

Designer: **APN**
 Technician: **APN**
 Checked by: **RWO**
 Project Number: **PL238050 / 02380057**

NOTES

- ALL ELEVATIONS SHOWN ARE ABOVE MEAN SEA LEVEL (AMSL).
- THE ASOS WIND SENSOR SHOULD BE MOUNTED AT 30 TO 33 FEET (9 TO 10 METERS) ABOVE THE AVERAGE GROUND HEIGHT WITHIN A RADIUS OF 500 FEET (150 METERS). IT IS DESIRED THAT ALL OBSTRUCTIONS (E.G., VEGETATION, BUILDINGS, ETC.) BE AT LEAST 15 FEET LOWER THAN THE HEIGHT OF THE SENSOR WITHIN THE 500 FOOT RADIUS AND BE NO GREATER THAN 10 FEET ABOVE THE SENSOR FROM 500 TO 1000 FEET.
- THERE ARE CURRENTLY 20,000 GALLON UNDERGROUND FUEL TANKS IN THIS LOCATION; ONE CONTAINS JET-A AND THE OTHER CONTAINS 100LL FUEL. AFTER THE USEFUL LIFE OF THE EXISTING TANKS HAS EXPIRED, IT IS RECOMMENDED THAT THE TANKS BE REPLACED WITH ABOVEGROUND STORAGE TANKS FOR EASE OF MAINTENANCE AND MONITORING. THIS PLAN ALSO PROPOSES THE UPGRADE OF JET-A STORAGE FROM 10,000 GALLONS TO 20,000 GALLON FOR ADDED CAPACITY.

ACRONYMS / ABBREVIATIONS
 ASDA = ACCELERATE STOP DISTANCE AVAILABLE
 BRL = BUILDING RESTRICTION LINE
 C = CENTERLINE
 DRA = DRY RETENTION AREA
 EL = ELEVATION
 FUT = FUTURE
 GPS = GLOBAL POSITIONING SYSTEM
 IFR = INSTRUMENT FLIGHT RULES
 IW = INNER WIDTH
 KTS = KNOTS
 LDA = LANDING DISTANCE AVAILABLE
 LOC = LOCALIZER
 LPV = LOCALIZER PERFORMANCE WITH VERTICAL GUIDANCE
 MIRL = MEDIUM INTENSITY RUNWAY LIGHTING
 MITL = MEDIUM INTENSITY TAXIWAY LIGHTING
 NAD = NORTH AMERICAN DATUM
 NPI = NONPRECISION INSTRUMENT ODALS = OMBIDIRECTIONAL APPROACH LIGHTING SYSTEM
 PAPI = PRECISION APPROACH PATH INDICATOR
 REIL = RUNWAY END IDENTIFIER LIGHTING
 ROFA = RUNWAY OBJECT FREE AREA
 RSA = RUNWAY SAFETY AREA
 TDZE = TOUCHDOWN ZONE ELEVATION
 TODA = TAKEOFF DISTANCE AVAILABLE
 TORA = TAKEOFF RUN AVAILABLE

REVISIONS

No.	Description	Date	By

Project Name: **Jim Hamilton - L.B. Owens Airport (CUB) Master Plan Update**

AIRPORT LAYOUT PLAN DRAWING

FAA A.I.P. Project Number: **FAA AIP#: 3-45-0017-011-2008**
FAA AIP#: 3-45-0017-013-2009

Autocad Drawing Reference: **1/1/2009 (03) - Columbia Owen Airport Master Plan Update (Drawing) 2009 A/P, 02-08-A/P.dwg, January 03, 2012-2012**

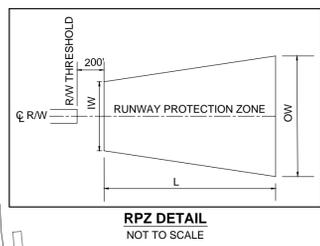
Date: **November, 2011** Division: **Planning**
 Scale: Drawing Number: **2**

LEGEND

DESCRIPTION	EXISTING	FUTURE
PROPERTY LINE	---	---
RAILROAD	---	N/A
EASEMENTS	---	---
BUILDINGS (ON-AIRPORT)	---	---
BUILDINGS (OFF-AIRPORT)	---	N/A
PAVEMENT	---	---
RUNWAY MARKINGS	---	---
LOCALIZER CRITICAL AREA	---	---
RSA	---	---
ROFA	---	---
BRL	---	---
NAVAIDS / LIGHTING	---	---
FENCE	---	---

