

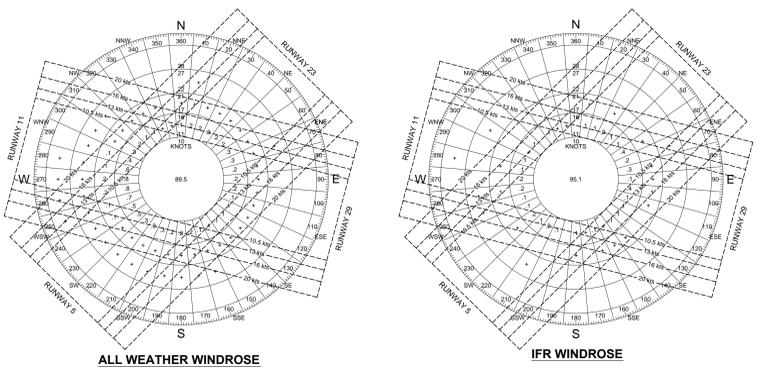
EXISTING BUILDING TABLE			ULTIMATE BUILDING TABLE		
#	DESCRIPTION	TOP ELEV.	#	DESCRIPTION	TOP ELEV.
(1)	AIR CARGO BLDG. - FEDEX	261.3 AMSL	(26)	MESA (DOLLITTLE HANGAR) - HANGAR	243.1 AMSL
(2)	AIR CARGO BLDG. - U.S. POST OFFICE	264.7 AMSL	(27)	BERRY'S AIR FREIGHT	232.0 EST
(3)	GENERATOR BUILDING	291.7 EST	(28)	S.C. AERONAUTICS COMMISSION - HANGAR	240.0 AMSL
(4)	AIRPORT MAINTENANCE BUILDINGS	304.0 AMSL	(29)	NATIONAL GUARD - OPERATIONS SUPPORT AIRLIFT	224.0 EST
(5)	AIRPORT SURVEILLANCE RADAR	396.5 AMSL	(30)	S.C. AERONAUTICS COMMISSION - HANGAR/OFFICE	282.3 AMSL
(6)	BUDGET RENTAL CAR MAINTENANCE FACILITY	295.9 EST	(31)	U.S. CUSTOMS - PORT OF COLUMBIA	231.4 AMSL
(7)	AVIS RENTAL CAR MAINTENANCE FACILITY	292.9 EST	(32)	BELL AVIATION - HANGAR	241.1 AMSL
(8)	ALAMO-NATIONAL RENTAL CAR MAINT. FACILITY	285.7 EST	(33)	BELL AVIATION - HANGAR	231.0 AMSL
(9)	HERTZ RENTAL CAR MAINTENANCE FACILITY	285.3 EST	(34)	BELL AVIATION - OFFICE	282.4 AMSL
(10)	THRIFTY RENTAL CAR MAINTENANCE FACILITY	270.8 EST	(35)	COLUMBIA AVIATION - HANGAR/OFFICE	230.5 AMSL
(11)	AIRPORT ADMINISTRATION/OFFICE	279.0 AMSL	(36)	COLUMBIA AVIATION - HANGAR	231.1 AMSL
(12)	PASSENGER TERMINAL (TO BE EXPANDED)	310.2 AMSL	(37)	COLUMBIA AVIATION - 7-BAY SHADE PORT	223.9 AMSL
(13)	PARKING LOT TOLL OFFICE & BOOTHS	254.5 EST	(38)	FTZ - MULTIPLE TENANTS	203.9 AMSL
(14)	NATIONAL WEATHER SERVICE	254.7 EST	(39)	FTZ - MULTIPLE TENANTS	208.5 AMSL
(15)	ARRFF (TO BE RELOCATED)	286.4 AMSL	(40)	FTZ - MULTIPLE TENANTS	209.5 AMSL
(16)	EAGLE AVIATION - HANGAR/MAINT. SHOP	260.2 EST	(41)	FTZ - MULTIPLE TENANTS	212.4 AMSL
(17)	EAGLE AVIATION - HANGAR/MAINT. SHOP	259.9 EST	(42)	UPS REMOTE FACILITIES BUILDING	234.5 AMSL
(18)	EAGLE AVIATION - CORPORATE HANGAR	254.0 AMSL	(43)	UPS WASH FACILITY	229.1 EST
(19)	EAGLE AVIATION - 15-BAY SHADE PORT	246.8 EST	(44)	GENERATOR BUILDINGS	213.4 EST
(20)	FAA - OFFICE BUILDING	245.0 AMSL	(45)	SOUTH ELECTRICAL VAULT	214.4 AMSL
(21)	FAA - ATCT (TOP OF ANTENNA)	354.2 AMSL	(46)	PARKING GARAGE	313.0 AMSL
(22)	NORTH ELECTRICAL VAULT	240.0 AMSL	(47)	EAGLE AVIATION - 8-UNIT T-HANGAR	242.7 EST
(23)	EAGLE AVIATION - 10-UNIT T-HANGAR	241.5 EST	(48)	EAGLE AVIATION - CORPORATE HANGAR	247.6 EST
(24)	EAGLE AVIATION - TERMINAL BUILDING	245.2 AMSL	(49)	SCANA HANGAR	250.0 AMSL
(25)	EAGLE AVIATION - PAINT SHOP	249.2 EST	(50)	COLUMBIA AVIATION - HANGAR	232.0 AMSL
(26)			(51)	COLUMBIA AVIATION - HANGAR	232.0 AMSL
(27)			(52)	BELL AVIATION - HANGAR	231.6 AMSL
(28)			(53)	BANK AIR - CARPORT	214.7 AMSL
(29)			(54)		

