Reporting	ASOS	ASOS or AWOS	Yes		
Airport Master Plan/ALP	2016	SCAC/FAA approved master plan/ALP within 10 years	Yes	Update airport master plan by 2026	$375,000
Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)				
Fuel	Jet A and 100 LL	Jet A and 100 LL	Yes		Demand Driven
FBO	Available	Available	Yes		Demand Driven
Ground Transportation	Rental Car Available	On-Site or Prearranged Rental Car	Yes		Demand Driven
Unobstructed Approaches					
– RW 07	Trees in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 25	Tree in Approach	Clear Approach	No	Remove obstruction	TBD
				Estimated SASP Project Costs	**$375,000**

*Project and cost from South Carolina Aeronautics Commission Statewide Airfield Pavement Management System Update.

Oconee County Regional Airport Report Card			
Program Year	Pavement Type	Project Description	Estimated Cost
Major Pavement Rehabilitation Planned 2018-2022			
2018	Apron	AC Mill and Overlay	$294,000
2018	Apron	AC Mill and Overlay	$240,000
2018	Apron	AC Mill and Overlay	$486,000
2018	Apron	AC Mill and Overlay	$13,000
2018	Apron	PCC Restoration	$25,000
2018	Apron	AC Mill and Overlay	$172,000
2018	Runway	AC Mill and Overlay	$119,000
2018	Runway	AC Mill and Overlay	$547,000
2018	Runway	AC Mill and Overlay	$196,000
2018	Runway	AC Mill and Overlay	$307,000
2018	Taxilane	AC Reconstruction	$406,000
2018	Taxilane	AC Mill and Overlay	$23,000
2018	Taxiway	AC Mill and Overlay	$18,000
2018	Taxiway	AC Mill and Overlay	$73,000
2019	Taxiway	AC Mill and Overlay	$676,000
2019	Taxilane	AC Mill and Overlay	$106,000
2020	Taxilane	AC Mill and Overlay	$29,000
2020	Taxiway	AC Mill and Overlay	$18,000
2019	Runway	AC Mill and Overlay	$901,000
2021	Taxiway	AC Mill and Overlay	$91,000
2021	Taxiway	AC Mill and Overlay	$55,000
2021	Taxiway	AC Mill and Overlay	$55,000
2018-2022	Maintenance Projects	All Maintenance	$216,963
		Total	**$5,066,963**
Capital Improvement Plan (CIP) 2018-2023			
2018	Safety	RAZ Obstruction Mitigation - Drainage Improvements, Road Relocation, and Apron Expansion (Design/Bid)	$500,000
2018	Other	Rwy 7 Approach Fee Simple - Phase III (Property & Relocation)	$227,000
2018	Other	Mt. Nebo Church Rd. Relocation (Construction)	$2,125,000
2018	Apron	Drainage Improvements & Main Apron Expansion (Construction)	$1,400,000
2018	Hangars	New Hangars (Corporate or T-Hangars) (Design + Construction) (100% Local Funding)	$1,000,000
2020	Plans/Studies	Airport Layout Plan (ALP) Update	$175,000
2020	Lighting/NAVAIDS	PAPI Upgrade (2 Box to 4 Box)	$90,000
2020	Lighting/NAVAIDS	Relocate Rotating Beacon & ASOS (w/ New Windsock/Segmented Circle)	$80,000
2021	Plans/Studies	Runway Extension Justification & Environmental Review	$225,000
2021	Land Acquisition	Land Acquisition for Rwy 7 Extension	$950,000
2022	Runway	Runway/Taxiway Extension (Design)	$500,000

Oconee County Regional Airport Report Card			
Program Year	Pavement Type	Project Description	Estimated Cost
2022	Runway	Runway/Taxiway Extension - Phase 1 (Construction)	$1,500,000
2023	Other	Relocate/Realign SC37 & Portion of Mt. Nebo Church Rd.	$2,000,000
		Total	$10,772,000
		Total Project Costs for Airport	$16,213,963

2.7 Jim Hamilton - LB Owens Airport Report Card

Jim Hamilton - LB Owens Airport Report Card	SCII – Corporate/Business	CUB
AIRPORT NAME: Jim Hamilton - LB Owens Airport	**COUNTY:** Richland	
CITY: Columbia	**AIRPORT CODE:** CUB	

Jim Hamilton - LB Owens Airport Report Card				
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)				
	Actual	**Minimum Objective**	**Compliance**	**Action Needed to Meet Objective**	**Estimated Cost**
Runway Length	5,011 Feet	5,000 Feet	Yes		
Runway Width	75 Feet	75 Feet	Yes		
Taxiway	Full Parallel	Full Parallel	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Primary Runway PCI	69	70 or Greater	No	Runway mill and overlay*	Cost included in pavement maintenance
Approach Type	GPS	RNAV (GPS) LPV	Yes**	Add RNAV (GPS) LPV approach	$57,000
Navigational Aids					
– VGSI	P2L/P2R	PAPIs or VASIs	Yes		
– REILs	REILs/REILs	REILs	Yes		
Weather Reporting	ASOS	ASOS or AWOS	Yes		
Airport Master Plan/ALP	2011	SCAC/FAA approved master plan/ALP within 10 years	Yes	Update airport master plan by 2021	$375,000
Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)					
Fuel	Jet A and 100 LL	Jet A and 100 LL	Yes		Demand Driven
FBO	Available	Available	Yes		Demand Driven
Ground Transportation	Rental Car Available	On-Site or Prearranged Rental Car	Yes		Demand Driven
Unobstructed Approaches					
– RW 13	Trees in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 31	Trees in Approach	Clear Approach	No	Remove obstruction	TBD
				Estimated SASP Project Costs	**$432,000**

*Project and cost from South Carolina Aeronautics Commission Statewide Airfield Pavement Management System Update.
** Project underway

Jim Hamilton - LB Owens Airport Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
Major Pavement Rehabilitation Planned 2018-2022			
2018	Taxilane	AC Mill and Overlay	$484,000
2018	Taxilane	AC Mill and Overlay	$545,000
2018	Taxilane	AC Reconstruction	$278,000
2018	Taxiway	AC Reconstruction	$91,000
2018	Taxiway	AC Mill and Overlay	$39,000
2020	Runway	AC Mill and Overlay	$1,646,000
2020	Runway	AC Mill and Overlay	$140,000
2020	Taxiway	AC Mill and Overlay	$105,000
2021	Apron	AC Mill and Overlay	$36,526
2021	Runway	AC Mill and Overlay	$139,000
2021	Taxiway	AC Mill and Overlay	$38,000
2021	Taxiway	AC Mill and Overlay	$13,000
2018-2022	Maintenance Projects	All Maintenance	$396,989
		Total	**$3,951,515**
Capital Improvement Plan (CIP) 2018-2023			
2018	Land Acquisition	Rwy 13 Approach Land Acquisition (Ph. I) (Reimbursement)	$1,650,000
2019	Taxiway	Taxilane Rehabilitation - Phase 1 & Airfield Perimeter Access Roads, Drainage Structure, and Airfield Retaining Wall (Design/Bid)	Cost included in pavement maintenance
2019	Security	Perimeter Fence Rehabilitation (Design/Bid)	$125,000
2020	Taxiway	Taxilane Rehabilitation - Phase 1 & Airfield Perimeter Access Roads, Drainage Structure, and Airfield Retaining Wall (Construction)	Cost included in pavement maintenance
2020	Taxiway	Taxilane Rehabilitation - Phase 2 & Airfield Perimeter Access Roads (Design/Bid)	$100,000
2020	Security	Perimeter Fence Rehabilitation (Construction)	$455,000
2020	Hangars	Corporate Hangar Row (6 Units @ 50'x50' each) - Design (100% Local Funding)	$200,000
2020	Runway	Rwy 13 Approach Land Acquisition (Ph. II) (Reimbursement)	$660,000
2021	Taxiway	Taxilane Rehabilitation - Phase 2 & Airfield Perimeter Access Roads (Construction)	Cost included in pavement maintenance
2021	Lighting/NAVAIDS	Airfield Lighting Rehabilitation (LED) and PAPIs (Design/Bid)	$175,000
2021	Runway	Rwy 13 Approach Land Acquisition (Ph. III) (Reimbursement)	$650,000
2021	Plans/Studies	Wildlife Management Plan	$65,000
2021	Other	Replace Airport Wastewater Lift Station	$100,000
2021	Hangars	Corporate Hangar Row (6 Units @ 50'x50' each) - Construction (100% Local Funding)	$1,500,000
2021	Plans/Studies	Runway Extension Justification Study	$25,000
2022	Lighting/NAVAIDS	Airfield Lighting Rehabilitation (LED) and PAPIs (Construction)	$750,000
2022	Land Acquisition	Rwy 13 Approach Land Acquisition (Ph. IV) (Reimbursement)	$500,000
2023	Land Acquisition	Land Acquisition in Approach to Rwy 13 (Rwy/Twy Ext.)	$750,000
2023	Plans/Studies	Runway Extension Environmental Assessment	$180,000

Jim Hamilton - LB Owens Airport Report Card			
Program Year	Pavement Type	Project Description	Estimated Cost
2023	Hangars	Corporate Hangar #1 - Design (10,000 SF) (100% Local Funding)	$150,000
2023	Runway	Runway Extension (Design/Bid)	$500,000
2023	Hangars	Corporate Hangar #1 - Design (10,000 SF) (100% Local Funding)	$150,000
		Total	**$8,685,000**
		Total Project Costs for Airport	**$13,068,515**

2.8 Darlington County Airport Report Card

Darlington County Airport Report Card	SCII – Corporate/Business	UDG
AIRPORT NAME: Darlington County Airport	**COUNTY:** Darlington	
CITY: Darlington	**AIRPORT CODE:** UDG	

Darlington County Airport Report Card				
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)				
	Actual	**Minimum Objective**	**Compliance**	**Action Needed to Meet Objective**	**Estimated Cost**
Runway Length	5,500 Feet	5,000 Feet	Yes		
Runway Width	100 Feet	75 Feet	Yes		
Taxiway	Full Parallel	Full Parallel	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Primary Runway PCI	70	70 or Greater	Yes	Runway mill and overlay*	Cost included in pavement maintenance
Approach Type	RNAV (GPS) LPV	RNAV (GPS) LPV	Yes		
Navigational Aids					
– VGSI	P2L/P2L	PAPIs or VASIs	Yes		
– REILs	REILs/REILs	REILs	Yes		
Weather Reporting	AWOS-III P/T	ASOS or AWOS	Yes		
Airport Master Plan/ALP	2012	SCAC/FAA approved master plan/ALP within 10 years	Yes	Update airport master plan by 2022	$375,000
	Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)				
Fuel	Jet A and 100 LL	Jet A and 100 LL	Yes		Demand Driven
FBO	Available	Available	Yes		Demand Driven
Ground Transportation	Rental Car Available	On-Site or Prearranged Rental Car	Yes		Demand Driven
Unobstructed Approaches					
– RW 05	Clear Approach	Clear Approach	Yes		None
– RW 23	Trees in Approach	Clear Approach	No	Remove obstruction	TBD
				Estimated SASP Project Costs	**$375,000**

*Although PCI currently meets objective, project and cost are included in South Carolina Aeronautics Commission Statewide Airfield Pavement Management System Update.

Darlington County Airport Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
		Major Pavement Rehabilitation Planned 2018-2022	
2018	Taxiway	AC Mill and Overlay	$44,000
2019	Apron	AC Mill and Overlay	$133,000
2021	Taxiway	AC Mill and Overlay	$24,000
2018-2022	Maintenance Projects	All Maintenance	$98,587
		Total	**$299,587**
		Capital Improvement Plan (CIP) 2018-2022	
2018	Runway	Runway 5-23 Rehabilitation (Bid & Construct)*	$4,000,000
2019	Taxiway	Taxiway Connectors Rehabilitation (Design & Permitting)	$100,000
2020	Taxiway	Taxiway Connectors Rehabilitation (Bid & Construct)	$1,110,000
2021	Taxiway	Taxiway 'A' Relocation (Design & Permit)	$188,000
2022	Taxiway	Taxiway 'A' Relocation (Bid & Construct)	$2,867,500
		Total	**$8,265,500**
		Total Project Costs for Airport	**$8,940,087**

*Project identified by South Carolina Aeronautics Commission

2.9 Georgetown County Airport Report Card

Georgetown County Airport Report Card	SCII – Corporate/Business	GGE
AIRPORT NAME: Georgetown County Airport	**COUNTY:** Georgetown	
CITY: Georgetown	**AIRPORT CODE:** GGE	

Georgetown County Airport Report Card				
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)				
	Actual	**Minimum Objective**	**Compliance**	**Action Needed to Meet Objective**	**Estimated Cost**
Runway Length	6,005 Feet	5,000 Feet	Yes		
Runway Width	100 Feet	75 Feet	Yes		
Taxiway	Full Parallel	Full Parallel	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Primary Runway PCI	70	70 or Greater	Yes	Runway mill and overlay*	Cost included in pavement maintenance
Approach Type	RNAV (GPS) LPV	RNAV (GPS) LPV	Yes		
Navigational Aids					
– VGSI	P2L/P2L	PAPIs or VASIs	Yes		
– REILs	REILs/----	REILs	No	Install REILs RW23	$32,000
Weather Reporting	AWOS-III P/T	ASOS or AWOS	Yes		
Airport Master Plan/ALP	2005	SCAC/FAA approved master plan/ALP within 10 years	Yes	Project Underway	
Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)				
Fuel	Jet A and 100 LL	Jet A and 100 LL	Yes		Demand Driven
FBO	Available	Available	Yes		Demand Driven
Ground Transportation	Rental Car Available	On-Site or Prearranged Rental Car	Yes		Demand Driven
Unobstructed Approaches					
– RW 05	Clear Approach	Clear Approach	Yes		None
– RW 23	Trees in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 11	Trees in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 29	Trees in Approach	Clear Approach	No	Remove obstruction	TBD
				Estimated SASP Project Costs	**$32,000**

*Although PCI currently meets objective, project and cost are included in South Carolina Aeronautics Commission Statewide Airfield Pavement Management System Update.