DECLARED DISTANCES

DISTANCES	EXISTING	FUTURE
TORA	5,011'	5,791'
TODA	5,011'	5,791'
ASDA	4,851'	5,631'
LDA	4,851'	5,400'
EXISTING LENGTH	5,011'	
FUTURE LENGTH	5,791'	



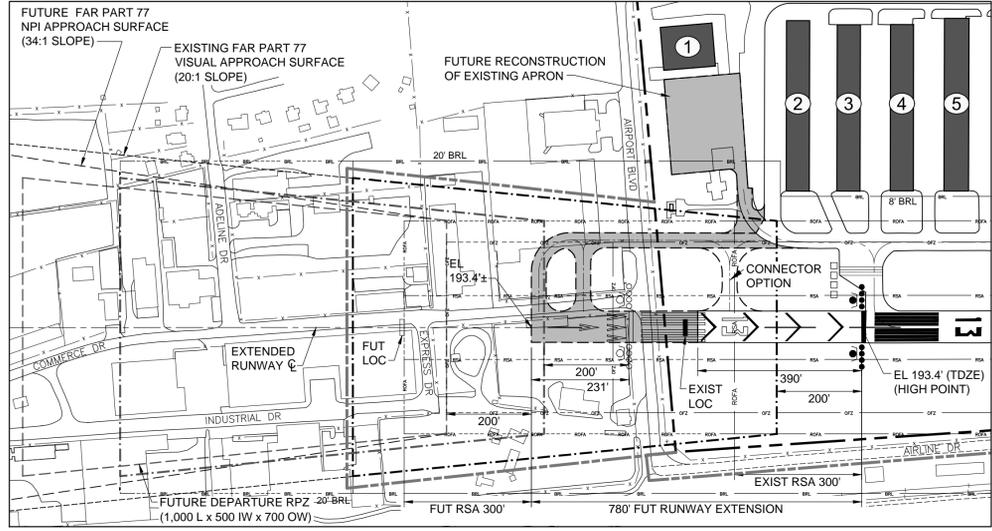
EXISTING BUILDING DATA TABLE

BLDG. NO.	DESCRIPTION	TOP ELEV.
1	CURTIS-WRIGHT HANGAR	220.1'
2	T-HANGAR (18 UNITS)	208.3'
3	T-HANGAR (18 UNITS)	207.7'
4	T-HANGAR (18 UNITS)	208.2'
5	T-HANGAR (15 UNITS - 2 BOX)	211.9'
6	BOX HANGAR (7 UNITS)	215.6'
7	MAINTENANCE FACILITY	210.8'
8	COMMERCIAL HANGAR	214.9'
9	COMMERCIAL HANGAR	214.1'
10	COMMERCIAL HANGAR	205.8'
11	TERMINAL / FBO	209.0'
12	T-HANGAR (18 UNITS)	195.4'
13	T-HANGAR (18 UNITS)	195.6'