NOTE: EXISTING BUILDING TOP ELEVATIONS WERE TAKEN FROM THE PREVIOUS AIRPORT LAYOUT PLAN AS WELL AS INFORMATION PROVIDED BY THE ENGINEERING DEPARTMENT OF COLUMBIA METROPOLITAN AIRPORT DATED 05/19/2010.

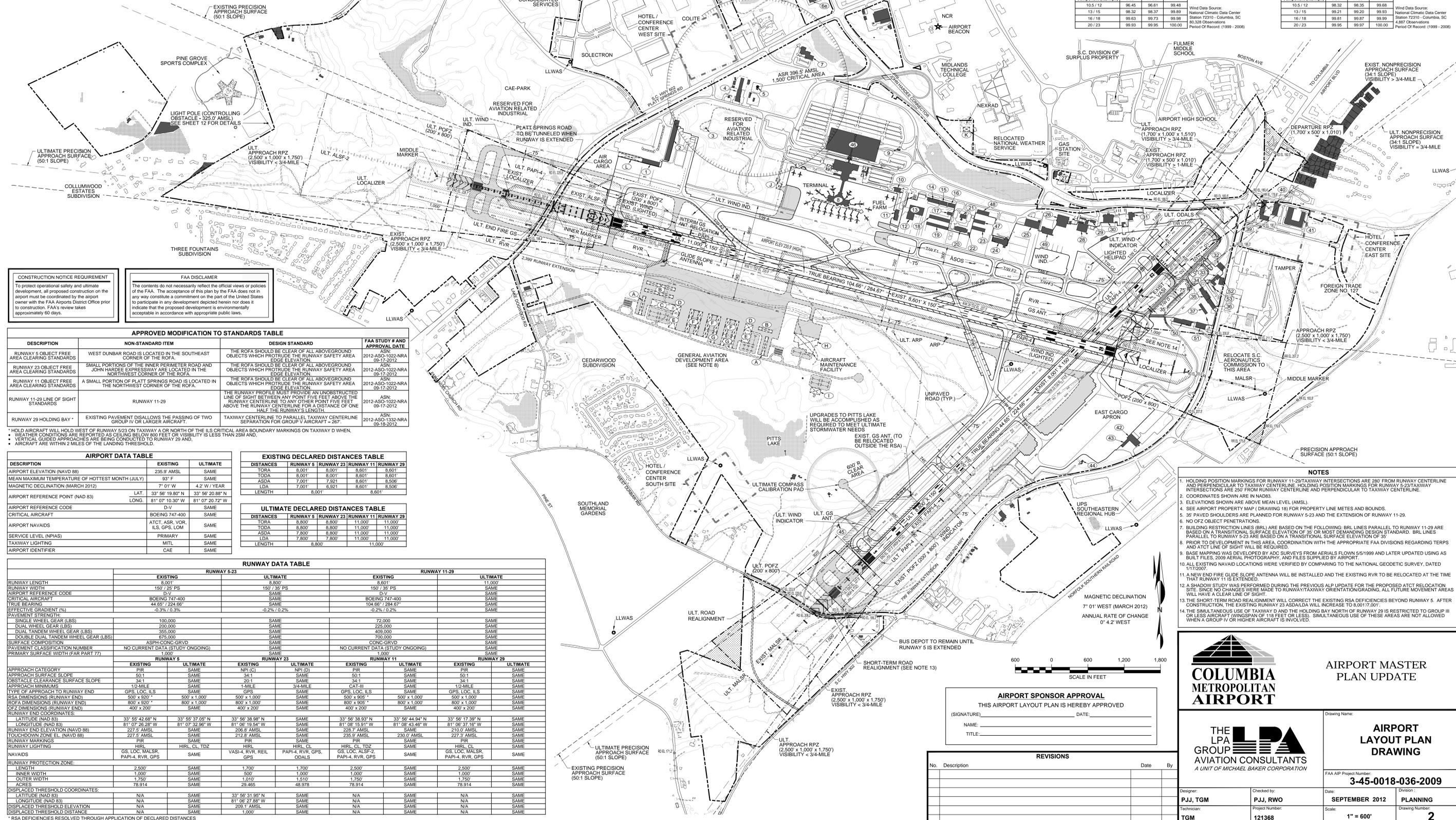
#	DESCRIPTION	TOP ELEV.	#	DESCRIPTION	TOP ELEV.
(A)	HANGAR - 16,300 SF (2)	215.0-225.0 AMSL	(K)	RELOCATED NATIONAL WEATHER SERVICE	255.0 AMSL
(B)	HANGAR - 12,020 SF (5)	230.0 AMSL	(L)	AIR CARGO - 30,750 SF	261.3 AMSL
(C)	HANGAR - 43,200 SF	225.0 AMSL			
(D)	HANGAR - 13,800 SF (2)	220.0 AMSL			
(E)	HANGAR - 30,000 SF (2)	220.0 AMSL			
(F)	HANGAR - 7,800 SF (15)	215.0 AMSL			
(G)	HANGAR - 11,500 SF (3)	225.0 AMSL			
(H)	HANGAR - 81,100 SF	225.0 AMSL			
(I)	ATCT - 16,400 SF (TOP OF ANTENNA)	314.2 AMSL			
(J)	ARRF - 16,400 SF	286.4 AMSL			

NOTE: ULTIMATE BUILDING TOP ELEVATIONS WERE ESTIMATED BASED ON EXISTING GROUND ELEVATION IN VICINITY PLUS ANTICIPATED CONSTRUCTION HEIGHT.

LEGEND		
DESCRIPTION	EXISTING	ULTIMATE
PROPERTY LINE	---	N/A
BUILDINGS	▒	▒
PAVEMENT	▒	▒
RUNWAY MARKINGS	▒	▒
WATER	▒	N/A
RVZ	▒	▒
RSA	▒	▒
ROFA	▒	▒
OFZ	▒	▒
BRL	▒	▒
NAVAIDS / LIGHTING	▒	▒
FENCE	▒	▒
PAVEMENT REMOVAL	N/A	N/A
EASEMENT	▒	▒
CRITICAL AREAS	▒	▒