Georgetown County Airport Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
Major Pavement Rehabilitation Planned 2018-2022			
2018	Apron	AC Mill and Overlay	$470,000
2018	Apron	PCC Restoration	$179,000
2018	Runway	AC Reconstruction	$2,544,000
2018	Runway	AC Reconstruction	$2,528,000
2018	Runway	AC Reconstruction	$2,560,000
2018	Runway	AC Reconstruction	$236,000
2018	Runway	AC Reconstruction	$204,000
2018	Runway	AC Reconstruction	$190,000
2018	Taxiway	AC Reconstruction	$2,033,000
2018	Taxiway	AC Reconstruction	$249,000
2019	Apron	AC Mill and Overlay	$23,000
2020	Runway	AC Mill and Overlay	$2,317,000
2021	Runway	AC Mill and Overlay	$54,000
2018-2022	Maintenance Projects	All Maintenance	$1,048,131
		Total	**$14,635,131**
Capital Improvement Plan (CIP) 2018-2022			
2018	Land Acquisition	Land Acquisition Runway 5-23 Approaches (Phase I)	$1,203,700
2018	Apron	Apron Expansion (Phase IV) Design	Funded FY17
2018	Apron	Apron Expansion (Phase IV) Construction	$412,200
2018	Plans/Studies	Drainage System Analysis and Evaluation	$45,000
2019	Safety	Obstruction Removal Runway 5-23 Approaches (Phase I) Design	$81,700
2019	Safety	Obstruction Removal Runway 5-23 Approaches (Phase I) Construction	$735,300
2020	Land Acquisition	Land Acquisition for Runway 5 RPZ	$460,000
2020	Auto Parking/Ground Access	Parking Lot Expansion	$205,800
2020	Runway	Runway 11-29 Rehabilitation	Cost included in pavement maintenance
2021	Safety	Obstruction Removal for Runway 5 RPZ	$694,000
2022	Lighting/NAVAIDS	MALSR Installation	$800,000
2022	Lighting/NAVAIDS	Relocate ODALs from Runway 5 to Runway 23	$50,000
		Total	**$4,687,700**
		Total Project Costs for Airport	**$19,354,831**

2.10 Greenville Downtown Airport Report Card

Georgetown County Airport Report Card	SCII – Corporate/Business	GMU
AIRPORT NAME: Greenville Downtown Airport	**COUNTY:** Greenville	
CITY: Greenville	**AIRPORT CODE:** GMU	

Greenville Downtown Airport Report Card					
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)					
	Actual	**Minimum Objective**	**Compliance**	**Action Needed to Meet Objective**	**Estimated Cost**
Runway Length	5,393 Feet	5,000 Feet	Yes		
Runway Width	100 Feet	75 Feet	Yes		
Taxiway	Full Parallel	Full Parallel	Yes		
Runway Lighting	HIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Primary Runway PCI	75	70 or Greater	Yes		
Approach Type	ILS	RNAV (GPS) LPV	Yes		
Navigational Aids					
– VGSI	P4L/P4L	PAPIs or VASIs	Yes		
– REILs	MALSF/REILs	REILs	Yes		
Weather Reporting	ASOS	ASOS or AWOS	Yes		
Airport Master Plan/ALP	2000	SCAC/FAA approved master plan/ALP within 10 years	No	Update airport master plan	$375,000
Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)					
Fuel	Jet A and 100 LL	Jet A and 100 LL	Yes		Demand Driven
FBO	Available	Available	Yes		Demand Driven
Ground Transportation	Rental Car On-Site	On-Site or Prearranged Rental Car	Yes		Demand Driven
Unobstructed Approaches					
– RW 01	Clear Approach	Clear Approach	Yes		None
– RW 19	Trees in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 10	Trees in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 28	Trees in Approach	Clear Approach	No	Remove obstruction	TBD
				Estimated SASP Project Costs	**$375,000**

Greenville Downtown Airport Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
Major Pavement Rehabilitation Planned 2018-2022			
2018	Apron	AC Mill and Overlay	$500,000
2018	Apron	AC Reconstruction	$157,000
2018	Apron	AC Mill and Overlay	$295,000
2018	Apron	AC Mill and Overlay	$329,000
2018	Apron	AC Mill and Overlay	$330,000
2018	Apron	AC Mill and Overlay	$305,000
2018	Apron	AC Mill and Overlay	$249,000
2018	Apron	AC Reconstruction	$663,000
2018	Apron	AC Reconstruction	$106,000
2018	Apron	AC Mill and Overlay	$414,000
2018	Apron	PCC Restoration	$66,000
2018	Taxilane	AC Mill and Overlay	$385,000
2018	Taxilane	AC Mill and Overlay	$239,000
2018	Taxiway	AC Mill and Overlay	$75,000
2018	Taxiway	AC Mill and Overlay	$252,000
2018	Taxiway	AC Mill and Overlay	$136,000
2018	Taxiway	AC Mill and Overlay	$60,000
2018	Taxiway	AC Mill and Overlay	$461,000
2019	Taxiway	AC Mill and Overlay	$158,000
2018	Taxiway	AC Mill and Overlay	$33,000
2018	Taxiway	AC Mill and Overlay	$52,000
2018	Taxiway	AC Reconstruction	$75,000
2018	Taxiway	AC Mill and Overlay	$473,000
2018	Taxiway	AC Mill and Overlay	$44,000
2018	Taxiway	AC Mill and Overlay	$116,000
2018	Taxiway	AC Mill and Overlay	$25,000
2018	Taxiway	AC Mill and Overlay	$67,000
2019	Taxiway	AC Mill and Overlay	$115,000
2019	Taxiway	AC Mill and Overlay	$57,000
2020	Apron	AC Mill and Overlay	$594,000
2020	Apron	AC Mill and Overlay	$574,000
2020	Taxiway	AC Mill and Overlay	$39,000
2020	Taxiway	AC Mill and Overlay	$169,000
2021	Runway	AC Mill and Overlay	$229,000
2021	Taxiway	AC Mill and Overlay	$522,000
2021	Taxiway	AC Mill and Overlay	$91,000
2021	Taxiway	AC Mill and Overlay	$333,000
2021	Taxiway	AC Mill and Overlay	$27,000

Greenville Downtown Airport Report Card			
Program Year	Pavement Type	Project Description	Estimated Cost
2021	Taxiway	AC Mill and Overlay	$42,000
2021	Taxiway	AC Mill and Overlay	$57,000
2021	Taxiway	AC Mill and Overlay	$26,000
2021	Taxiway	AC Mill and Overlay	$51,000
2022	Runway	AC Mill and Overlay	$1,075,000
2022	Taxiway	AC Mill and Overlay	$117,000
2022	Taxiway	AC Mill and Overlay	$58,000
2022	Taxiway	AC Mill and Overlay	$45,000
2022	Taxiway	AC Mill and Overlay	$95,000
2018-2022	Maintenance Projects	All Maintenance	$618,366
		Total	**$10,999,366**
Capital Improvement Plan (CIP) 2018-2023			
2018	Lighting/NAVAIDS	RWY 1-19 HIRL, RWY 1 MALSF (Construction)	$1,093,500
2018	Lighting/NAVAIDS	RWY 10-28 Lighting Rehabilitation (Construction)	$362,700
2018	Lighting/NAVAIDS	TWY A & B Lighting Rehabilitation (Construction)	$867,600
2018	Taxiway	TWY B System Pavement Rehabilitation (Design/Permit)	$150,000
2019	Plans/Studies	Update Airport Layout Plan and Exhibit A	$175,000
2019	Taxiway	TWY B System Pavement Rehabilitation (Construction)	Cost included in pavement maintenance
2019	Taxiway	TWY C & D System (West) Pavement Rehabilitation (Design)	$150,000
2020	Taxiway	TWY C & D System (West) Pavement Rehabilitation (Construction)	Cost included in pavement maintenance
2020	Runway	RWY 10-28, TWY C & D (East) Pavement Rehabilitation (Design)	$150,000
2021	Runway	RWY 10-28, TWY C & D (East) Pavement Rehabilitation (Construction)	Cost included in pavement maintenance
2021	Apron	Apron Pavement Rehabilitation (Design)	$150,000
2022	Apron	Apron Pavement Rehabilitation (Construction)	Cost included in pavement maintenance
2022	Runway	RWY 1-19 Pavement Rehabilitation (Design)	$220,000
2023	Runway	RWY 1-19 Pavement Rehabilitation (Construction)	$6,000,000
		Total	**$9,318,800**
		Total Project Costs for Airport	**$20,693,166**

2.11 Donaldson Field Report Card

Donaldson Field Report Card	SCII – Corporate/Business	GYH
AIRPORT NAME: Donaldson Field	**COUNTY:** Greenville	
CITY: Greenville	**AIRPORT CODE:** GYH	

Donaldson Field Report Card				
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)				
	Actual	**Minimum Objective**	**Compliance**	**Action Needed to Meet Objective**	**Estimated Cost**
Runway Length	8,000 Feet	5,000 Feet	Yes		
Runway Width	100 Feet	75 Feet	Yes		
Taxiway	Full Parallel	Full Parallel	Yes		
Runway Lighting	HIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Primary Runway PCI	72	70 or Greater	Yes	Runway mill and overlay/ restoration*	Cost included in pavement maintenance
Approach Type	ILS	RNAV (GPS) LPV	Yes		
Navigational Aids					
– VGSI	P4L/P4L	PAPIs or VASIs	Yes		
– REILs	MALSR/----	REILs	No	Install REILs RW 23	$32,000
Weather Reporting	AWOS-III P/T	ASOS or AWOS	Yes		
Airport Master Plan/ALP	2016	SCAC/FAA approved master plan/ALP within 10 years	Yes	Update airport master plan by 2026	$375,000
Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)					
Fuel	Jet A and 100 LL	Jet A and 100 LL	Yes		Demand Driven
FBO	Available	Available	Yes		Demand Driven
Ground Transportation	Rental Car On-Site	On-Site or Prearranged Rental Car	Yes		Demand Driven
Unobstructed Approaches					
– RW 05	Clear Approach	Clear Approach	Yes		None
– RW 23	Clear Approach	Clear Approach	Yes		None
			Estimated SASP Project Costs		**$407,000**

*Although PCI currently meets objective, project and cost are included in South Carolina Aeronautics Commission Statewide Airfield Pavement Management System Update.

Donaldson Field Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
Major Pavement Rehabilitation Planned 2018-2022			
2018	Apron	AC Mill and Overlay	$29,000
2018	Apron	AC Mill and Overlay	$23,000
2018	Runway	PCC Restoration	$109,000
2018	Taxilane	PCC Restoration	$38,000
2018	Taxilane	PCC Restoration	$53,000
2018	Taxiway	PCC Restoration	$84,000
2018	Taxiway	PCC Restoration	$306,000
2018	Taxiway	PCC Restoration	$216,000
2018	Taxiway	PCC Reconstruction	$112,000
2018	Taxiway	PCC Reconstruction	$534,000
2018	Taxiway	PCC Restoration	$143,000
2018	Taxiway	AC Reconstruction	$83,000
2018	Taxiway	AC Mill and Overlay	$261,000
2018	Taxiway	AC Mill and Overlay	$242,000
2018	Taxiway	AC Mill and Overlay	$282,000
2019	Runway	PCC Restoration	$118,000
2020	Apron	PCC Restoration	$15,953,000
2019	Taxiway	AC Mill and Overlay	$584,000
2020	Taxiway	AC Mill and Overlay	$1,123,000
2020	Taxiway	AC Mill and Overlay	$947,000
2021	Taxilane	AC Mill and Overlay	$18,000
2021	Taxiway	PCC Restoration	$663,000
2022	Runway	AC Mill and Overlay	$939,000
2022	Runway	AC Mill and Overlay	$904,000
2022	Runway	AC Mill and Overlay	$36,000
2018-2022	Maintenance Projects	All Maintenance	$2,568,154
		Total	**$26,368,154**
Capital Improvement Plan (CIP) 2018-2022			
2018	Taxiway	Rehabilitate Taxiway "B"	$28,000,000
		Total	**$28,000,000**
		Total Project Costs for Airport	**$54,775,154**

Greenwood County Airport Report Card	SCII – Corporate/Business	GRD
AIRPORT NAME: Greenwood County Airport	**COUNTY:** Greenwood	
CITY: Greenwood	**AIRPORT CODE:** GRD	

Greenwood County Airport Report Card				
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)				
	Actual	**Minimum Objective**	**Compliance**	**Action Needed to Meet Objective**	**Estimated Cost**
Runway Length	5,001 Feet	5,000 Feet	Yes		
Runway Width	100 Feet	75 Feet	Yes		
Taxiway	Full Parallel	Full Parallel	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Primary Runway PCI	100	70 or Greater	Yes		
Approach Type	RNAV (GPS) LPV	RNAV (GPS) LPV	Yes		
Navigational Aids					
– VGSI	P2L/P2L	PAPIs or VASIs	Yes		
– REILs	REILs/REILs	REILs	Yes		
Weather Reporting	ASOS	ASOS or AWOS	Yes		
Airport Master Plan/ALP	2006	SCAC/FAA approved master plan/ALP within 10 years	No	Update ALP	Cost included in CIP
Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)					
Fuel	Jet A and 100 LL	Jet A and 100 LL	Yes		Demand Driven
FBO	Available	Available	Yes		Demand Driven
Ground Transportation	Rental Car Available	On-Site or Prearranged Rental Car	Yes		Demand Driven
Unobstructed Approaches					
– RW 9	Trees in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 27	Trees in Approach	Clear Approach	Yes		None
– RW 5	Clear Approach	Clear Approach	Yes		None
– RW 23	Clear Approach	Clear Approach	Yes		None
				Estimated SASP Project Costs	**$0**

Greenwood County Airport Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
Major Pavement Rehabilitation Planned 2018-2022			
2018	Runway	AC Mill and Overlay	$1,399,000
2018	Taxilane	AC Mill and Overlay	$47,000
2018	Taxilane	AC Mill and Overlay	$178,000
2018	Taxiway	AC Mill and Overlay	$486,000
2018	Taxiway	AC Mill and Overlay	$114,000
2018	Taxiway	AC Mill and Overlay	$379,000
2019	Taxiway	AC Mill and Overlay	$482,000
2022	Taxilane	AC Mill and Overlay	$86,000
2018-2022	Maintenance Projects	All Maintenance	$587,679
		Total	**$3,758,679**
Capital Improvement Plan (CIP) 2018-2022			
2018	Land Acquisition	RW 09 - Avigation Easements (22 Parcels)	$370,955
2019	Safety	Runway 09 34:1 Approach Obstruction Clearing (Design/Bid/Construct)	$548,000
2020	Taxiway	Taxiway Rejuvenation and Crack Sealing (Design/Bid/Construct)	Cost included in pavement maintenance
2021	Plans/Studies	ALP Update	$197,000
2021	Plans/Studies	Runway Length Justification Study (No FAA Participation unless FAA approves Justification)	$10,000
2022	Plans/Studies	Runway 27 Ext (500' incl par TW) Environmental Assessment	$125,000
		Total	**$1,250,955**
		Total Project Costs for Airport	**$5,009,634**

2.13 Berkeley County Airport Report Card

Berkeley County Airport Report Card	SCII – Corporate/Business	MKS
AIRPORT NAME: Berkeley County Airport	**COUNTY:** Berkeley	
CITY: Moncks Corner	**AIRPORT CODE:** MKS	

Berkeley County Airport Report Card				
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)				
	Actual	**Minimum Objective**	**Compliance**	**Action Needed to Meet Objective**	**Estimated Cost**
Runway Length	5,000 Feet	5,000 Feet	Yes	Project underway	$0
Runway Width	75 Feet	75 Feet	Yes		
Taxiway	Full Parallel	Full Parallel	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Primary Runway PCI	99	70 or Greater	Yes		
Approach Type	RNAV (GPS) LPV	RNAV (GPS) LPV	Yes		
Navigational Aids					
– VGSI	P2L/P2L	PAPIs or VASIs	Yes		
– REILs	-----/-----	REILs	No	Install REILs RW 05 and RW 23	$64,000
Weather Reporting	AWOS-III P/T	ASOS or AWOS	Yes		
Airport Master Plan/ALP	2002	SCAC/FAA approved master plan/ALP within 10 years	No	Project Underway	
Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)				
Fuel	Jet A and 100 LL	Jet A and 100 LL	Yes		Demand Driven
FBO	Available	Available	Yes		Demand Driven
Ground Transportation	Rental Car Available	On-Site or Prearranged Rental Car	Yes		Demand Driven
Unobstructed Approaches					
– RW 05	Trees in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 23	Trees in Approach	Clear Approach	No	Remove obstruction	TBD
			Estimated SASP Project Costs		$64,000

Berkeley County Airport Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
Major Pavement Rehabilitation Planned 2018-2022			
2020	Taxiway	AC Mill and Overlay	$178,000
2020	Taxiway	AC Mill and Overlay	$234,000
2021	Apron	AC Mill and Overlay	$388,000
2021	Taxiway	AC Mill and Overlay	$74,000
2018-2022	Maintenance Projects	All Maintenance	$200,000
		Total	**$1,074,000**
Capital Improvement Plan (CIP) 2018-2022			
2018	Land Acquisition	Acquire Easements - RW 23 (Ph 3) (23 Parcels) & RW 5 (15 Parcels)	$515,700
2018	Runway	RW 23 Obstr Remaining & RW 5 Obstr Remaining (34:1) (+28 Ac.)	$581,000
2019	Taxiway	Taxiway & Apron Rehab + Apron Expansion (Design, Permit)	$215,000
2019	Land Acquisition	American Legion Property Acquisition	$300,000
2020	Taxiway	Taxiway & Apron Rehab (Bid, Construct)	Cost included in pavement maintenance
2020	Taxiway	Apron Expansion (Bid, Construct)	$1,126,000
2021	Plans/Studies	Airport Layout Plan Update & Exhibit A Update (Reimbursement)	$200,000
2022	Hangars	Hangar Construction	$650,000
		Total	**$3,587,700**
		Total Project Costs for Airport	**$4,725,700**