NOTE: ELEVATIONS OF EXISTING BUILDINGS WERE DERIVED FROM AERONAUTICAL SURVEY PERFORMED BY OTHERS

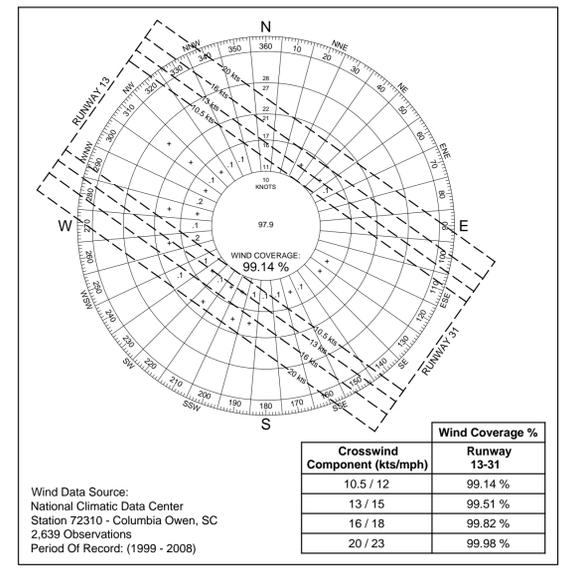
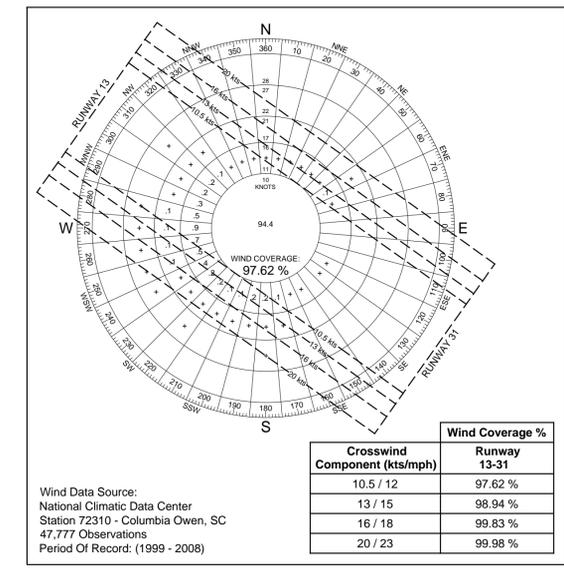
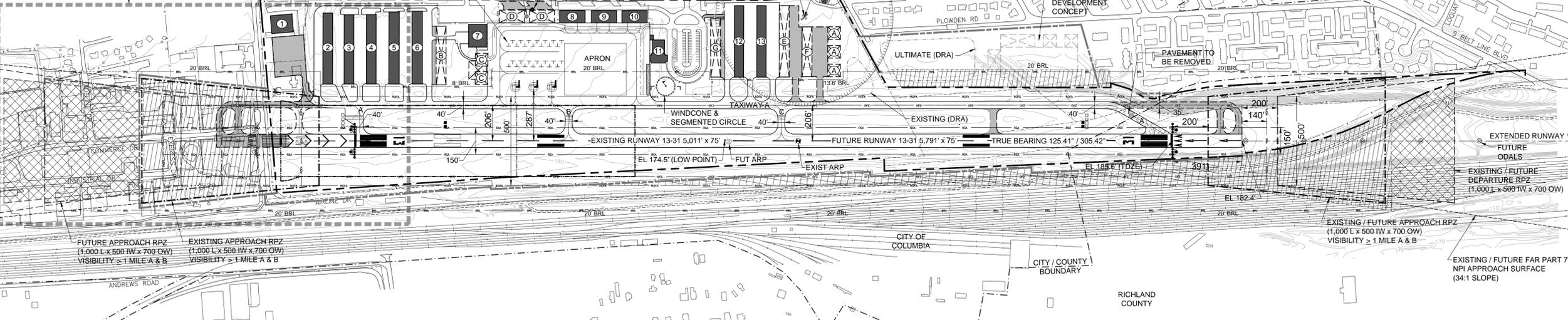
APPROVED MODIFICATION OF DESIGN STANDARDS

DESCRIPTION	NON-STANDARD ITEM	DESIGN STANDARD	FAA STUDY # AND APPROVAL DATE
RUNWAY OBJECT FREE AREA (ROFA) AND OBSTACLE FREE ZONE (OFZ) CLEARING STANDARDS	TREES AND RAILROAD ARE BOTH CURRENTLY LOCATED WITHIN THE ROFA ON THE SOUTHWEST SIDE OF THE AIRPORT.	THE ROFA SHOULD BE CLEAR OF ALL ABOVEGROUND OBJECTS WHICH PROTRUDE THE RUNWAY SAFETY AREA EDGE ELEVATION. THE OFZ CLEARING STANDARD PRECLUDES TAXIING AND PARKED AIRPLANES AND OBJECT PENETRATIONS EXCEPT FRANGIBLE NAVAIDS THAT NEED TO BE LOCATED IN HTE OFZ BECAUSE OF THEIR FUNCTION.	2011-ASO-413-NRA APPROVED 10-28-11
RUNWAY SEPARATION STANDARDS FOR AIRCRAFT APPROACH CATEGORIES A & B	EXISTING RUNWAY C TO TW C = 206'. EXISTING HOLDLINES ARE LOCATED APPROXIMATELY 125' FROM RUNWAY C.	RUNWAY TO TAXIWAY / TAXIWAY C FOR ADG-II AIRCRAFT = 240'. C TO HOLDLINE STANDARD = 200'.	2011-ASO-413-NRA APPROVED 10-28-11



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

(SEE DETAIL A THIS SHEET)