ALL WEATHER WINDROSE				IFR WINDROSE			
Crosswind Component (knots)	Runway 11-29	Runway 5-23	Combined	Crosswind Component (knots)	Runway 11-29	Runway 5-23	Combined
10.5 / 12	96.45	96.61	99.48	10.5 / 12	98.21	99.20	99.93
13 / 15	98.32	98.37	99.89	13 / 15	98.21	99.20	99.93
16 / 18	99.63	99.73	99.98	16 / 18	98.81	99.87	99.99
20 / 23	99.93	99.95	100.00	20 / 23	99.95	99.97	100.00



**CONSTRUCTION NOTICE REQUIREMENT**  
To protect operational safety and ultimate development, all proposed construction on the airport must be coordinated by the airport owner with the FAA Airports District Office prior to construction. FAA's review takes approximately 60 days.

**FAA DISCLAIMER**  
The contents do not necessarily reflect the official views or policies of the FAA. The acceptance of this plan by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted herein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

APPROVED MODIFICATION TO STANDARDS TABLE			
DESCRIPTION	NON-STANDARD ITEM	DESIGN STANDARD	FAA STUDY # AND APPROVAL DATE
RUNWAY 5 OBJECT FREE AREA CLEARING STANDARDS	WEST DUNBAR ROAD IS LOCATED IN THE SOUTHEAST CORNER OF THE ROFA.	THE ROFA SHOULD BE CLEAR OF ALL ABOVEGROUND OBJECTS WHICH PROTRUDE THE RUNWAY SAFETY AREA EDGE ELEVATION.	2012-ASO-1022-NRA 09-17-2012
RUNWAY 23 OBJECT FREE AREA CLEARING STANDARDS	SMALL PORTIONS OF THE INNER PERIMETER ROAD AND JOHN HARDEE EXPRESSWAY ARE LOCATED IN THE NORTHWEST CORNER OF THE ROFA.	THE ROFA SHOULD BE CLEAR OF ALL ABOVEGROUND OBJECTS WHICH PROTRUDE THE RUNWAY SAFETY AREA EDGE ELEVATION.	2012-ASO-1022-NRA 09-17-2012
RUNWAY 11 OBJECT FREE AREA CLEARING STANDARDS	A SMALL PORTION OF PLATT SPRINGS ROAD IS LOCATED IN THE NORTHWEST CORNER OF THE ROFA.	THE ROFA SHOULD BE CLEAR OF ALL ABOVEGROUND OBJECTS WHICH PROTRUDE THE RUNWAY SAFETY AREA EDGE ELEVATION.	2012-ASO-1022-NRA 09-17-2012
RUNWAY 11-29 LINE OF SIGHT STANDARDS	RUNWAY 11-29	THE RUNWAY PROTECTION DISTANCE AN UNOBSTRUCTED LINE OF SIGHT BETWEEN ANY POINT FIVE FEET ABOVE THE RUNWAY CENTERLINE TO ANY OTHER POINT FIVE FEET ABOVE THE RUNWAY CENTERLINE FOR A DISTANCE OF ONE HALF THE RUNWAY'S LENGTH.	AS-N: 2012-ASO-1022-NRA 09-17-2012
RUNWAY 29 HOLDING BAY	EXISTING PAVEMENT DISALLOWS THE PASSING OF TWO GROUP IV OR LARGER AIRCRAFT.	TAXIWAY CENTERLINE TO PARALLEL TAXIWAY CENTERLINE SEPARATION FOR GROUP V AIRCRAFT = 267'	AS-N: 2012-ASO-1332-NRA 09-18-2012

- \* HOLD AIRCRAFT WILL HOLD WEST OF RUNWAY 5/23 ON TAXIWAY A OR NORTH OF THE ILS CRITICAL AREA BOUNDARY MARKINGS ON TAXIWAY D WHEN.
- \* WEATHER CONDITIONS ARE REPORTED AS CEILING BELOW 800 FEET OR VISIBILITY IS LESS THAN 2SM AND.
- \* VERTICAL GUIDED APPROACHES ARE BEING CONDUCTED TO RUNWAY 23 AND.
- \* AIRCRAFT ARE WITHIN 2 MILES OF THE LANDING THRESHOLD.