2.14 Mt Pleasant Regional – Faison Field Report Card

Mt Pleasant Regional – Faison Field Report Card	SCII – Corporate/Business	LRO
AIRPORT NAME: Mt Pleasant Regional – Faison Field	**COUNTY:** Charleston	
CITY: Mount Pleasant	**AIRPORT CODE:** LRO	

Mt Pleasant Regional – Faison Field Report Card				
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)				
	Actual	**Minimum Objective**	**Compliance**	**Action Needed to Meet Objective**	**Estimated Cost**
Runway Length	3,700 Feet	5,000 Feet	No	Extend runway 1,300'	$3,000,000
Runway Width	75 Feet	75 Feet	Yes		
Taxiway	Full Parallel	Full Parallel	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Primary Runway PCI	75	70 or Greater	Yes		
Approach Type	RNAV (GPS) LPV	RNAV (GPS) LPV	Yes		
Navigational Aids					
– VGSI	P4L/P4L	PAPIs or VASIs	Yes		
– REILs	-----/-----	REILs	No	Install REILs RW 17 and RW 35	$64,000
Weather Reporting	AWOS-III P/T	ASOS or AWOS	Yes		
Airport Master Plan/ALP	2008	SCAC/FAA approved master plan/ALP within 10 years	Yes	Update airport master plan by 2018	$375,000
Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)					
Fuel	Jet A and 100 LL	Jet A and 100 LL	Yes		Demand Driven
FBO	Available	Available	Yes		Demand Driven
Ground Transportation	Rental Car Available	On-Site or Prearranged Rental Car	Yes		Demand Driven
Unobstructed Approaches					
– RW 17	Clear Approach	Clear Approach	Yes		None
– RW 35	Trees in Approach	Clear Approach	No	Remove obstruction	TBD
				Estimated SASP Project Costs	**$3,439,000**

Mt Pleasant Regional – Faison Field Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
Major Pavement Rehabilitation Planned 2018-2022			
2018	Apron	AC Mill and Overlay	$320,000
2018	Apron	AC Mill and Overlay	$349,000
2018	Taxilane	AC Mill and Overlay	$173,000
2018	Taxilane	AC Mill and Overlay	$114,000
2018	Taxiway	AC Mill and Overlay	$35,000
2022	Taxilane	AC Mill and Overlay	$239,000
2022	Taxiway	AC Mill and Overlay	$261,000
2018-2022	Maintenance Projects	All Maintenance	$172,544
		Total	**$1,663,544**
Capital Improvement Plan (CIP) 2018-2022			
2018	Taxiway	Midfield Taxiway Rehabilitation (Design)	Cost included in pavement maintenance
2019	Taxiway	Midfield Taxiway Rehabilitation (Construction + CA)	Cost included in pavement maintenance
2019	Utilities/Drainage	Drainage Improvements (Design)	$30,000
2020	Utilities/Drainage	Drainage Improvements (Construction)	$324,000
2021	Plans/Studies	Construct Two Ladder Taxiways (EA)	$35,000
2021	Taxiway	Construct Two Ladder Taxiways (Design)	$70,000
		Total	**$459,000**
		Total Project Costs for Airport	**$5,561,544**

2.15 Grand Strand Airport Report Card

Grand Strand Airport Report Card	SCII – Corporate/Business	CRE
AIRPORT NAME: Grand Strand Airport	**COUNTY:** Horry	
CITY: North Myrtle Beach	**AIRPORT CODE:** CRE	

Grand Strand Airport Report Card				
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)				
	Actual	Minimum Objective	Compliance	Action Needed to Meet Objective	Estimated Cost
Runway Length	5,997 Feet	5,000 Feet	Yes		
Runway Width	100 Feet	75 Feet	Yes		
Taxiway	Full Parallel	Full Parallel	Yes		
Runway Lighting	HIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Primary Runway PCI	62	70 or Greater	Yes	Design Underway	$5,000,000
Approach Type	ILS	RNAV (GPS) LPV	Yes		
Navigational Aids					
– VGSI	P2L/P2L	PAPIs or VASIs	Yes		
– REILs	REILs/MALSR	REILs	Yes		
Weather Reporting	ASOS	ASOS or AWOS	Yes		
Airport Master Plan/ALP	2004	SCAC/FAA approved master plan/ALP within 10 years	Yes	ALP Underway	
Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)					
Fuel	Jet A and 100 LL	Jet A and 100 LL	Yes		Demand Driven
FBO	Available	Available	Yes		Demand Driven
Ground Transportation	Rental Car Available	On-Site or Prearranged Rental Car	Yes		Demand Driven
Unobstructed Approaches					
– RW 5	Trees in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 23	Trees in Approach	Clear Approach	No	Remove obstruction	TBD
				Estimated SASP Project Costs	**$5,000,000**

*PCI noted in Horry County Pavement Maintenance Program and pavement rehabilitation project and cost included in 2017/2018 Airport CIP.

Grand Strand Airport Report Card			
Program Year	Pavement Type	Project Description	Estimated Cost
Major Pavement Rehabilitation Planned 2018-2022			
		No projects currently identified in this category	
		Total	**$0**
Capital Improvement Plan (CIP) 2018-2022			
2018	Runway	Runway 5-23 Pavement Rehabilitation (Construction)	$8,000,000
2018	Utilities/Drainage	Improve Airport Drainage - Hyrdology Study EA	$786,099
2019	Utilities/Drainage	Improve Airport Drainage (Construction Phase 1)	$6,000,000
2020	Utilities/Drainage	Improve Airport Drainage (Construction Phase 2)	$3,000,000
2021	Taxiway	Taxiway A Pavement Rehabilitation & Airfield Geometry (Design)	$333,333
2022	Taxiway	Taxiway A Pavement Rehabilitation (Construction)	$4,000,000
2022	Plans/Studies	Update Airport Master Plan (Planning)	$300,000
		Total	**$22,419,432**
		Total Project Costs for Airport	**$27,419,432**

Note: All pavement related maintenance, rehabilitation, and reconstruction projects are accounted for in the airport's CIP.

2.16 Orangeburg Municipal Airport Report Card

Orangeburg Municipal Airport Report Card	SCII – Corporate/Business	OGB
AIRPORT NAME: Orangeburg Municipal Airport	**COUNTY:** Orangeburg	
CITY: Orangeburg	**AIRPORT CODE:** OGB	

Orangeburg Municipal Airport Report Card				
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)				
	Actual	**Minimum Objective**	**Compliance**	**Action Needed to Meet Objective**	**Estimated Cost**
Runway Length	5,399 Feet	5,000 Feet	Yes		
Runway Width	100 Feet	75 Feet	Yes		
Taxiway	Full Parallel	Full Parallel	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Primary Runway PCI	75	70 or Greater	Yes		
Approach Type	RNAV (GPS) LPV	RNAV (GPS) LPV	Yes		
Navigational Aids					
– VGSI	P2L/P2L	PAPIs or VASIs	Yes		
– REILs	REILs/REILs	REILs	Yes		
Weather Reporting	ASOS	ASOS or AWOS	Yes		
Airport Master Plan/ALP	2012	SCAC/FAA approved master plan/ALP within 10 years	Yes	Update airport master plan by 2022	$175,000
Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)					
Fuel	Jet A and 100 LL	Jet A and 100 LL	Yes		Demand Driven
FBO	Available	Available	Yes		Demand Driven
Ground Transportation	Rental Car Available	On-Site or Prearranged Rental Car	Yes		Demand Driven
Unobstructed Approaches					
– RW 17	Tree in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 35	Clear Approach	Clear Approach	Yes		None
– RW 5	Clear Approach	Clear Approach	Yes		None
– RW 23	Clear Approach	Clear Approach	Yes		None
				Estimated SASP Project Costs	**$175,000**

Orangeburg Municipal Airport Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
Major Pavement Rehabilitation Planned 2018-2022			
2018	Apron	PCC Reconstruction	$277,000
2018	Taxilane	AC Reconstruction	$178,000
2018	Taxiway	AC Mill and Overlay	$19,000
2020	Runway	AC Mill and Overlay	$51,000
2020	Taxilane	AC Mill and Overlay	$94,000
2021	Taxilane	AC Mill and Overlay	$79,000
2022	Runway	AC Mill and Overlay	$350,000
2022	Runway	AC Mill and Overlay	$913,000
2022	Taxiway	AC Mill and Overlay	$179,000
2018-2022	Maintenance Projects	All Maintenance	$360,520
		Total	**$2,500,520**
Capital Improvement Plan (CIP) 2018-2023			
2018	Auto Parking/Ground Access	Crossfield Access Road for Airfield Development (Design)	$167,000
2018	Auto Parking/Ground Access	Crossfield Access Road for Airfield Development (Construction)	$1,200,000
2019	Hangars	Box Hangar Development - 80'x80' Hangars (Local Funding)	$500,000
2020	Terminal	New Terminal Area Auto Parking & Access Rd. (Design)	$166,667
2020	Terminal	New Terminal Area Apron Expansion (Design)	$250,000
2021	Terminal	New Terminal Area Auto Parking & Access Rd. (Construction)	$475,000
2021	Terminal	New Terminal Area Apron Expansion (Construction)	$1,100,000
2022	Terminal	New Terminal Building (Design)	$225,000
2022	Hangars	Box Hangar Development - 80'x80' Hangars (Local Funding)	$500,000
2023	Terminal	New Terminal Building (Construction)	$1,500,000
2023	Plans/Studies	Airport Layout Plan Update	$185,000
		Total	**$6,268,667**
		Total Project Costs for Airport	**$8,944,187**

2.17 Pickens County Airport Report Card

Pickens County Airport Report Card	SCII – Corporate/Business	LQK
AIRPORT NAME: Pickens County Airport	**COUNTY:** Pickens	
CITY: Pickens	**AIRPORT CODE:** LQK	

Pickens County Airport Report Card				
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)				
	Actual	**Minimum Objective**	**Compliance**	**Action Needed to Meet Objective**	**Estimated Cost**
Runway Length	5,002 Feet	5,000 Feet	Yes		
Runway Width	100 Feet	75 Feet	Yes		
Taxiway	Full Parallel	Full Parallel	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Primary Runway PCI	70	70 or Greater	Yes	Runway mill and overlay*	Cost included in pavement maintenance
Approach Type	RNAV (GPS) LPV	RNAV (GPS) LPV	Yes		
Navigational Aids					
– VGSI	P2L/P2L	PAPIs or VASIs	Yes		
– REILs	----/----	REILs	No	Install REILs on RW 05 and RW 23	$64,000
Weather Reporting	AWOS-III P/T	ASOS or AWOS	Yes		
Airport Master Plan/ALP	2013	SCAC/FAA approved master plan/ALP within 10 years	Yes	Update airport master plan by 2023	$175,000
Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)					
Fuel	Jet A and 100 LL	Jet A and 100 LL	Yes		Demand Driven
FBO	Available	Available	Yes		Demand Driven
Ground Transportation	On-site Rental Car	On-Site or Prearranged Rental Car	Yes		Demand Driven
Unobstructed Approaches					
– RW 05	Trees in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 23	Trees in Approach	Clear Approach	No	Remove obstruction	TBD
				Estimated SASP Project Costs	**$239,000**

Pickens County Airport Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
Major Pavement Rehabilitation Planned 2018-2022			
2018	Apron	AC Reconstruction	$632,000
2018	Apron	AC Reconstruction	$100,000
2018	Taxilane	AC Reconstruction	$197,000
2018	Taxilane	AC Mill and Overlay	$58,000
2018	Taxilane	AC Mill and Overlay	$34,000
2018	Taxiway	AC Mill and Overlay	$14,000
2018	Taxiway	AC Mill and Overlay	$14,000
2018	Taxiway	AC Mill and Overlay	$15,000
2018	Taxiway	AC Mill and Overlay	$14,000
2018	Taxiway	AC Mill and Overlay	$26,000
2018	Taxiway	AC Mill and Overlay	$292,000
2018	Taxiway	AC Mill and Overlay	$286,000
2018	Taxiway	AC Mill and Overlay	$16,000
2020	Runway	AC Mill and Overlay	$560,000
2020	Runway	AC Mill and Overlay	$1,196,000
2020	Taxiway	AC Mill and Overlay	$22,000
2021	Apron	AC Mill and Overlay	$307,000
2021	Taxilane	AC Mill and Overlay	$25,000
2019	Taxiway	AC Mill and Overlay	$13,000
2021	Taxiway	AC Mill and Overlay	$39,000
2021	Taxiway	AC Mill and Overlay	$34,000
2022	Taxilane	AC Mill and Overlay	$37,000
2022	Taxiway	AC Mill and Overlay	$42,000
		Total	**$3,973,000**
Capital Improvement Plan (CIP) 2018-2022			
2018	Hangars	Hangar Development (Four 60x60 Box Hangars) Construction	$747,000
2018	Hangars	Hangar Development (Five Single-Unit Hangars) Design	$55,500
2018	Hangars	Hangar Development (Five Single-Unit Hangars) Construction	$499,500
2019	Land Acquisition	Land Acquisition for Crossfield Commercial Area	$100,000
2020	Land Acquisition	Land Acquisition for Rwy 5 Approach/RPZ (7.5 Acres) (Reimbursement)	$460,000
2021	Runway	Airfield Pavement Rehabilitation (Design/Bid)	$150,000
2021	Apron	Crossfield Apron/Taxiway (Design/Bid)	$100,000
2022	Runway	Airfield Pavement Rehabilitation (Construction)	Cost included in pavement maintenance
2022	Apron	Crossfield Apron/Taxiway (Construction)	$1,000,000
2022	Hangars	Hangar Development (Ten 60x60 Box Hangars) (100% Local)	$1,500,000
		Total	**$4,612,000**
		Total Project Costs for Airport	**$8,824,000**

2.18 Rock Hill/York Co/Bryant Field Report Card

Rock Hill/York Co/Bryant Field Report Card	SCII – Corporate/Business	UZA
AIRPORT NAME: Rock Hill/York Co/Bryant Field	**COUNTY:** York	
CITY: Rock Hill	**AIRPORT CODE:** UZA	

Rock Hill/York Co/Bryant Field Report Card				
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)				
	Actual	**Minimum Objective**	**Compliance**	**Action Needed to Meet Objective**	**Estimated Cost**
Runway Length	5,500 Feet	5,000 Feet	Yes		
Runway Width	100 Feet	75 Feet	Yes		
Taxiway	Full Parallel	Full Parallel	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Primary Runway PCI	89	70 or Greater	Yes		
Approach Type	ILS	RNAV (GPS) LPV	Yes		
Navigational Aids					
− VGSI	P2L/P2L	PAPIs or VASIs	Yes		
− REILs	MALSR/----	REILs	No	Install REILs RW 20	$32,000
Weather Reporting	ASOS	ASOS or AWOS	Yes		
Airport Master Plan/ALP	2016	SCAC/FAA approved master plan/ALP within 10 years	Yes	Update airport master plan by 2026	$175,000
Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)				
Fuel	Jet A and 100 LL	Jet A and 100 LL	Yes		Demand Driven
FBO	Available	Available	Yes		Demand Driven
Ground Transportation	Rental Car Available	On-Site or Prearranged Rental Car	Yes		Demand Driven
Unobstructed Approaches					
− RW 02	Trees in approach	Clear Approach	No	Remove obstruction	TBD
− RW 20	Trees in approach	Clear Approach	No	Remove obstruction	TBD
				Estimated SASP Project Costs	**$207,000**

