NOTES:

1. THE PREPARATION OF THIS DOCUMENT WAS FINANCED IN PART THROUGH A GRANT FROM THE FEDERAL AVIATION ADMINISTRATION.
2. FOR DETAILED STAGING OF TERMINAL & G.A. AREAS SEE RESPECTIVE SHEETS.
3. THE LONG TERM LEASE OR SALE OF NON-AERONAUTICAL REVENUE PRODUCING AIRPORT LAND REQUIRES THE PRIOR WRITTEN APPROVAL OF THE F.A.A.
4. METES AND BOUNDS TAKEN FROM A PLAT BY B.P. BARBER & ASSOC. DATED OCT. 19, 1976.
5. RUNWAY 23 THRESHOLD TO BE RELOCATED 1000' SW (S-2)
6. NO DEVELOPMENT WILL OBSTRUCT LINE OF SIGHT FROM AIR TRAFFIC CONTROL TOWER TO PROPOSED RUNWAY 5 END.
7. FOR DETAILED LISTING OF ALL PROPOSED IMPROVEMENTS, SEE AIRPORT MASTER PLAN DOCUMENTS.

LEGEND

	EXISTING	PROPOSED
BUILDING RESTRICTION LINE		--BRL--
50' TERRAIN CLEARANCE LINE		
FENCE		
CONTOURS	230	
RUNWAY/TAXIWAY LIGHTS		
ROAD R/W		
PROPERTY LINE		
RAILROAD		
PAVEMENT		
BUILDINGS		

MAGNETIC DECLINATION 3°40' W (1981) TRUE NORTH

PORT OF ENTRY

PROPOSED FOREIGN TRADE ZONE

RUNWAY DATA R/W IIL-29R

DESCRIPTION	EXISTING	STAGE I	STAGE 2	STAGE 3
PHYSICAL LENGTH	8600'	SAME	SAME	SAME
CORRECTED LENGTH	8358.9'	SAME	SAME	SAME
EFFECTIVE GRADIENT	2.85%	SAME	SAME	SAME
PAVEMENT STRENGTH (D.G.)	190,500 Lb.	SAME	SAME	SAME
INSTRUMENT RUNWAY	✓	✓	✓	✓
APPROACH CATEGORY	PRECISION	SAME	SAME	SAME
APPROACH SLOPE	50:1	SAME	SAME	SAME
NAVIGATIONAL AIDS	CAT II/CAT I	SAME	SAME	CAT II/CAT II
RUNWAY MARKINGS	PRECISION	SAME	SAME	SAME
RUNWAY LIGHTING	HIRL	SAME	SAME	SAME
CRITICAL AIRCRAFT	L 101 I/ 727	SAME	SAME	SAME
WIND COVERAGE	100%(15M.P.H)	SAME	SAME	SAME

RUNWAY DATA R/W IIR-29L

DESCRIPTION	EXISTING	STAGE I	STAGE 2	STAGE 3
PHYSICAL LENGTH	———	———	———	3800'
CORRECTED LENGTH	———	———	———	N.A.
EFFECTIVE GRADIENT	———	———	———	0.5%
PAVEMENT STRENGTH (S.W.)	———	———	———	30,000 lbs.
INSTRUMENT RUNWAY	———	———	———	✓
APPROACH CATEGORY	———	———	———	VISUAL
APPROACH SLOPE	———	———	———	20:1
NAVIGATIONAL AIDS	———	———	———	VASI-4 REILS
RUNWAY MARKINGS	———	———	———	NON-PREC.
RUNWAY LIGHTING	———	———	———	MIRL
CRITICAL AIRCRAFT	———	———	———	G.U.
WIND COVERAGE	———	———	———	98.7%(12 M.P.H)

RUNWAY DATA R/W 5-23

DESCRIPTION	EXISTING	STAGE I	STAGE 2	STAGE 3
PHYSICAL LENGTH	5000'	SAME	6800'	SAME
CORRECTED LENGTH	4942.2'	SAME	6630'	SAME
EFFECTIVE GRADIENT	1.14%	1.14%	2.28	SAME
PAVEMENT STRENGTH (D.G.)	50,000 Lb.	SAME	190,500 Lb.	SAME
INSTRUMENT RUNWAY	✓	✓	✓	✓
APPROACH CATEGORY	NON-PREC.	SAME	R/W 4 PREC-R/W 22 NON-PREC	
APPROACH SLOPE	34:1	SAME	R/W 4 50:1 - R/W 22 34:1	
NAVIGATIONAL AIDS	VASI-4 REILS	SAME	CAT I	SAME
RUNWAY MARKINGS	NON-PREC.	SAME	PRECISION	SAME
RUNWAY LIGHTING	HIRL	SAME	SAME	SAME
CRITICAL AIRCRAFT	B.T.	SAME	L101 I/727	SAME
WIND COVERAGE	99.1% (12 M.P.H)	SAME	SAME	SAME

AIRPORT DATA

DESCRIPTION		EXISTING	ULTIMATE
ESTABLISHED AIRPORT ELEV.		235	SAME
AIRPORT REFERENCE POINT	Lat.	81°07'10.3"	81°07'15.9"
	Long.	33°56'24.9"	33°56'18.5"
TERMINAL NAV. AIDS		ASR/LOM /VOR	SAME
MEAN MAXIMUM TEMP. OF HOTTEST MONTH		92°	SAME

RUNWAY THRESHOLD

END	LATITUDE	LONGITUDE
IIL	33°-56'-38.2"	81°-08'-17.3"
29R	33°-56'-16.4"	81°-06'-37.6"
IIR	33°-56'-11.7"	81°-07'-21.7"
29L	33°-56'-023"	81°-06'-37.9"
5	33°-55'-433"	81°-07'-25.4"
23	33°-56'-38.1"	81°-06'-20.0"

	STAGE I	STAGE 2	STAGE 3	FUTURE
BUILDINGS	■	■	▨	▭
AIRFIELD PAVEMENT	■	■	———	.....
ACCESS ROADS & AUTO PARKING	■	■	———	.....

0 500 1000 1500 FEET

NO.	REVISION	DATE	BY
2	UPDATE TO SHOW EXISTING FACILITIES	4/18/84	CHM
1	G.S. LOCATION / M.M.	9/1/82	CHM

COLUMBIA METROPOLITAN AIRPORT
COLUMBIA, SOUTH CAROLINA

AIRPORT LAYOUT PLAN

DES.	DWN. V.B.C.	CHK. J.H.	DATE	DWG. NO. 2