AIRPORT DATA TABLE		
DESCRIPTION	EXISTING	ULTIMATE
AIRPORT ELEVATION (NAVD 88)	235.9 AMSL	SAME
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH (JULY)	93° F	SAME
MAGNETIC DECLINATION (MARCH 2012)	7° 01' W	4.2° W / YEAR
AIRPORT REFERENCE POINT (NAD 83)	LAT: 33° 56' 18.80" N LONG: 81° 07' 10.30" W	33° 56' 20.88" N 81° 07' 20.72" W
AIRPORT REFERENCE CODE	D	SAME
CRITICAL AIRCRAFT	BOEING 747-400	SAME
AIRPORT NAVAIDS	ATCT, ASR, VOR, ILS, GPS, LOR	SAME
SERVICE LEVEL (NPAS)	PRIMARY	SAME
TAXIWAY LIGHTING	MTL	SAME
AIRPORT IDENTIFIER	CAE	SAME

EXISTING DECLARED DISTANCES TABLE				
DISTANCES	RUNWAY 5	RUNWAY 23	RUNWAY 11	RUNWAY 29
TORA	8,001'	8,001'	8,601'	8,601'
TDCA	8,001'	8,001'	8,601'	8,601'
ASDA	7,001'	7,021'	8,601'	8,506'
LDA	7,001'	6,921'	8,601'	8,506'
LENGTH	8,001'	8,001'	8,601'	8,601'

ULTIMATE DECLARED DISTANCES TABLE				
DISTANCES	RUNWAY 5	RUNWAY 23	RUNWAY 11	RUNWAY 29
TORA	8,800'	8,800'	11,000'	11,000'
TDCA	8,800'	8,800'	11,000'	11,000'
ASDA	7,800'	7,800'	11,000'	11,000'
LDA	7,800'	7,800'	11,000'	11,000'
LENGTH	8,800'	8,800'	11,000'	11,000'

RUNWAY DATA TABLE				
DESCRIPTION	RUNWAY 5-23		RUNWAY 11-29	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE
RUNWAY LENGTH	8,001'	8,800'	8,601'	11,000'
RUNWAY WIDTH	150' / 25' PS	34'	150' / 25' PS	11,000'
AIRPORT REFERENCE CODE	D-V	SAME	D-V	SAME
CRITICAL AIRCRAFT	BOEING 747-400	SAME	BOEING 747-400	SAME
TRUE BEARING	44.63° / 224.66°	SAME	104.66° / 264.67°	SAME
EFFECTIVE GRADE (%)	-0.3% / 0.3%	SAME	-0.2% / 0.2%	SAME
PAVEMENT STRENGTH	100,000	SAME	72,000	SAME
SINGLE WHEEL GEAR (LBS)	200,000	SAME	225,000	SAME
DUAL WHEEL GEAR (LBS)	365,000	SAME	409,000	SAME
DOUBLE DUAL TANDEM WHEEL GEAR (LBS)	675,000	SAME	703,000	SAME
SURFACE COMPOSITION	ASPH-CONC-GRVD	SAME	CONC-GRVD	SAME
PAVEMENT CLASSIFICATION NUMBER	NO CURRENT DATA (STUDY ONGOING)	SAME	NO CURRENT DATA (STUDY ONGOING)	SAME
PRIMARY SURFACE WIDTH (FAA PART 77)	1,000'	SAME	1,000'	SAME