Rock Hill/York Co/Bryant Field Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
Major Pavement Rehabilitation Planned 2018-2022			
2018	Apron	AC Mill and Overlay	$115,000
2018	Taxilane	PCC Restoration	$370,000
2018	Taxiway	AC Mill and Overlay	$12,000
2018	Taxiway	AC Mill and Overlay	$957,000
2018	Taxiway	AC Mill and Overlay	$31,000
2018	Taxiway	AC Mill and Overlay	$35,000
2018	Taxiway	AC Mill and Overlay	$13,000
2018	Taxiway	AC Mill and Overlay	$35,000
2018	Taxiway	AC Mill and Overlay	$14,000
2018	Taxiway	AC Mill and Overlay	$45,000
2018	Taxiway	AC Mill and Overlay	$32,000
2022	Taxiway	AC Mill and Overlay	$16,000
2022	Taxiway	AC Mill and Overlay	$248,000
2018-2022	Maintenance Projects	All Maintenance	$220,576
		Total	**$2,143,576**
Capital Improvement Plan (CIP) 2018-2022			
2018	Terminal	Terminal Expansion - Phase 1	$360,000
2019	Plans/Studies	Environmental Assessment for Runway Extension	$250,000
2019	Land Acquisition	Land Acquisition (Associated with Roadway Relocation for Runway)	$90,000
2020	Runway	1,055' Runway Extension - Phase 1 Grading and Drainage (Design)	$410,000
2020	Other	Homestead Road Relocation	$1,558,875
2021	Runway	1,055' Runway Extension - Phase 2 Paving and Lighting (Design)	$185,000
2022	Runway	1,055' Runway Extension - Phase 1 Grading and Drainage (Construction) & Phase 2 Paving and Lighting (Construction)	$12,460,780
		Total	**$15,314,655**
		Total Project Costs for Airport	**$17,665,231**

2.19 Spartanburg Downtown Memorial Airport Report Card

Spartanburg Downtown Memorial Airport Report Card	SCII – Corporate/Business	SPA
AIRPORT NAME: Spartanburg Downtown Memorial Airport	**COUNTY:** Spartanburg	
CITY: Spartanburg	**AIRPORT CODE:** SPA	

Spartanburg Downtown Memorial Airport Report Card				
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)				
	Actual	**Minimum Objective**	**Compliance**	**Action Needed to Meet Objective**	**Estimated Cost**
Runway Length	5,852 Feet	5,000 Feet	Yes	Project Underway*	
Runway Width	100 Feet	75 Feet	Yes		
Taxiway	Full Parallel	Full Parallel	Yes		
Runway Lighting	HIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Primary Runway PCI	55	70 or Greater	Yes	Reconstruction Project Underway	
Approach Type	ILS	RNAV (GPS) LPV	Yes		
Navigational Aids					
– VGSI	V4L/V4L	PAPIs or VASIs	Yes		
– REILs	MALSR/----	REILs	No	Install REILs RW 23	$32,000
Weather Reporting	AWOS-III P/T	ASOS or AWOS	Yes		
Airport Master Plan/ALP	2001	SCAC/FAA approved master plan/ALP within 10 years	No	Update airport master plan	Cost included in CIP
Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)				
Fuel	Jet A and 100 LL	Jet A and 100 LL	Yes		Demand Driven
FBO	Available	Available	Yes		Demand Driven
Ground Transportation	Rental Car Available	On-Site or Prearranged Rental Car	Yes		Demand Driven
Unobstructed Approaches					
– RW 05	Trees in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 23	Clear Approach	Clear Approach	Yes		None
				Estimated SASP Project Costs	$32,000

Spartanburg Downtown Memorial Airport Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
Major Pavement Rehabilitation Planned 2018-2022			
2018	Apron	AC Mill and Overlay	$405,000
2018	Apron	AC Mill and Overlay	$1,305,000
2018	Apron	PCC Reconstruction	$177,000
2018	Apron	AC Reconstruction	$112,000
2018	Apron	AC Mill and Overlay	$89,000
2018	Apron	PCC Reconstruction	$477,000
2018	Apron	AC Mill and Overlay	$102,000
2018	Taxilane	AC Reconstruction	$998,000
		Total	**$3,665,000**
Capital Improvement Plan (CIP) 2018-2022			
2018	Plans/Studies	Airport Layout Plan Update	$185,000
2019	Taxiway	Rehabilitate TWY Pavements	$3,100,000
2020	Lighting/NAVAIDS	Runway and Taxiway Lighting and Signage Improvements (Design/Bid)	$172,000
2021	Lighting/NAVAIDS	Runway and Taxiway Lighting and Signage Improvements (Construction)	$375,000
2022	Apron	Auxiliary Apron Rehabilitation (Design)	$150,000
2022	Hangars	New Corporate Hangar (Design)	$80,000
2022	Apron	Auxiliary Apron Rehabilitation (Construction)	Cost included in pavement maintenance
2022	Hangars	New Corporate Hangar (Construction)	$950,000
2022	Apron	Corporate Apron (Design)	$400,000
		Total	**$5,412,000**
		Total Project Costs for Airport	**$9,109,000**

*Project and cost are from South Carolina Aeronautics Commission Statewide Airfield Pavement Management System Update.
*Although not needed to meet an objective, Spartanburg Downtown has a runway extension underway (from 5,202 to 5,852). The runway lengths noted are the usable lengths when each project is complete.

2.20 Summerville Airport Report Card

Summerville Airport Report Card	SCII – Corporate/Business	DYB
AIRPORT NAME: Summerville Airport	**COUNTY:** Dorchester	
CITY: Summerville	**AIRPORT CODE:** DYB	

Summerville Airport Report Card				
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)				
	Actual	**Minimum Objective**	**Compliance**	**Action Needed to Meet Objective**	**Estimated Cost**
Runway Length	5,001 Feet	5,000 Feet	Yes	Project Underway	$0
Runway Width	75 Feet	75 Feet	Yes		
Taxiway	Full Parallel	Full Parallel	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Primary Runway PCI	89	70 or Greater	Yes		
Approach Type	RNAV (GPS) LPV	RNAV (GPS) LPV	Yes		
Navigational Aids					
– VGSI	P2L/--	PAPIs or VASIs	No	Install PAPIs RW 24	$55,000
– REILs	----/----	REILs	No	Install REILs on RW 06 and RW 24	$64,000
Weather Reporting	AWOS-III P/T	ASOS or AWOS	Yes		
Airport Master Plan/ALP	2007	SCAC/FAA approved master plan/ALP within 10 years	Yes	Update airport master plan by 2017	$175,000
Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)				
Fuel	Jet A and 100 LL	Jet A and 100 LL	Yes		Demand Driven
FBO	Available	Available	Yes		Demand Driven
Ground Transportation	Rental Car Available	On-Site or Prearranged Rental Car	Yes		Demand Driven
Unobstructed Approaches					
– RW 06	Clear Approach	Clear Approach	Yes		None
– RW 24	Trees in Approach	Clear Approach	No	Remove obstruction	TBD
				Estimated SASP Project Costs	**$294,000**

Summerville Airport Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
Major Pavement Rehabilitation Planned 2018-2022			
		No projects currently identified in this category	
		Total	**$0**
Capital Improvement Plan (CIP) 2018-2022			
2018	Land Acquisition	Fee Simple Acquisition (Rogers Tree Farm & Cypress Capital) and Avigation Easements (Rogers & Burbage) within Runway 6-24 Approaches	$125,032
2018	Safety	Obstruction Removal of Runway 6-24 Approaches (35 acres)	$175,000
2019	Hangars	T-Hangar (10-unit) (Design)	$160,000
2020	Hangars	T-Hangar (10-unit) (Construction)	$1,300,000
2021	Fuel	New Fuel Farm (Design)	$75,000
2022	Fuel	New Fuel Farm (Construction)	$600,000
		Total	**$2,435,032**
		Total Project Costs for Airport	**$2,729,032**

2.21 Sumter Airport Report Card

Sumter Airport Report Card	SCII – Corporate/Business	SMS
AIRPORT NAME: Sumter Airport	**COUNTY:** Sumter	
CITY: Sumter	**AIRPORT CODE:** SMS	

Sumter Airport Report Card				
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)				
	Actual	Minimum Objective	Compliance	Action Needed to Meet Objective	Estimated Cost
Runway Length	5,501 Feet	5,000 Feet	Yes		
Runway Width	100 Feet	75 Feet	Yes		
Taxiway	Full Parallel	Full Parallel	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Primary Runway PCI	78	70 or Greater	Yes		
Approach Type	ILS	RNAV (GPS) LPV	Yes		
Navigational Aids					
– VGSI	P2L/P2L	PAPIs or VASIs	Yes		
– REILs	REILs/REILs	REILs	Yes		
Weather Reporting	AWOS-III P/T	ASOS or AWOS	Yes		
Airport Master Plan/ALP	2004	SCAC/FAA approved master plan/ALP within 10 years	No	Update airport master plan	Cost included in CIP
Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)					
Fuel	Jet A and 100 LL	Jet A and 100 LL	Yes		Demand Driven
FBO	Available	Available	Yes		Demand Driven
Ground Transportation	Rental Car Available	On-Site or Prearranged Rental Car	Yes		Demand Driven
Unobstructed Approaches					
– RW 5	Trees in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 23	Trees in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 14	Trees in Approach	Clear Approach	No		TBD
– RW 32	Trees in Approach	Clear Approach	No	Remove obstruction	TBD
				Estimated SASP Project Costs	**$0**

Sumter Airport Report Card			
Program Year	Pavement Type	Project Description	Estimated Cost
Major Pavement Rehabilitation Planned 2018-2022			
		No projects currently identified in this category	
		Total	**$0**
Capital Improvement Plan (CIP) 2018-2022			
2018	Plans/Studies	Airport Layout Plan (ALP) Update	$180,000
2019	Apron	Apron Reconstruction Phase II (Design)	$237,000
2020	Apron	Apron Reconstruction Phase II (Construction)	$3,633,000
2021	Plans/Studies	Runway Extension Environmental Assessment (EA)	$150,000
2022	Runway	Runway Extension and Runway Strengthening (Design)	$425,000
2022	Runway	Runway Extension and Runway Strengthening (Construction)	$5,500,000
2022	Apron	Apron Reconstruction Phase III (Design)	$120,000
		Total	**$10,245,000**
		Total Project Costs for Airport	**$10,245,000**

2.22 Lowcountry Regional Airport Report Card

Lowcountry Regional Airport Report Card	SCII – Corporate/Business	RBW
AIRPORT NAME: Lowcountry Regional Airport	**COUNTY:** Colleton	
CITY: Walterboro	**AIRPORT CODE:** RBW	

Lowcountry Regional Airport Report Card

Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)

	Actual	Minimum Objective	Compliance	Action Needed to Meet Objective	Estimated Cost
Runway Length	6,002 Feet	5,000 Feet	Yes		
Runway Width	100 Feet	75 Feet	Yes		
Taxiway	Full Parallel	Full Parallel	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Primary Runway PCI	70	70 or Greater	Yes	Runway mill and overlay*	Cost included in pavement maintenance
Approach Type	ILS	RNAV (GPS) LPV	Yes		
Navigational Aids					
– VGSI	P2L/P2L	PAPIs or VASIs	Yes		
– REILs	----/REILs	REILs	No	Install REILs RW 05	$32,000
Weather Reporting	AWOS-III P/T	ASOS or AWOS	Yes		
Airport Master Plan/ALP	2016	SCAC/FAA approved master plan/ALP within 10 years	Yes	Project Underway	
Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)					
Fuel	Jet A and 100 LL	Jet A and 100 LL	Yes		Demand Driven
FBO	Available	Available	Yes		Demand Driven
Ground Transportation	Rental Car On-Site	On-Site or Prearranged Rental Car	Yes		Demand Driven
Unobstructed Approaches					
– RW 05	Trees in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 23	Trees in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 17	Trees in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 35	Clear Approach	Clear Approach	Yes		None
– RW 09	Trees in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 27	Obstruction in Approach	Clear Approach	No	Remove obstruction	TBD
				Estimated SASP Project Costs	**$32,000**

*Although PCI currently meets objective, project and cost are included in South Carolina Aeronautics Commission Statewide Airfield Pavement Management System Update.

Lowcountry Regional Airport Report Card

Program Year	Pavement Type	Project Description	Estimated Cost
Major Pavement Rehabilitation Planned 2018-2022			
2018	Apron	PCC Restoration	$3,996,000
2018	Apron	PCC Restoration	$89,000
2018	Runway	AC Reconstruction	$2,761,000
2018	Runway	AC Reconstruction	$1,348,000
2018	Runway	PCC Restoration	$503,000
2018	Runway	AC Mill and Overlay	$1,169,000
2018	Taxiway	AC Reconstruction	$1,002,000
2018	Taxiway	AC Reconstruction	$1,043,000
2018	Taxiway	AC Reconstruction	$556,000
2019	Runway	AC Mill and Overlay	$333,000
2019	Runway	AC Mill and Overlay	$135,000
2019	Runway	AC Mill and Overlay	$542,000
2020	Apron	AC Mill and Overlay	$99,000
2020	Runway	AC Mill and Overlay	$143,000
2020	Runway	AC Mill and Overlay	$537,000
2020	Runway	AC Mill and Overlay	$201,000
2020	Runway	PCC Restoration	$1,260,000
2020	Taxiway	AC Mill and Overlay	$76,000
2021	Runway	AC Mill and Overlay	$2,173,000
2022	Apron	AC Mill and Overlay	$464,000
2022	Runway	PCC Restoration	$1,260,000
2018-2022	Maintenance Projects	All Maintenance	$7,035,770
		Total	**$26,725,770**
Capital Improvement Plan (CIP) 2018-2022			
2018	Runway	Runway End 5 Approach Fee Simple Acquisition (6 Parcels) (Reimbursement)	$170,000
2018	Utilities/Drainage	Airfield Drainage Construction (Phase III)	$1,000,000
2018	Hangars	Hangar Development (Design + Construction)	$800,000
2019	Apron	Apron Pavement Rehabilitation (Design)	$150,000
2019	Safety	Partial Perimeter Fencing (Design)	$750,000
2019	Apron	Apron Pavement Rehabilitation (Construction)	Cost included in pavement maintenance
2020	Safety	Partial Perimeter Fencing (Construction)	$750,000
2020	Lighting/NAVAIDS	Rwy 17/35 Lighting and PAPIs (Design)	$90,000
2021	Lighting/NAVAIDS	Rwy 17/35 Lighting and PAPIs (Construction)	$500,000
2021	Lighting/NAVAIDS	Rwy 23 MALSR Design	$100,000
2022	Lighting/NAVAIDS	Rwy 23 MALSR Installation	$700,000
		Total	**$5,010,000**
		Total Project Costs for Airport	**$31,767,770**

3. SCIII – BUSINESS/RECREATION AIRPORTS

3.1 Allendale County Airport Report Card

Allendale County Airport Report Card	SCIII – Business/Recreation	AQX
AIRPORT NAME: Allendale County Airport	**COUNTY:** Allendale	
CITY: Allendale	**AIRPORT CODE:** AQX	

Allendale County Airport Report Card				
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)				
	Actual	**Minimum Objective**	**Compliance**	**Action Needed to Meet Objective**	**Estimated Cost**
Runway Length	5,001 Feet	3,200 Feet	Yes		
Runway Width	75 Feet	60 Feet	Yes		
Taxiway	Full Parallel	Partial parallel taxiway or turnaround on both runway ends	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Primary Runway PCI	78	70 or Greater	Yes		
Approach Type	RNAV (GPS) LPV	Published Approach	Yes		
Navigational Aids					
– VGSI	P2L/P2L	PAPIs or VASIs	Yes		
Weather Reporting	AWOS-III P/T	ASOS or AWOS	Yes		
Airport Master Plan/ALP	2007	SCAC/FAA approved master plan/ALP within 10 years	Yes	Update airport master plan by 2017	Cost included in CIP
Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)				
Fuel	Jet A and 100 LL	100 LL	Yes		Demand Driven
Unobstructed Approaches					
– RW 17	Trees in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 35	Clear Approach	Clear Approach	Yes		None
Estimated SASP Project Costs				**$0**

Allendale County Airport Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
Major Pavement Rehabilitation Planned 2018-2022			
2018	Taxilane	AC Mill and Overlay	$48,000
2018	Taxilane	AC Mill and Overlay	$44,000
2019	Apron	AC Mill and Overlay	$264,000
		Total	**$356,000**
Capital Improvement Plan (CIP) 2018-2022			
2018	Safety	Perimeter Security Fence - 27,000 LF (Bid/Construction)	$1,091,667
2018	Land Acquisition	Easement Land Acquisition (≈51 acres)	$320,000
2019	Plans/Studies	Airport Layout Plan (ALP) Update	$167,000
2019	Hangars	Design/Bid T-Hangar - Phase 1 (no FAA funding)	$75,000
2020	Apron	Apron/Taxilane Rehabilitation (Construction)	$1,500,000
2020	Plans/Studies	Environmental Assessment for Runway Widening & Strengthening	$166,667
2020	Hangars	Construct T-Hangar - Phase 2	$750,000
2021	Runway	Runway Widening and Strengthening & Lighting Rehabilitation (Design)	$300,000
2022	Runway	Runway Widening and Strengthening & Lighting Rehabilitation (Construction)	$3,000,000
2022	Fuel	New Fuel Farm	$500,000
		Total	**$7,870,334**
		Total Project Costs for Airport	**$8,226,334**