RUNWAY DATA TABLE

	EXISTING	RUNWAY 13-31	FUTURE
RUNWAY LENGTH	5,011'	5,791'	5,791'
RUNWAY WIDTH	75'		SAME
RUNWAY WIND COVERAGE % (ALL WEATHER)			
10KTS / 12MPH	97.62 %		
13KTS / 15MPH	98.94 %		
16KTS / 18MPH	99.83 %		
20KTS / 23MPH	99.98 %		
AIRPORT REFERENCE CODE	B-II		SAME
CRITICAL AIRCRAFT	CESSNA CITATION XLS		SAME
TRUE BEARING	125.41°		SAME
EFFECTIVE GRADIENT (%)	0.22 %		0.19 %
RUNWAY LIGHTING	MIRL		SAME
PAVEMENT STRENGTH			
SINGLE WHEEL GEAR (LBS)	20,000		SAME
DOUBLE WHEEL GEAR (LBS)	40,000		SAME
SURFACE COMPOSITION	ASPHALT		SAME
PRIMARY SURFACE WIDTH (FAR PART 77)	500'		SAME
APPROACH CATEGORY	VISUAL	NONPRECISION	NONPRECISION
APPROACH SURFACE SLOPE	20:1	34:1	34:1
OBSTACLE CLEARANCE SURFACE	20:1	SAME	20:1
APPROACH MINIMUMS	VISUAL	1 MILE	1 MILE
TYPE OF APPROACH TO RUNWAY END	VISUAL	GPS	GPS, LPV
RSA DIMENSIONS (RUNWAY END)	150' x 300'	SAME	150' x 140' *
ROFA DIMENSIONS (RUNWAY END)	500' x 300'	SAME	500' x 140' *
OFZ DIMENSIONS (RUNWAY END)	400' x 200'	SAME	400' x 200' *
RUNWAY END COORDINATES			
LATITUDE (NAD 83)	33° 58' 28.043" N	33° 58' 32.510" N	33° 58' 59.306" N
LONGITUDE (NAD 83)	81° 00' 07.173" W	81° 00' 14.713" W	80° 59' 18.677" W
RUNWAY END ELEVATION (NAVD 88)	193.4'	SAME	182.4'
TOUCHDOWN ZONE EL (NAVD 88)	193.4'	SAME	185.6'
RUNWAY MARKINGS	NONPRECISION	SAME	NONPRECISION
NAVAIDS	REIL, PAPI-2	REIL, PAPI-4	REIL, PAPI-2
RUNWAY PROTECTION ZONE:			
LENGTH	1,000'	SAME	1,000'
INNER WIDTH	500'	SAME	500'
OUTER WIDTH	700'	SAME	700'
ACRES	13.77	SAME	13.77
DISPLACED THRESHOLD COORDINATES			
LATITUDE (NAD 83)	N/A	33° 58' 31.191" N	33° 58' 01.549" N
LONGITUDE (NAD 83)	N/A	81° 00' 12.487" W	80° 59' 22.462" W
DISPLACED THRESHOLD ELEVATION	N/A	193.4'	185.6'
DISPLACED THRESHOLD DISTANCE	N/A	231'	391'

* RSA DEFICIENCIES RESOLVED THROUGH APPLICATION OF DECLARED DISTANCES

AIRPORT DATA

DESCRIPTION	EXISTING	FUTURE
AIRPORT ACREAGE (FEE SIMPLE)	165.87	127.44
EASEMENT ACREAGE	18.35	23.74
SERVICE LEVEL (NPIAS)	RELIEVER	SAME
AIRPORT REFERENCE CODE (ARC)	B-II	SAME
AIRPORT ELEVATION (AMSL)	193.4'	SAME
MEAN MAX. TEMP. (HOTTEST MONTH)	90° F	
AIRPORT REFERENCE POINT		
LATITUDE	33° 58' 13.700" N	33° 58' 15.909" N
LONGITUDE	80° 59' 42.900" W	80° 59' 46.693" W
MAGNETIC DECLINATION (JULY 2010)	6° 59' W	
AIRPORT IDENTIFIER	CUB	SAME
TAXIWAY LIGHTING	MITL	SAME
AIRPORT NAVAIDS	GPS, REIL, PAPI, ROTATING BEACON, WINDCONE, SEGMENTED CIRCLE	GPS, LPV, REIL, PAPI, ROTATING BEACON, WINDCONE, SEGMENTED CIRCLE, ODALS

AIRPORT SPONSOR APPROVAL
 THIS AIRPORT DRAWING IS APPROVED BY: _____ DATE: _____
 (SIGNATURE) _____

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