\* RSA DEFICIENCIES RESOLVED THROUGH APPLICATION OF DECLARED DISTANCES

**AIRPORT SPONSOR APPROVAL**  
THIS AIRPORT LAYOUT PLAN IS HEREBY APPROVED

(SIGNATURE) \_\_\_\_\_ DATE: \_\_\_\_\_  
NAME: \_\_\_\_\_  
TITLE: \_\_\_\_\_

REVISIONS			
No.	Description	Date	By

- NOTES**
- HOLDING POSITION MARKINGS FOR RUNWAY 11-29/TAXIWAY INTERSECTIONS ARE 280' FROM RUNWAY CENTERLINE AND PERPENDICULAR TO TAXIWAY CENTERLINE. HOLDING POSITION MARKINGS FOR RUNWAY 5-23/TAXIWAY INTERSECTIONS ARE 250' FROM RUNWAY CENTERLINE AND PERPENDICULAR TO TAXIWAY CENTERLINE.
  - COORDINATES SHOWN ARE IN NAD83.
  - ELEVATIONS SHOWN ARE ABOVE MEAN LEVEL (AMSL).
  - SEE AIRPORT PROPERTY MAP (DRAWING 18) FOR PROPERTY LINE METES AND BOUNDS.
  - 35' PAVED SHOULDERS ARE PLANNED FOR RUNWAY 5-23 AND THE EXTENSION OF RUNWAY 11-29.
  - NO OFZ OBJECT PENETRATIONS.
  - BUILDING RESTRICTION LINES (BRL) ARE BASED ON THE FOLLOWING: BRL LINES PARALLEL TO RUNWAY 11-29 ARE BASED ON A TRANSITIONAL SURFACE ELEVATION OF 36' OR MOST DEMANDING DESIGN STANDARD. BRL LINES PARALLEL TO RUNWAY 5-23 ARE BASED ON A TRANSITIONAL SURFACE ELEVATION OF 30'.
  - PRIOR TO DEVELOPMENT IN THIS AREA, COORDINATION WITH THE APPROPRIATE FAA DIVISIONS REGARDING TERPS AND NOT A LINE OF SIGHT WILL BE REQUIRED.
  - BASE MAPPING WAS DEVELOPED BY ADC SERVICES FROM AERIALS FLOWN 5/5/1999 AND LATER UPDATED USING AS BUILT FILES, 2009 AERIAL PHOTOGRAPHY, AND FILES SUPPLIED BY AIRPORT.
  - ALL EXISTING NAVAID LOCATIONS WERE VERIFIED BY COMPARING TO THE NATIONAL GEODETIC SURVEY, DATED 1/17/2007.
  - A NEW END FIRE GLIDE SLOPE ANTENNA WILL BE INSTALLED AND THE EXISTING RVR TO BE RELOCATED AT THE TIME THAT RUNWAY 11 IS EXTENDED.
  - A SHADOW STUDY WAS PERFORMED DURING THE PREVIOUS ALP UPDATE FOR THE PROPOSED ATCT RELOCATION SITE. SINCE NO CHANGES WERE MADE TO RUNWAY/TAXIWAY ORIENTATION/GRADING, ALL FUTURE MOVEMENT AREAS WILL HAVE A CLEAR LINE OF SIGHT.
  - THE SHORT-TERM ROAD REALIGNMENT WILL CORRECT THE EXISTING RSA DEFICIENCIES BEYOND RUNWAY 5. AFTER CONSTRUCTION, THE EXISTING RUNWAY 23 SHOULD WILL INCREASE TO 600/17,801'.
  - THE SIMULTANEOUS USE OF TAXIWAY D AND THE HOLDING BAY NORTH OF RUNWAY 29 IS RESTRICTED TO GROUP III OR LESS AIRCRAFT (WINGSPAN OF 118 FEET OR LESS). SIMULTANEOUS USE OF THESE AREAS ARE NOT ALLOWED WHEN A GROUP IV OR HIGHER AIRCRAFT IS INVOLVED.

**COLUMBIA METROPOLITAN AIRPORT**

**AIRPORT MASTER PLAN UPDATE**

**AIRPORT LAYOUT PLAN DRAWING**

Design: P.J.J. TGM  
Checked by: P.J.J. RWO  
TGM

Date: SEPTEMBER 2012  
Scale: 1" = 600'

Division: PLANNING  
Drawing Number: 2

FAA AIP Project Number: 3-45-0018-036-2009