3.2 Barnwell Regional Airport Report Card

Barnwell Regional Airport Report Card	SCIII – Business/Recreation	BNL
AIRPORT NAME: Barnwell Regional Airport	**COUNTY:** Barnwell	
CITY: Barnwell	**AIRPORT CODE:** BNL	

Barnwell Regional Airport Report Card					
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)					
	Actual	**Minimum Objective**	**Compliance**	**Action Needed to Meet Objective**	**Estimated Cost**
Runway Length	5,119 Feet	3,200 Feet	Yes		
Runway Width	100 Feet	60 Feet	Yes		
Taxiway	Full Parallel	Partial parallel taxiway or turnaround on both runway ends	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Primary Runway PCI	75	70 or Greater	Yes		
Approach Type	RNAV (GPS) LPV	Published Approach	Yes		
Navigational Aids					
– VGSI	P2L/P2L	PAPIs or VASIs	Yes		
Weather Reporting	AWOS-III P/T	ASOS or AWOS	Yes		
Airport Master Plan/ALP	2015	SCAC/FAA approved master plan/ALP within 10 years	Yes	Update airport master plan by 2025	$175,000
Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)					
Fuel	Jet A and 100 LL	100 LL	Yes		Demand Driven
Unobstructed Approaches					
– RW 17	Tree in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 35	Tree in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 05	Clear Approach	Clear Approach	Yes		None
– RW 23	Clear Approach	Clear Approach	Yes		None
				Estimated SASP Project Costs	**$175,000**

Barnwell Regional Airport Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
Major Pavement Rehabilitation Planned 2018-2022			
2018	Runway	PCC Restoration	$693,000
2018	Runway	AC Reconstruction	$36,609
2018	Taxilane	AC Mill and Overlay	$103,000
2018	Taxilane	AC Mill and Overlay	$211,000
2022	Taxiway	AC Mill and Overlay	$40,000
2018-2022	Maintenance Projects	All Maintenance	$476,135
		Total	**$1,559,744**
Capital Improvement Plan (CIP) 2018-2022			
2018	Apron	Apron Rehabilitation	$680,000
2019	Apron	South Apron Expansion	$305,000
2020	Taxiway	Partial Parallel Taxiway	$714,960
2021	Hangars	10 Unit T-Hangar	$945,000
2022	Hangars	Box Hangar	$1,395,000
		Total	**$4,039,960**
		Total Project Costs for Airport	**$5,774,704**

3.3   Marlboro County Airport – H E Avent Field Report Card

Marlboro County Airport – H E Avent Field Report Card	SCIII – Business/Recreation	BBP
AIRPORT NAME: Marlboro County Airport – H E Avent Field	**COUNTY:** Marlboro	
CITY: Bennettsville	**AIRPORT CODE:** BBP	

Marlboro County Airport – H E Avent Field Report Card				
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)				
	Actual	**Minimum Objective**	**Compliance**	**Action Needed to Meet Objective**	**Estimated Cost**
Runway Length	5,003 Feet	3,200 Feet	Yes		
Runway Width	74 Feet	60 Feet	Yes		
Taxiway	Full Parallel	Partial parallel taxiway or turnaround on both runway ends	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Primary Runway PCI	80	70 or Greater	Yes		
Approach Type	RNAV (GPS) LPV	Published Approach	Yes		
Navigational Aids					
– VGSI	P2L/P2L	PAPIs or VASIs	Yes		
Weather Reporting	AWOS-III P/T	ASOS or AWOS	Yes		
Airport Master Plan/ALP	2004	SCAC/FAA approved master plan/ALP within 10 years	No	Update airport master plan	$175,000
Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)				
Fuel	Jet A and 100 LL	100 LL	Yes		Demand Driven
Unobstructed Approaches					
– RW 07	Clear Approach	Clear Approach	Yes		None
– RW 25	Clear Approach	Clear Approach	Yes		None
				Estimated SASP Project Costs	**$175,000**

Marlboro County Airport – H E Avent Field Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
Major Pavement Rehabilitation Planned 2018-2022			
2018	Apron	AC Mill and Overlay	$199,000
2018	Taxilane	AC Mill and Overlay	$22,000
2022	Taxiway	AC Mill and Overlay	$383,000
2018-2022	Maintenance Projects	All Maintenance	$80,566
		Total	**$684,566**
Capital Improvement Plan (CIP) 2018-2022			
2018	Safety	Perimeter Fencing	$166,667
2019	Runway	Runway Pavement Rehabilitation (Design and Bidding)	$166,667
2020	Runway	Runway Pavement Rehabilitation (Construction)	$1,500,000
2021	Safety	Road Relocation to remove Road from ultimate RPZ for 3/4-mile Approach - Design Only	$116,667
2021	Auto Parking/Ground Access	Right of Way Acquisition for Road Relocation	$50,000
		Total	**$2,000,001**
		Total Project Costs for Airport	**$2,859,567**

3.4 Cheraw Municipal/Lynch Bellinger Field Report Card

Cheraw Municipal/Lynch Bellinger Field Report Card	SCIII – Business/Recreation	CQW
AIRPORT NAME: Cheraw Municipal/Lynch Bellinger Field	**COUNTY:** Chesterfield	
CITY: Cheraw	**AIRPORT CODE:** CQW	

Cheraw Municipal/Lynch Bellinger Field Report Card				
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)				
	Actual	**Minimum Objective**	**Compliance**	**Action Needed to Meet Objective**	**Estimated Cost**
Runway Length	5,000 Feet	3,200 Feet	Yes		
Runway Width	75 Feet	60 Feet	Yes		
Taxiway	Full Parallel	Partial parallel taxiway or turnaround on both runway ends	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Primary Runway PCI	55	70 or Greater	No	Runway Construction	$2,750,000
Approach Type	RNAV (GPS) LPV	Published Approach	Yes		
Navigational Aids					
– VGSI	P2L/P2L	PAPIs or VASIs	Yes		
Weather Reporting	AWOS-III P/T	ASOS or AWOS	Yes		
Airport Master Plan/ALP	2004	SCAC/FAA approved master plan/ALP within 10 years	No	Update ALP	$175,000
Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)				
Fuel	Jet A and 100 LL	100 LL	Yes		Demand Driven
Unobstructed Approaches					
– RW 08	Tree in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 26	Pole in Approach	Clear Approach	No	Remove obstruction	TBD
				Estimated SASP Project Costs	**$2,925,000**

Cheraw Municipal/Lynch Bellinger Field Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
Major Pavement Rehabilitation Planned 2018-2022			
2018	Apron	AC Reconstruction	$2,624,000
2018	Apron	AC Reconstruction	$389,000
2018	Apron	PCC Reconstruction	$64,000
2018	Apron	PCC Reconstruction	$240,000
2018	Apron	AC Reconstruction	$1,228,000
2018	Apron	AC Reconstruction	$1,615,000
2018	Apron	AC Mill and Overlay	$1,551,000
2018	Apron	AC Mill and Overlay	$918,000
2018	Apron	AC Reconstruction	$1,320,000
2018	Apron	AC Reconstruction	$658,000
2018	Apron	AC Mill and Overlay	$109,000
2018	Apron	AC Mill and Overlay	$975,000
2018	Apron	PCC Reconstruction	$190,000
2018	Apron	AC Reconstruction	$268,000
2018	Apron	PCC Reconstruction	$61,000
2018	Apron	AC Reconstruction	$664,000
2018	Apron	PCC Reconstruction	$135,000
2018	Apron	PCC Restoration	$1,548,000
2019	Apron	PCC Restoration	$1,366,000
2018	Taxiway	AC Mill and Overlay	$2,607,000
2018	Taxiway	AC Mill and Overlay	$726,000
2018	Taxiway	AC Mill and Overlay	$297,000
2018	Taxiway	AC Mill and Overlay	$208,000
2018	Taxiway	AC Mill and Overlay	$514,000
2018	Taxiway	AC Mill and Overlay	$592,000
2018	Taxiway	AC Mill and Overlay	$335,000
2018	Taxiway	AC Mill and Overlay	$2,307,000
2018	Taxiway	AC Mill and Overlay	$243,000
2018	Taxiway	AC Mill and Overlay	$457,000
2018	Taxiway	AC Mill and Overlay	$315,000
2018	Taxiway	AC Mill and Overlay	$327,000
2018	Taxiway	AC Mill and Overlay	$1,484,000
2018	Taxiway	AC Mill and Overlay	$129,000
2018	Taxiway	AC Mill and Overlay	$52,000
2018	Taxiway	AC Mill and Overlay	$124,000
2018	Taxiway	AC Mill and Overlay	$232,000
2018	Taxiway	AC Mill and Overlay	$48,000
2018	Taxiway	AC Mill and Overlay	$395,000

Cheraw Municipal/Lynch Bellinger Field Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
2018	Taxiway	AC Reconstruction	$322,000
2018	Taxiway	AC Reconstruction	$363,000
2019	Taxiway	AC Mill and Overlay	$71,000
2019	Taxiway	AC Mill and Overlay	$529,000
2020	Taxiway	AC Mill and Overlay	$491,000
2020	Taxiway	AC Mill and Overlay	$135,000
2020	Taxiway	AC Mill and Overlay	$253,000
2020	Taxiway	AC Mill and Overlay	$129,000
2021	Taxiway	AC Mill and Overlay	$58,000
2021	Taxiway	AC Mill and Overlay	$54,000
2022	Apron	AC Mill and Overlay	$193,000
2022	Taxiway	AC Mill and Overlay	$138,000
2022	Taxiway	AC Mill and Overlay	$189,000
2018-2022	Maintenance Projects	All Maintenance	$322,295
		Total	**$30,562,295**
Capital Improvement Plan (CIP) 2018-2022			
2018	Runway	Runway Rehabilitation (Design)	$165,300
2018	Safety	Obstruction Removal - Phase 1 (Construction) (Runway 26)	$501,000
2018	Land Acquisition	Easement Acquisition - Phase 2 (Runway 08)	$615,000
2019	Safety	Obstruction Removal - Phase 2 (Construction) (Runway 08)	$1,055,700
2020	Runway	Runway Rehabilitation (Construction)	$2,478,900
2021	Apron	South Apron (Design)	$85,000
2022	Apron	South Apron (Construction)	$1,265,900
		Total	**$6,166,800**
		Total Project Costs for Airport	**$39,654,095**

3.5　Chester Catawba Regional Airport Report Card

Chester Catawba Regional Airport Report Card	SCIII – Business/Recreation	DCM
AIRPORT NAME: Chester Catawba Regional Airport	**COUNTY:** Chester	
CITY: Chester	**AIRPORT CODE:** DCM	

Chester Catawba Regional Airport Report Card				
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)				
	Actual	**Minimum Objective**	**Compliance**	**Action Needed to Meet Objective**	**Estimated Cost**
Runway Length	5,000 Feet	3,200 Feet	Yes		
Runway Width	100 Feet	60 Feet	Yes		
Taxiway	Full Parallel	Partial parallel taxiway or turnaround on both runway ends	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Primary Runway PCI	68	70 or Greater	No	Runway mill and overlay*	Cost included in pavement maintenance
Approach Type	RNAV (GPS) LPV	Published Approach	Yes		
Navigational Aids					
– VGSI	P2L/P2L	PAPIs or VASIs	Yes		
Weather Reporting	AWOS-III P/T	ASOS or AWOS	Yes		
Airport Master Plan/ALP	2004	SCAC/FAA approved master plan/ALP within 10 years	No	Update airport master plan	$175,000
Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)				
Fuel	Jet A and 100 LL	100 LL	Yes		Demand Driven
Unobstructed Approaches					
– RW 17	Tree in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 35	Tree in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 05	Clear Approach	Clear Approach	Yes		None
– RW 23	Tree in Approach	Clear Approach	No	Remove obstruction	TBD
				Estimated SASP Project Costs	**$175,000**

*Project and cost from South Carolina Aeronautics Commission Statewide Airfield Pavement Management System Update.

Chester Catawba Regional Airport Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
Major Pavement Rehabilitation Planned 2018-2022			
2018	Apron	AC Mill and Overlay	$166,000
2018	Apron	AC Mill and Overlay	$95,000
2018	Apron	AC Reconstruction	$104,000
2018	Runway	AC Reconstruction	$173,000
2018	Runway	AC Mill and Overlay	$29,000
2018	Runway	AC Reconstruction	$416,000
2018	Runway	AC Reconstruction	$3,975,000
2018	Taxilane	AC Mill and Overlay	$13,000
2018	Taxilane	PCC Reconstruction	$286,000
2018	Taxilane	PCC Reconstruction	$380,000
2018	Taxiway	AC Mill and Overlay	$744,000
2018	Taxiway	AC Mill and Overlay	$33,000
2018	Taxiway	AC Mill and Overlay	$54,000
2019	Runway	AC Mill and Overlay	$1,767,000
2021	Runway	AC Mill and Overlay	$28,000
2022	Runway	AC Mill and Overlay	$20,000
2022	Taxiway	AC Mill and Overlay	$116,000
2018-2022	Maintenance Projects	All Maintenance	$1,023,621
		Total	**$9,422,621**
Capital Improvement Plan (CIP) 2018-2022			
2018	Taxiway	Taxilane Rehabilitation	Cost included in pavement maintenance
2019	Hangars	Corporate Hangar	$834,000
2020	Hangars	10 Unit T-Hangars	$1,300,000
2021	Lighting/NAVAIDS	Airfield Lighting Rehabilitation	$819,120
2022	Plans/Studies	Runway 17/35 1,000' Extension Justification and EA	$300,000
		Total	**$3,253,120**
		Total Project Costs for Airport	**$12,850,741**

3.6   Conway-Horry County Airport Report Card

Conway-Horry County Airport Report Card	SCIII – Business/Recreation	HYW
AIRPORT NAME: Conway-Horry County Airport	**COUNTY:** Horry	
CITY: Conway	**AIRPORT CODE:** HYW	

Conway-Horry County Airport Report Card				
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)				
	Actual	**Minimum Objective**	**Compliance**	**Action Needed to Meet Objective**	**Estimated Cost**
Runway Length	4,401 Feet	3,200 Feet	Yes		
Runway Width	75 Feet	60 Feet	Yes		
Taxiway	Full Parallel	Partial parallel taxiway or turnaround on both runway ends	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Primary Runway PCI	67	70 or Greater	No	Runway pavement rehabilitation*	Cost included in pavement maintenance
Approach Type	RNAV (GPS) LPV	Published Approach	Yes		
Navigational Aids					
– VGSI	P2L/P2L	PAPIs or VASIs	Yes		
Weather Reporting	AWOS-III P/T	ASOS or AWOS	Yes		
Airport Master Plan/ALP	2006	SCAC/FAA approved master plan/ALP within 10 years	Yes	ALP underway	
Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)					
Fuel	Jet A and 100 LL	100 LL	Yes		Demand Driven
Unobstructed Approaches					
– RW 04	Tree in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 22	Tree in Approach	Clear Approach	No	Remove obstruction	TBD
				Estimated SASP Project Costs	**$0**

*Project included in Horry County Pavement Maintenance Program and cost derived from 2020 Airport CIP.

Conway-Horry County Airport Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
Major Pavement Rehabilitation Planned 2018-2022			
2019	Runway	AC Rehabilitation	$166,667
2020	Runway	AC Rehabilitation	$6,000,000
		Total	**$6,166,667**
Capital Improvement Plan (CIP) 2018-2022			
2018	Runway	Runway 4-22 PAPI Replacement (Construction)	$166,667
2019	Runway	Runway 4-22 Pavement Rehabilitation (Design)	$333,333
2021	Taxiway	Taxiway A Pavement Rehabilitation (Design)	$166,667
2022	Taxiway	Taxiway A Pavement Rehabilitation (Construction)	$3,000,000
2022	Plans/Studies	Update Airport Master Plan (Planning)	$300,000
		Total	**$3,966,667**
		Total Project Costs for Airport	**$10,133,334**

Note: All pavement related maintenance, rehabilitation, and reconstruction projects are accounted for in the airport's CIP.

Hartsville Regional Airport Report Card		SCIII – Business/Recreation	HVS
AIRPORT NAME: Hartsville Regional Airport		**COUNTY:** Darlington	
CITY: Hartsville		**AIRPORT CODE:** HVS	

Hartsville Regional Airport Report Card				
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)				
	Actual	Minimum Objective	Compliance	Action Needed to Meet Objective	Estimated Cost
Runway Length	5,000 Feet	3,200 Feet	Yes		
Runway Width	75 Feet	60 Feet	Yes		
Taxiway	Partial Parallel	Partial parallel taxiway or turnaround on both runway ends	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Primary Runway PCI	69	70 or Greater	No	Runway overlay or reconstruction*	Cost included in CIP
Approach Type	RNAV (GPS) LPV	Published Approach	Yes		
Navigational Aids					
– VGSI	P2L/P2L	PAPIs or VASIs	Yes		
Weather Reporting	AWOS-III P	ASOS or AWOS	Yes		
Airport Master Plan/ALP	2007	SCAC/FAA approved master plan/ALP within 10 years	Yes	Update airport master plan by 2017	$175,000
Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)				
Fuel	Jet A and 100 LL	100 LL	Yes		Demand Driven
Unobstructed Approaches					
– RW 03	Clear Approach	Clear Approach	Yes		None
– RW 21	Tree in Approach	Clear Approach	No	Remove obstruction	TBD
				Estimated SASP Project Costs	**$175,000**

* Project and cost NOT identified in South Carolina Aeronautics Commission Statewide Airfield Pavement Management System Update.

Hartsville Regional Airport Report Card			
Program Year	Pavement Type	Project Description	Estimated Cost
Major Pavement Rehabilitation Planned 2018-2022			
		No projects currently identified in this category	
		Total	**$0**
Capital Improvement Plan (CIP) 2018-2022			
2018	Apron	Apron Rehabilitation and Expansion (Design + Construction)	$675,000
2019	Hangars	New Hangar (Design + Construction)	$700,000
2020	Runway	Runway Asphalt Reconstruction (Design)	$150,000
2021	Runway	Runway Asphalt Reconstruction (Construction)	$4,300,000
		Total	**$5,825,000**
		Total Project Costs for Airport	**$6,000,000**

3.8 Williamsburg Regional Airport Report Card

Williamsburg Regional Airport Report Card	SCIII – Business/Recreation	CKI
AIRPORT NAME: Williamsburg Regional Airport	**COUNTY:** Williamsburg	
CITY: Kingstree	**AIRPORT CODE:** CKI	

Williamsburg Regional Airport Report Card				
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)				
	Actual	Minimum Objective	Compliance	Action Needed to Meet Objective	Estimated Cost
Runway Length	5,000 Feet	3,200 Feet	Yes		
Runway Width	75 Feet	60 Feet	Yes		
Taxiway	Full Parallel	Partial parallel taxiway or turnaround on both runway ends	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Primary Runway PCI	67	70 or Greater	No	Runway mill and overlay*	Cost included in pavement maintenance
Approach Type	RNAV (GPS) LPV	Published Approach	Yes		
Navigational Aids					
– VGSI	P2L/P2L	PAPIs or VASIs	Yes		
Weather Reporting	AWOS-III P/T	ASOS or AWOS	Yes		
Airport Master Plan/ALP	2004	SCAC/FAA approved master plan/ALP within 10 years	No	Update ALP	$175,000
Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)				
Fuel	100 LL	100 LL	Yes		Demand Driven
Unobstructed Approaches					
– RW 14	Tree in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 32	Tree in Approach	Clear Approach	No	Remove obstruction	TBD
				Estimated SASP Project Costs	**$175,000**

*Project and cost are from South Carolina Aeronautics Commission Statewide Airfield Pavement Management System Update.

Williamsburg Regional Airport Report Card			
Program Year	Pavement Type	Project Description	Estimated Cost
Major Pavement Rehabilitation Planned 2018-2022			
2018	Runway	AC Mill and Overlay	$1,155,000
2019	Runway	AC Mill and Overlay	$158,000
2018-2022	Maintenance Projects	All Maintenance	$60,791
		Total	**$1,373,791**
Capital Improvement Plan (CIP) 2018-2022			
2018	Fuel	Bidding, Construction Phase Services, & DBE Plan Update for 12,000 Gal. Jet Fuel System	$23,000
2018	Fuel	Construction of 12,000 Gal. Jet Fuel System	$100,000
2019	Hangars	60'x60' Corporate Hangar (Design) x2 Hangars (Survey, Testing, Engineering, Design, Permitting, and Bidding)	$100,000
2020	Hangars	60'x60' Corporate Hangar (Construction Phase Services)	$50,000
2020	Hangars	60'x60' Corporate Hangar (Construction)	$500,000
2021	Hangars	60'x60' Corporate Hangar (Construction Phase Services)	$50,000
2021	Hangars	60'x60' Corporate Hangar (Construction)	$500,000
		Total	**$1,323,000**
		Total Project Costs for Airport	**$2,871,791**

3.9 Lancaster County-McWhirter Field Report Card

Lancaster County-McWhirter Field Report Card	SCIII – Business/Recreation	LKR
AIRPORT NAME: Lancaster County-McWhirter Field	**COUNTY:** Lancaster	
CITY: Lancaster	**AIRPORT CODE:** LKR	

Lancaster County-McWhirter Field Report Card				
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)				
	Actual	**Minimum Objective**	**Compliance**	**Action Needed to Meet Objective**	**Estimated Cost**
Runway Length	6,004 Feet	3,200 Feet	Yes		
Runway Width	101 Feet	60 Feet	Yes		
Taxiway	Full Parallel	Partial parallel taxiway or turnaround on both runway ends	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Primary Runway PCI	99	70 or Greater	Yes		
Approach Type	RNAV (GPS) LPV	Published Approach	Yes		
Navigational Aids					
– VGSI	P2L/P2L	PAPIs or VASIs	Yes		
Weather Reporting	AWOS-III P/T	ASOS or AWOS	Yes		
Airport Master Plan/ALP	2006	SCAC/FAA approved master plan/ALP within 10 years	No	Update ALP	$175,000
Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)				
Fuel	Jet A and 100 LL	100 LL	Yes		Demand Driven
Unobstructed Approaches					
– RW 06	Tree in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 24	Trees in Approach	Clear Approach	No	Remove obstruction	TBD
				Estimated SASP Project Costs	**$175,000**

Lancaster County-McWhirter Field Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
Major Pavement Rehabilitation Planned 2018-2022			
2018	Taxiway	AC Mill and Overlay	$86,000
2019	Taxilane	AC Mill and Overlay	$195,000
2019	Taxiway	AC Mill and Overlay	$20,000
2020	Apron	AC Mill and Overlay	$144,000
2021	Apron	AC Mill and Overlay	$165,000
2021	Apron	AC Mill and Overlay	$155,000
2021	Taxilane	PCC Restoration	$49,000
2018-2022	Maintenance Projects	All Maintenance	$52,835
		Total	**$866,835**
Capital Improvement Plan (CIP) 2018-2022			
2018	Apron	Apron Rehabilitation (Design)	$150,000
2019	Apron	Apron Rehabilitation (Construction)	Cost included in pavement maintenance
2020	Plans/Studies	Terminal Area Plan (Planning)	$80,000
2021	Terminal	Terminal Building (Design)	$200,000
2022	Terminal	Terminal Building (Construction)	$1,000,000
		Total	**$1,430,000**
		Total Project Costs for Airport	**$2,471,835**

3.10 Laurens County Airport Report Card

Laurens County Airport Report Card	SCIII – Business/Recreation	LUX
AIRPORT NAME: Laurens County Airport	**COUNTY:** Laurens	
CITY: Laurens	**AIRPORT CODE:** LUX	

Laurens County Airport Report Card					
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)					
	Actual	**Minimum Objective**	**Compliance**	**Action Needed to Meet Objective**	**Estimated Cost**
Runway Length	4,051 Feet	3,200 Feet	Yes		
Runway Width	75 Feet	60 Feet	Yes		
Taxiway	Full Parallel	Partial parallel taxiway or turnaround on both runway ends	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Primary Runway PCI	99	70 or Greater	Yes		
Approach Type	RNAV (GPS) LPV	Published Approach	Yes		
Navigational Aids					
– VGSI	P2L/P2L	PAPIs or VASIs	Yes		
Weather Reporting	AWOS-III P/T	ASOS or AWOS	Yes		
Airport Master Plan/ALP	2005	SCAC/FAA approved master plan/ALP within 10 years	No	Update ALP	$175,000
	Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)				
Fuel	100 LL	100 LL	Yes		Demand Driven
Unobstructed Approaches					
– RW 08	Tree in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 26	Tree in Approach	Clear Approach	No	Remove obstruction	TBD
				Estimated SASP Project Costs	**$175,000**

Laurens County Airport Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
		Major Pavement Rehabilitation Planned 2018-2022	
2018	Taxilane	AC Reconstruction	$76,000
2018	Taxiway	AC Mill and Overlay	$22,000
2018	Taxiway	AC Mill and Overlay	$177,000
2018	Taxiway	AC Mill and Overlay	$16,000
2018-2022	Maintenance Projects	All Maintenance	$66,333
		Total	**$357,333**
		Capital Improvement Plan (CIP) 2018-2022	
2018	Lighting/NAVAIDS	Airfield Lighting Rehabilitation - Design, Bid	$129,000
2020	Lighting/NAVAIDS	Airfield Lighting Rehabilitation - Bidding & Construction	$916,000
2021	Fuel	Jet-A Fuel Farm System (10,000 gallons) and Containment	$120,000
		Total	**$1,165,000**
		Total Project Costs for Airport	**$1,697,333**

3.11 Santee Cooper Regional Airport Report Card

Santee Cooper Regional Airport Report Card	SCIII – Business/Recreation	MNI
AIRPORT NAME: Santee Cooper Regional Airport	**COUNTY:** Clarendon	
CITY: Manning	**AIRPORT CODE:** MNI	

Santee Cooper Regional Airport Report Card				
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)				
	Actual	**Minimum Objective**	**Compliance**	**Action Needed to Meet Objective**	**Estimated Cost**
Runway Length	3,602 Feet	3,200 Feet	Yes		
Runway Width	75 Feet	60 Feet	Yes		
Taxiway	Full Parallel	Partial parallel taxiway or turnaround on both runway ends	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Primary Runway PCI	75	70 or Greater	Yes		
Approach Type	GPS/VOR/DME	Published Approach	Yes		
Navigational Aids					
– VGSI	P2L/P2L	PAPIs or VASIs	Yes		
Weather Reporting	AWOS-III P/T	ASOS or AWOS	Yes		
Airport Master Plan/ALP	2012	SCAC/FAA approved master plan/ALP within 10 years	Yes	Update airport master plan by 2022	$175,000
Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)					
Fuel	100 LL	100 LL	Yes		Demand Driven
Unobstructed Approaches					
– RW 02	Tree in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 20	Tree in Approach	Clear Approach	No	Remove obstruction	TBD
				Estimated SASP Project Costs	**$175,000**

Santee Cooper Regional Airport Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
Major Pavement Rehabilitation Planned 2018-2022			
		No projects currently identified in this category	
		Total	**$0**
Capital Improvement Plan (CIP) 2018-2022			
2019	Apron	Apron Rehabilitation (Design)	$60,000
2020	Apron	Apron Rehabilitation (Construction)	$400,000
2021	Hangars	Corporate Hangar Design and Site Preparation Construction	$400,000
		Total	**$860,000**
		Total Project Costs for Airport	**$1,035,000**

3.12 Newberry County Airport Report Card

Newberry County Airport Report Card	SCIII – Business/Recreation	EOE
AIRPORT NAME: Newberry County Airport	**COUNTY:** Newberry	
CITY: Newberry	**AIRPORT CODE:** EOE	

Newberry County Airport Report Card				
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)				
	Actual	**Minimum Objective**	**Compliance**	**Action Needed to Meet Objective**	**Estimated Cost**
Runway Length	4,001 Feet	3,200 Feet	Yes		
Runway Width	75 Feet	60 Feet	Yes		
Taxiway	Full Parallel	Partial parallel taxiway or turnaround on both runway ends	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Primary Runway PCI	80	70 or Greater	Yes		
Approach Type	RNAV (GPS)	Published Approach	Yes		
Navigational Aids					
– VGSI	P2L/P2L	PAPIs or VASIs	Yes		
Weather Reporting	AWOS-III P/T	ASOS or AWOS	Yes		
Airport Master Plan/ALP	2011	SCAC/FAA approved master plan/ALP within 10 years	Yes	Update airport master plan by 2021	Cost included in CIP
Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)				
Fuel	100 LL	100 LL	Yes		Demand Driven
Unobstructed Approaches					
– RW 04	Tree in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 22	Pole in Approach	Clear Approach	No	Remove obstruction	TBD
				Estimated SASP Project Costs	**$0**

Newberry County Airport Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
Major Pavement Rehabilitation Planned 2018-2022			
2018	Taxilane	AC Mill and Overlay	$71,000
2018-2022	Maintenance Projects	All Maintenance	$40,554
		Total	**$111,554**
Capital Improvement Plan (CIP) 2018-2022			
2018	Terminal	New Terminal Building (Construction)	$1,000,000
2018	Hangars	T-Hangar (6-Unit), Taxilane and Apron (Design)	$125,000
2018	Plans/Studies	ALP Update w/ Report	$225,000
2018	Plans/Studies	Safety Survey (Trees in Approach)	$30,000
2019	Taxiway	Taxilane and Apron (Construction)	$541,000
2020	Runway	1,000' Runway Extension (Justification/EA)	$300,000
2021	Runway	1,000' Runway Extension (Design)	$500,000
2021	Hangars	T-Hangar (6-Unit) (Construction)	$475,000
		Total	**$3,196,000**
		Total Project Costs for Airport	**$3,307,554**

3.13   Ridgeland-Claude Dean Airport Report Card

Ridgeland-Claude Dean Airport Report Card	SCIII – Business/Recreation	3J1
AIRPORT NAME: Ridgeland-Claude Dean Airport	COUNTY: Jasper	
CITY: Ridgeland	AIRPORT CODE: 3J1	

Ridgeland-Claude Dean Airport Report Card				
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)				
	Actual	**Minimum Objective**	**Compliance**	**Action Needed to Meet Objective**	**Estimated Cost**
Runway Length	4,200 Feet	3,200 Feet	Yes	Project Underway*	
Runway Width	75 Feet	60 Feet	Yes		
Taxiway	Full	Partial parallel taxiway or turnaround on both runway ends	Yes	Project Underway	
Runway Lighting	MIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes	Project Underway	
Primary Runway PCI	Not available	70 or Greater	Yes	Project Underway	
Approach Type	Visual	Published Approach	Yes	Project Underway	
Navigational Aids					
– VGSI	None	PAPIs or VASIs	Yes	Project Underway	
Weather Reporting	None	ASOS or AWOS	No	Project Underway	
Airport Master Plan/ALP	2014	SCAC/FAA approved master plan/ALP within 10 years	Yes	Update airport master plan by 2024	$175,000
Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)				
Fuel	100 LL	100 LL	Yes		Demand Driven
Unobstructed Approaches					
– RW 03	Tree in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 21	Tree in Approach	Clear Approach	No	Remove obstruction	TBD
				Estimated SASP Project Costs	**$175,000**

Ridgeland-Claude Dean Airport Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
Major Pavement Rehabilitation Planned 2018-2022			
		No projects identified in this category	
		Total	**$0**
Capital Improvement Plan (CIP) 2018-2022			
2018	Airfield Construction	Change orders	$3,000,000
2019	Apron	PH. 4 Terminal Apron (Construct)	$949,000
2019	Terminal	PH. 4 Terminal Building (Design/Permit)	$99,000
2020	Terminal	PH. 4 Terminal Building (Construct)	$1,505,252
2021	Hangars	T-Hangar Taxilanes (Design/Permit)	$75,000
2022	Hangars	16 Unit T-Hangar Building (Construct)	$974,000
		Total	**$6,602,252**
		Total Project Costs for Airport	**$6,777,252**

*The current runway is being closed and replaced with the one shown. The runway length noted is the usable length when the project is complete.

3.14 Fairfield County Airport Report Card

Fairfield County Airport Report Card	SCIII – Business/Recreation	FDW
AIRPORT NAME: Fairfield County Airport	**COUNTY:** Fairfield	
CITY: Winnsboro	**AIRPORT CODE:** FDW	

Fairfield County Airport Report Card				
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)				
	Actual	**Minimum Objective**	**Compliance**	**Action Needed to Meet Objective**	**Estimated Cost**
Runway Length	5,242 Feet	3,200 Feet	Yes		
Runway Width	100 Feet	60 Feet	Yes		
Taxiway	Full Parallel	Partial parallel taxiway or turnaround on both runway ends	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Taxiway Lighting	MITL	MITL	Yes		
Primary Runway PCI	78	70 or Greater	Yes		
Approach Type	RNAV (GPS) LPV	Published Approach	Yes		
Navigational Aids					
— VGSI	P4L/P4L	PAPIs or VASIs	Yes		
Weather Reporting	AWOS-III	ASOS or AWOS	Yes		
Airport Master Plan/ALP	2017	SCAC/FAA approved master plan/ALP within 10 years	Yes	Project Underway	
Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)				
Fuel	Jet A and 100 LL	100 LL	Yes		Demand Driven
Unobstructed Approaches					
— RW 04	Clear Approach	Clear Approach	Yes		None
— RW 22	Clear Approach	Clear Approach	Yes		None
				Estimated SASP Project Costs	**$0**

Fairfield County Airport Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
Major Pavement Rehabilitation Planned 2018-2022			
2018-2022	Maintenance Projects	All Maintenance	$52,450
		Total	**$52,450**
Capital Improvement Plan (CIP) 2018-2023			
2018	Land Acquisition	Land Acquisition Reimbursement - Terminal Area (~27 acres)	$255,000
2018	Hangars	Corporate Hangar Development (100% Local)	$900,000
2019	Apron	Apron Expansion (Design/Bid)	$255,000
2019	Runway	Runway Rejuvenation/Re-Stripe (SCAC/Local Funding Only)	$215,000
2019	Apron	Terminal Area Apron Expansion (Apron and Corporate Hangars) (Hangars -- Local Investment)	$1,000,000
2020	Apron	Apron Expansion (Construction)	$2,250,000
2020	Fuel	New Fuel Farm	$700,000
2020	Land Acquisition	Acquire Land for Approach/MALSF (approx. 15 acres)	$350,000
2021	Lighting/NAVAIDS	Install Medium Intensity Approach Lighting System (MALSR)	$750,000
2021	Plans/Studies	Runway Extension Justification	$25,000
2022	Terminal	Terminal Building Renovations/Expansion	$750,000
2022	Runway	Runway Extension Design	$300,000
2023	Runway	Runway Extension (Construction)	$2,000,000
		Total	**$9,750,000**
		Total Project Costs for Airport	**$9,802,450**

4.1 Robert F. Swinnie Airport Report Card

Robert F. Swinnie Airport Report Card	SCIV – Recreation/Local	PHH
AIRPORT NAME: Robert F. Swinnie Airport	**COUNTY:** Georgetown	
CITY: Andrews	**AIRPORT CODE:** PHH	

Robert F. Swinnie Airport Report Card				
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)				
	Actual	**Minimum Objective**	**Compliance**	**Action Needed to Meet Objective**	**Estimated Cost**
Runway Length	3,001 Feet	2,000 Feet	Yes	3,001 Feet	
Runway Width	60 Feet	60 Feet	Yes	60 Feet	
Runway Lighting	MIRL	MIRL	Yes	MIRL	
Primary Runway PCI	90	70 or Greater	Yes	90	
Approach Type	NDB	Not an Objective	N/A	NDB	
Navigational Aids					
– VGSI	P2L/P2L	PAPIs or VASIs	Yes	P2L/P2L	
Airport Master Plan/ALP	2002	SCAC approved ALP	Yes	2002	
Fuel	100LL	100LL	Yes	100LL	
Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)					
Unobstructed Approaches					
– RW 18	Trees in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 36	Clear Approach	Clear Approach	Yes	None	
				Estimated SASP Project Costs	**$0**

Robert F. Swinnie Airport Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
	Major Pavement Rehabilitation Planned 2018-2022		
		No projects currently identified in this category	
		Total	**$0**
	Capital Improvement Plan (CIP) 2018-2022		
2018	Safety	Security / Wildlife Safety Fencing (Phase II)	$210,000
2019	Safety	Security / Wildlife Safety Fencing (Phase III)	$300,000
2020	Taxiway	Parallel Taxiway (Phase I)	$475,000
2021	Lighting/NAVAIDS	Runway Widening Justification Study	$40,000
2021	Lighting/NAVAIDS	Taxiway Lighting (Phase I)	$129,000
2021	Taxiway	Parallel Taxiway (Phase II)	$910,000
2021	Plans/Studies	Environmental Assessment for Runway Widening	$167,000
2022	Lighting/NAVAIDS	Taxiway Lighting (Phase II)	$100,000
2022	Runway	Permitting for Runway Widening	$25,000
		Total	**$2,356,000**
		Total Project Costs for Airport	**$2,356,000**

4.2 Bamberg County Airport Report Card

Bamberg County Airport Report Card	SCIV – Recreation/Local	99N
AIRPORT NAME: Bamberg County Airport	**COUNTY:** Bamberg	
CITY: Bamberg	**AIRPORT CODE:** 99N	

Bamberg County Airport Report Card				
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)				
	Actual	**Minimum Objective**	**Compliance**	**Action Needed to Meet Objective**	**Estimated Cost**
Runway Length	3,603 Feet	2,000 Feet	Yes		
Runway Width	60 Feet	60 Feet	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Primary Runway PCI	59	70 or Greater	No	Runway rehabilitation*	Cost included in pavement maintenance
Approach Type	RNAV (GPS)	Not an Objective	N/A		
Navigational Aids					
– VGSI	P2L/P2L	PAPIs or VASIs	Yes		
Airport Master Plan/ALP	1994	SCAC approved ALP	Yes		
Fuel	None	100LL	No	Install 100LL fuel	$260,000
Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)					
Unobstructed Approaches					
– RW 05	Tree in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 23	Tree in Approach	Clear Approach	No	Remove obstruction	TBD
				Estimated SASP Project Costs	**$260,000**

*Project and cost are from South Carolina Aeronautics Commission Statewide Airfield Pavement Management System Update.

Bamberg County Airport Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
Major Pavement Rehabilitation Planned 2018-2022			
2018	Taxiway	AC Reconstruction	$120,000
2019	Apron	AC Reconstruction	$467,000
2020	Runway	AC Rehabilitation	$756,000
2021	Taxiway	AC Rehabilitation	$109,000
		Total	**$1,452,000**
Capital Improvement Plan (CIP) 2018-2022			
2021	Runway	Runway Rehabilitation Design	$90,000
2022	Runway	Runway Rehabilitation Construction	$2,750,000
		Total	**$2,840,000**
		Total Project Costs for Airport	**$4,552,000**

4.3 Lee County Airport-Butters Field Report Card

Lee County Airport-Butters Field Report Card	SCIV – Recreation/Local	52J
AIRPORT NAME: Lee County Airport-Butters Field	**COUNTY:** Lee	
CITY: Bishopville	**AIRPORT CODE:** 52J	

Lee County Airport-Butters Field Report Card				
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)				
	Actual	**Minimum Objective**	**Compliance**	**Action Needed to Meet Objective**	**Estimated Cost**
Runway Length	3,200 Feet	2,000 Feet	Yes		
Runway Width	60 Feet	60 Feet	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Primary Runway PCI	Visual	Not an Objective	N/A		
Approach Type	90	70 or Greater	Yes		
Navigational Aids					
– VGSI	P2L/P2L	PAPIs or VASIs	Yes		
Airport Master Plan/ALP	2003	SCAC approved ALP	Yes		
Fuel	100LL	100LL	Yes		
	Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)				
Unobstructed Approaches					
– RW 06	Tree in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 24	Tree in Approach	Clear Approach	No	Remove obstruction	TBD
			Estimated SASP Project Costs		$0

Lee County Airport-Butters Field Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
		Major Pavement Rehabilitation Planned 2018-2022	
		No projects currently identified in this category	
		Total	$0
		Capital Improvement Plan (CIP) 2018-2022	
2018	Safety	Wildlife Containment Fence	$265,200
2019	Taxiway	Partial Parallel Taxiway (Design)	$47,000
2020	Taxiway	Partial Parallel Taxiway (Construction)	$540,300
2021	Hangars	Hangar Site Development	$444,300
2022	Hangars	T-Hangars (10 Unit)	$600,000
		Total	$1,896,800
		Total Project Costs for Airport	$1,896,800

4.4 Dillon County Airport Report Card

Dillon County Airport Report Card	SCIV – Recreation/Local	DLC
AIRPORT NAME: Dillon County Airport	**COUNTY:** Dillon	
CITY: Dillon	**AIRPORT CODE:** DLC	

Dillon County Airport Report Card				
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)				
	Actual	**Minimum Objective**	**Compliance**	**Action Needed to Meet Objective**	**Estimated Cost**
Runway Length	3,000 Feet	2,000 Feet	Yes		
Runway Width	60 Feet	60 Feet	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Primary Runway PCI	39	70 or Greater	No	Runway reconstruction*	Cost included in pavement maintenance
Approach Type	GPS	Not an Objective	N/A		
Navigational Aids					
– VGSI	---/---	PAPIs or VASIs	No	Install PAPIs RW 07 and RW 25	$127,000
Airport Master Plan/ALP	2013	SCAC approved ALP	Yes		
Fuel	None	100LL	No	Install 100LL fuel	$260,000
	Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)				
Unobstructed Approaches					
– RW 07	Pole in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 25	Tree in Approach	Clear Approach	No	Remove obstruction	TBD
				Estimated SASP Project Costs	**$387,000**

*Project and cost are from South Carolina Aeronautics Commission Statewide Airfield Pavement Management System Update.

Dillon County Airport Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
Major Pavement Rehabilitation Planned 2018-2022			
2018	Runway	AC Reconstruction	$1,755,000
2019	Taxiway	AC Reconstruction	$62,000
2019	Apron	AC Reconstruction	$294,000
		Total	**$2,111,000**
Capital Improvement Plan (CIP) 2018-2022			
2018	Plans/Studies	Airport Justification Study	$70,000
2019	Runway	Runway Safety Area Improvements	$600,000
		Total	**$670,000**
		Total Project Costs for Airport	**$3,168,000**

4.5 Hampton County Airport Report Card

Hampton County Airport Report Card	SCIV – Recreation/Local	3J0
AIRPORT NAME: Hampton County Airport	**COUNTY:** Hampton	
CITY: Hampton	**AIRPORT CODE:** 3J0	

Hampton County Airport Report Card				
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)				
	Actual	**Minimum Objective**	**Compliance**	**Action Needed to Meet Objective**	**Estimated Cost**
Runway Length	3,580 Feet	2,000 Feet	Yes		
Runway Width	60 Feet	60 Feet	Yes		
Runway Lighting	None	MIRL	No	Install MIRLs	$390,000
Primary Runway PCI	56	70 or Greater	No	Runway reconstruction*	Cost included in pavement maintenance
Approach Type	Visual	Not an Objective	N/A		
Navigational Aids					
– VGSI	---/---	PAPIs or VASIs	No	Install PAPIs RW 11 and RW 29	$127,000
Airport Master Plan/ALP	1999	SCAC approved ALP	Yes		
Fuel	100LL	100LL	Yes		
	Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)				
Unobstructed Approaches					
– RW 11	Tree in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 29	Tree in Approach	Clear Approach	No	Remove obstruction	TBD
				Estimated SASP Project Costs	**$517,000**

*Project and cost are from South Carolina Aeronautics Commission Statewide Airfield Pavement Management System Update.

Hampton County Airport Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
		Major Pavement Rehabilitation Planned 2018-2022	
2018	Runway	AC Reconstruction	$752,000
2019	Taxiway	AC Reconstruction	$106,000
2019	Apron	AC Reconstruction	$139,000
		Total	**$997,000**
		Capital Improvement Plan (CIP) 2018-2022	
		No projects currently identified in this category	
		Total	**$0**
		Total Project Costs for Airport	**$1,514,000**

4.6   Lake City Municipal Airport CJ Evans Field Report Card

Lake City Municipal Airport CJ Evans Field Report Card	SCIV – Recreation/Local	51J
AIRPORT NAME: Lake City Municipal Airport CJ Evans Field	**COUNTY:** Florence	
CITY: Lake City	**AIRPORT CODE:** 51J	

Lake City Municipal Airport CJ Evans Field Report Card				
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)				
	Actual	**Minimum Objective**	**Compliance**	**Action Needed to Meet Objective**	**Estimated Cost**
Runway Length	3,700 Feet	2,000 Feet	Yes		
Runway Width	75 Feet	60 Feet	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Primary Runway PCI	45	70 or Greater	No	Runway reconstruction*	$3,100,000
Approach Type	RNAV (GPS)	Not an Objective	N/A		
Navigational Aids					
– VGSI	V2L/V2L	PAPIs or VASIs	Yes		
Airport Master Plan/ALP	2016	SCAC approved ALP	Yes		
Fuel	None	100LL	No	Install 100LL fuel	$260,000
Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)				
Unobstructed Approaches					
– RW 01	Tree in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 19	Tree in Approach	Clear Approach	No	Remove obstruction	TBD
				Estimated SASP Project Costs	**$3,360,000**

*Project/cost NOT included in South Carolina Aeronautics Commission Statewide Airfield Pavement Management System Update.

Lake City Municipal Airport CJ Evans Field Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
		Major Pavement Rehabilitation Planned 2018-2022	
		No projects currently identified in this category	
		Total	**$0**
		Capital Improvement Plan (CIP) 2018-2022	
		No projects currently identified in this category	
		Total	**$0**
		Total Project Costs for Airport	**$3,360,000**

4.7   Twin City Airport Report Card

Twin City Airport Report Card		SCIV – Recreation/Local	5J9
AIRPORT NAME: Twin City Airport		**COUNTY:** Horry	
CITY: Loris		**AIRPORT CODE:** 5J9	

Twin City Airport Report Card				
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)				
	Actual	**Minimum Objective**	**Compliance**	**Action Needed to Meet Objective**	**Estimated Cost**
Runway Length	3,694 Feet	2,000 Feet	Yes		
Runway Width	60 Feet	60 Feet	Yes		
Runway Lighting	LIRL	MIRL	No	Install MIRLs	$380,000
Primary Runway PCI	73	70 or Greater	Yes	Runway overlay or reconstruction*	$2,500,000
Approach Type	GPS	Not an Objective	N/A		
Navigational Aids					
– VGSI	---/S2L	PAPIs or VASIs	No	Install PAPIs RW 08 and RW 26	$127,000
Airport Master Plan/ALP	2002	SCAC approved ALP	Yes	Project underway	
Fuel	None	100LL	No	Install 100LL fuel	$260,000
	Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)				
Unobstructed Approaches					
– RW 08	Road in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 26	Trees in Approach	Clear Approach	No	Remove obstruction	TBD
				Estimated SASP Project Costs	**$3,267,000**

*Although PCI currently meets objective, it is anticipated that a primary runway pavement project will be needed in the next 10 years. Costs were not provided by Horry County.

Twin City Airport Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
		Major Pavement Rehabilitation Planned 2018-2022	
		No projects currently identified in this category	
		Total	**$0**
		Capital Improvement Plan (CIP) 2018-2022	
2018	Safety	Acquire Security Equipment (Design & Acquisition)	$166,667
		Total	**$166,667**
		Total Project Costs for Airport	**$3,433,667**

4.8   Marion County Airport Report Card

Marion County Airport Report Card	SCIV – Recreation/Local	MAO
AIRPORT NAME: Marion County Airport	**COUNTY:** Marion	
CITY: Marion	**AIRPORT CODE:** MAO	

Marion County Airport Report Card				
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)				
	Actual	**Minimum Objective**	**Compliance**	**Action Needed to Meet Objective**	**Estimated Cost**
Runway Length	4,504 Feet	2,000 Feet	Yes		
Runway Width	100 Feet	60 Feet	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Primary Runway PCI	69	70 or Greater	Yes**	Runway overlay or reconstruction*	Cost included in pavement maintenance
Approach Type	RNAV (GPS) LPV	Not an Objective	N/A		
Navigational Aids					
– VGSI	P2L/P2L	PAPIs or VASIs	Yes		
Airport Master Plan/ALP	2006	SCAC approved ALP	Yes		
Fuel	100LL	100LL	Yes		
Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)					
Unobstructed Approaches					
– RW 04	Tree in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 22	Tree in Approach	Clear Approach	No	Remove obstruction	TBD
				Estimated SASP Project Costs	$0

*Project/cost NOT included in South Carolina Aeronautics Commission Statewide Airfield Pavement Management System Update.
**Although primary runway pavement conditions at this airport are currently below the minimum PCI objective, pavement improvement projects have been funded and are underway. When projects are complete, airport will meet pavement condition objective.

Marion County Airport Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
Major Pavement Rehabilitation Planned 2018-2022			
		No projects currently identified in this category	
		Total	$0
Capital Improvement Plan (CIP) 2018-2022			
2018	Runway	Rehabilitate Runway 4/22	$2,500,000
2020	Plans/Studies	Environmental Services for a Parallel Taxiway	$95,000
2021	Taxiway	Design Services for Parallel Taxiway and Connecting Stub Taxiways	$175,000
		Total	$2,770,000
		Total Project Costs for Airport	$2,770,000

4.9   McCormick County Airport Report Card

McCormick County Airport Report Card	SCIV – Recreation/Local	S19
AIRPORT NAME: McCormick County Airport	**COUNTY:** McCormick	
CITY: McCormick	**AIRPORT CODE:** S19	

McCormick County Airport Report Card				
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)				
	Actual	**Minimum Objective**	**Compliance**	**Action Needed to Meet Objective**	**Estimated Cost**
Runway Length	3,598 Feet	2,000 Feet	Yes		
Runway Width	75 Feet	60 Feet	Yes		
Runway Lighting	None	MIRL	No	Install MIRL	$240,000
Primary Runway PCI	52	70 or Greater	No	Runway reconstruction*	Cost included in CIP
Approach Type	Visual	Not an Objective	N/A		
Navigational Aids					
– VGSI	---/---	PAPIs or VASIs	No	Install PAPIs RW 18 and RW 36	$127,000
Airport Master Plan/ALP	1995	SCAC approved ALP	Yes		
Fuel	None	100LL	No	Install 100LL fuel	$260,000
	Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)				
Unobstructed Approaches					
– RW 18	Tree in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 36	Tree in Approach	Clear Approach	No	Remove obstruction	TBD
				Estimated SASP Project Costs	**$627,000**

*Project and cost are from South Carolina Aeronautics Commission Statewide Airfield Pavement Management System Update.

McCormick County Airport Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
		Major Pavement Rehabilitation Planned 2018-2022	
		No projects currently identified in this category	
		Total	**$0**
		Capital Improvement Plan (CIP) 2018-2022	
2020	Apron	AC Reconstruction*	$230,000
2021	Taxiway	AC Reconstruction*	$75,000
2022	Runway	AC Reconstruction*	$2,631,000
		Total	**$2,936,000**
		Total Project Costs for Airport	**$3,563,000**

*Project identified by South Carolina Aeronautics Commission

4.10 Pageland Airport Report Card

Pageland Airport Report Card	SCIV – Recreation/Local	PYG
AIRPORT NAME: Pageland Airport	**COUNTY:** Chesterfield	
CITY: Pageland	**AIRPORT CODE:** PYG	

Pageland Airport Report Card				
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)				
	Actual	**Minimum Objective**	**Compliance**	**Action Needed to Meet Objective**	**Estimated Cost**
Runway Length	3,396 Feet	2,000 Feet	Yes		
Runway Width	60 Feet	60 Feet	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Primary Runway PCI	74	70 or Greater	Yes	Runway rehabilitation*	Cost included in pavement maintenance
Approach Type	RNAV (GPS) LPV	Not an Objective	N/A		
Navigational Aids					
– VGSI	P2L/---	PAPIs or VASIs	No	Install PAPI RW 24	$64,000
Airport Master Plan/ALP	2000	SCAC approved ALP	Yes		
Fuel	100LL	100LL	Yes		
	Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)				
Unobstructed Approaches					
– RW 06	Clear Approach	Clear Approach	Yes		None
– RW 24	Clear Approach	Clear Approach	Yes		None
				Estimated SASP Project Costs	$64,000

*Although PCI currently meets objective, project and cost are included in South Carolina Aeronautics Commission Statewide Airfield Pavement Management System Update.

Pageland Airport Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
		Major Pavement Rehabilitation Planned 2018-2022	
2020	Runway	AC Rehabilitation	$713,000
2021	Taxiway	AC Rehabilitation	$24,000
		Total	$737,000
		Capital Improvement Plan (CIP) 2018-2022	
2018	Land Acquisition	Land Acquisition (Phase I)	$48,000
2019	Hangars	6-Unit T-Hangar and Taxilane	$1,201,300
2020	Land Acquisition	Land Acquisition (Phase II)	$1,058,895
2021	Land Acquisition	Land Acquisition (Phase III)	$1,005,525
2022	Land Acquisition	Land Acquisition (Phase IV)	$542,760
		Total	$3,856,480
		Total Project Costs for Airport	$4,657,480

4.11 Lexington County Airport Report Card

Lexington County Airport Report Card		SCIV – Recreation/Local	6J0
AIRPORT NAME: Lexington County Airport		COUNTY: Lexington	
CITY: Pelion		AIRPORT CODE: 6J0	

Lexington County Airport Report Card				
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)				
	Actual	Minimum Objective	Compliance	Action Needed to Meet Objective	Estimated Cost
Runway Length	4,335 Feet	2,000 Feet	Yes		
Runway Width	75 Feet	60 Feet	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Primary Runway PCI	100	70 or Greater	Yes		
Approach Type	RNAV (GPS) LPV	Not an Objective	N/A		
Navigational Aids					
– VGSI	---/P2L	PAPIs or VASIs	No	Install PAPIs RW 18	$64,000
Airport Master Plan/ALP	2012	SCAC approved ALP	Yes		
Fuel	100LL	100LL	Yes		
	Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)				
Unobstructed Approaches					
– RW 18	Clear Approach	Clear Approach	Yes		None
– RW 36	Clear Approach	Clear Approach	Yes		None
				Estimated SASP Project Costs	$64,000

*Project and cost are from South Carolina Aeronautics Commission Statewide Airfield Pavement Management System Update.

Lexington County Airport Report Card			
Program Year	Pavement Type	Project Description	Estimated Cost
Major Pavement Rehabilitation Planned 2018-2022			
2018	Taxiway	AC Reconstruction	$189,000
2019	Apron	AC Reconstruction	$541,000
		Total	$730,000
Capital Improvement Plan (CIP) 2018-2022			
2019	Apron	North Apron Reconstruction (Design) (cost assumes combine with RW)	$32,000
2020	Taxiway	Taxiway System Rehab - Design, Permit, Bid	$150,000
		Total	$182,000
		Total Project Costs for Airport	$976,000

4.12   Saluda County Airport Report Card

Saluda County Airport Report Card	SCIV – Recreation/Local	6J4
AIRPORT NAME: Saluda County Airport	**COUNTY:** Saluda	
CITY: Saluda	**AIRPORT CODE:** 6J4	

Saluda County Airport Report Card					
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)					
	Actual	**Minimum Objective**	**Compliance**	**Action Needed to Meet Objective**	**Estimated Cost**
Runway Length	3,189 Feet	2,000 Feet	Yes		
Runway Width	60 Feet	60 Feet	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Primary Runway PCI	78	70 or Greater	Yes		
Approach Type	RNAV (GPS)	Not an Objective	N/A		
Navigational Aids					
– VGSI	P2L/---	PAPIs or VASIs	No	Install PAPIs RW 19	$64,000
Airport Master Plan/ALP	2004	SCAC approved ALP	Yes		
Fuel	100LL	100LL	Yes		
	Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)				
Unobstructed Approaches					
– RW 01	Trees in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 19	Trees in Approach	Clear Approach	No	Remove obstruction	TBD
				Estimated SASP Project Costs	**$64,000**

Saluda County Airport Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
		Major Pavement Rehabilitation Planned 208-2022	
2018	Taxiway	AC Reconstruction	$141,000
		Total	**$141,000**
		Capital Improvement Plan (CIP) 2018-2022	
2018	Plans/Studies	Airport Layout Plan (ALP) Update (w/ Runway Ext. Justification Study)	$175,000
2019	Plans/Studies	Runway Extension Environmental Assessment	$132,000
2020	Runway	Design/Bid Runway Extension/Widen/Turnarounds (800' x 75') and New Runway Lighting System (Phase I)	$400,000
2021	Runway	Construction Runway Extension/Widen/Turnarounds (800' x 75') and New Runway Lighting System (Phase II)	$2,750,000
2022	Terminal	New Terminal Building & Parking Lot - Design	$185,000
2022	Hangars	Develop T-Hangar Building (8-units) (100% Local Funding)	$550,000
		Total	**$4,192,000**
		Total Project Costs for Airport	**$4,397,000**

4.13 St. George Airport Report Card

St. George Airport Report Card	SCIV – Recreation/Local	6J2
AIRPORT NAME: St. George Airport	**COUNTY:** Dorchester	
CITY: St. George	**AIRPORT CODE:** 6J2	

St. George Airport Report Card				
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)				
	Actual	**Minimum Objective**	**Compliance**	**Action Needed to Meet Objective**	**Estimated Cost**
Runway Length	3,201 Feet	2,000 Feet	Yes		
Runway Width	60 Feet	60 Feet	Yes		
Runway Lighting	LIRL	MIRL	No	Install MIRL	$300,000
Primary Runway PCI	77	70 or Greater	Yes	Runway rehabilitation*	Cost included in pavement maintenance
Approach Type	RNAV (GPS)	Not an Objective	N/A		
Navigational Aids					
─ VGSI	---/---	PAPIs or VASIs	No	Install PAPIs on RW 05 and RW 23	$127,000
Airport Master Plan/ALP	2001	SCAC approved ALP	Yes		
Fuel	None	100LL	No	Install 100LL fuel	$260,000
	Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)				
Unobstructed Approaches					
─ RW 05	Tree in Approach	Clear Approach	No	Remove obstruction	TBD
─ RW 23	Trees in Approach	Clear Approach	No	Remove obstruction	TBD
				Estimated SASP Project Costs	**$687,000**

*Although PCI currently meets objective, project and cost included in South Carolina Aeronautics Commission Statewide Airfield Pavement Management System Update.

St. George Airport Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
		Major Pavement Rehabilitation Planned 2018-2022	
2020	Apron	AC Rehabilitation	$156,000
2021	Runway	AC Rehabilitation	$672,000
		Total	**$828,000**
		Capital Improvement Plan (CIP) 2018-2022	
		No projects currently identified in this category	
		Total	**$0**
		Total Project Costs for Airport	**$1,515,000**

4.14 Edgefield County Airport Report Card

Edgefield County Airport Report Card	SCIV – Recreation/Local	6J6
AIRPORT NAME: Edgefield County Airport	**COUNTY:** Edgefield	
CITY: Trenton	**AIRPORT CODE:** 6J6	

Edgefield County Airport Report Card				
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)				
	Actual	**Minimum Objective**	**Compliance**	**Action Needed to Meet Objective**	**Estimated Cost**
Runway Length	2,640 Feet	2,000 Feet	Yes		
Runway Width	85 Feet	60 Feet	Yes		
Runway Lighting	None	MIRL	No	Install MIRLs	$350,000
Primary Runway PCI	Turf	NA	Yes		
Approach Type	Visual	Not an Objective	N/A		
Navigational Aids					
– VGSI	None (TURF)	PAPIs or VASIs	No	Install PAPIs RW 11 and 29	$100,000
Airport Master Plan/ALP	None	SCAC approved ALP	No	Develop and approve airport master plan/ALP	$150,000
Fuel	None	100LL	No	Install 100LL fuel	$260,000
Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)					
Unobstructed Approaches					
– RW 11	Tree in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 29	Tree in Approach	Clear Approach	No	Remove obstruction	TBD
– RW 15	Clear Approach	Clear Approach	Yes		None
– RW 33	Tree in Approach	Clear Approach	No	Remove obstruction	TBD
				Estimated SASP Project Costs	**$860,000**

Edgefield County Airport Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
		Major Pavement Rehabilitation Planned 2018-2022	
		No projects currently identified in this category	
		Total	**$0**
		Capital Improvement Plan (CIP) 2018-2022	
		No projects currently identified in this category	
		Total	**$0**
		Total Project Costs for Airport	**$860,000**

4.15 Union County, Troy Shelton Field Report Card

Union County, Troy Shelton Field Report Card	SCIV – Recreation/Local	35A
AIRPORT NAME: Union County, Troy Shelton Field	**COUNTY:** Union	
CITY: Union	**AIRPORT CODE:** 35A	

Union County, Troy Shelton Field Report Card				
Actions Needed to Meet Facility and Service Objectives (with Associated Project Costs)				
	Actual	**Minimum Objective**	**Compliance**	**Action Needed to Meet Objective**	**Estimated Cost**
Runway Length	3,508 Feet	2,000 Feet	Yes		
Runway Width	60 Feet	60 Feet	Yes		
Runway Lighting	MIRL	MIRL	Yes		
Primary Runway PCI	75	70 or Greater	Yes		
Approach Type	RNAV (GPS)	Not an Objective	N/A		
Navigational Aids					
— VGSI	P2L/P2L	PAPIs or VASIs	Yes		
Airport Master Plan/ALP	2015	SCAC approved ALP	Yes		
Fuel	100LL	100LL	Yes		
Other Actions Needed to Meet Facility and Service Objectives (No Associated Costs)					
Unobstructed Approaches					
— RW 05	Clear Approach	Clear Approach	Yes		None
— RW 23	Trees in Approach	Clear Approach	No	Remove obstruction	TBD
				Estimated SASP Project Costs	**$0**

Union County, Troy Shelton Field Report Card			
Program Year	**Pavement Type**	**Project Description**	**Estimated Cost**
Major Pavement Rehabilitation Planned 2018-2022			
2018	Apron	AC Reconstruction	$437,000
2019	Apron	AC Reconstruction	$516,000
		Total	**$953,000**
Capital Improvement Plan (CIP) 2018-2022			
2018	Plans/Studies	Environmental Assessment (EA) for Runway Extension, RSA Grading, Partial Parallel Taxiway, and Approach Obstruction Mitigation	$194,500
2019	Runway	Runway Extension, RSA Grading, Partial Parallel Taxiway, and Approach Obstruction Mitigation (Design/Bid)	$595,000
2019	Safety	Perimeter Fence (=26,000 LF) (Design/Bid)	$135,000
2020	Runway	Runway Extension, RSA Grading, Partial Parallel Taxiway, and Approach Obstruction Mitigation (Construction)	$6,000,000
2020	Safety	Perimeter Fence Construction (=26,000 LF)	$500,000
2021	Plans/Studies	Environmental Assessment (EA) for Taxiway Extension & Apron Rehabilitation	$150,000
2021	Land Acquisition	Land Acquisition for Taxiway Extension (=8 acres)	$80,000
2022	Taxiway	Taxiway Extension & Apron Rehabilitation (Design/Bid)	$300,000
2022	Taxiway	Taxiway Extension (Construction)	$1,547,000
2022	Taxiway	Apron Rehabilitation (Construction)	Cost included in pavement maintenance
		Total	**$9,501,500**
		Total Project Costs for Airport	**$10,454,500**

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