



U.S.
Department

of Transportation
**Federal Aviation
Administration**

Central Region
Iowa, Kansas
Missouri, Nebraska

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Kansas City, Missouri 64106
(816) 329-2600

November 30, 2017

Mr. Mike Matthes, Manager
City of Columbia
P.O. Box 6015
Columbia, MO 65205

Dear Mr. Matthes:

Airport Layout Plan Conditional Approval
Columbia Regional Airport (COU), Columbia, MO
Terminal Area Master Plan – Acceptance
MoDOT Project No. AIR 136-037A

We have completed our review of the Terminal Area Master Plan and the updated Airport Layout Plan (ALP) for the Columbia Regional Airport, Columbia, Missouri, and find it acceptable from a planning standpoint. The ALP was reviewed by FAA (airspace study 2017-ACE-5393-NRA) and is conditionally approved.

The ALP is conditionally approved subject to safety and efficiency concerns regarding the proposed location of the new terminal building. The safety concerns for the location of the proposed new terminal building are addressed with the proposed mitigations in the Safety Risk Management (SRM) report. Please refer to the SRM report for safety mitigations that must be included as part of the proposed new terminal building.

In regards to efficiency concerns for the location of the proposed new terminal building, airport design standards prescribe the most efficient location for a terminal building at the midpoint of primary runway 2/20. As discussed in the Terminal Area Master Plan report, the airport sponsor, through consultation with the airlines, knowingly agreed to the location of the proposed new terminal building, and both parties fully understand and accept responsibility for the safety and efficiency concerns. The FAA does not agree that this is the best location for the efficiency of the airport. The FAA also recognizes that a new greenfield site fails to take advantage of existing infrastructure and increases the costs of the greenfield site over other alternatives.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

The FAA has only limited means to prevent the construction of structures near an airport. The airport sponsor has the primary responsibility to protect the airport environs through such means as local zoning ordinances, property acquisition, aviation easements, letters of agreement or other means. We encourage the appropriate local agencies to adopt land use and height restrictive zoning based on the revised plan.

Approval of the plan does not indicate that the United States will participate in the cost of any development proposed. AIP funding requires evidence of eligibility and justification at the time a funding request is ripe for consideration.

When construction of any proposed structure or development indicated on the plan is undertaken, such construction requires normal 45-day advance notification to FAA for review in accordance with applicable Federal Aviation Regulations (i.e., Parts 77, 157, 152, etc.). More notice is generally beneficial to ensure that all statutory, regulatory, technical and operational issues can be addressed in a timely manner.

The approval indicated by my signature is given subject to the condition that the following proposed airport development requiring environmental processing shall not be undertaken without the FAA's prior, written environmental approval:

- 1) Passenger terminal building and related development, which includes but is not limited to taxiways, aprons, access roads, parking lots, service roads, fencing, and repurposing of the existing passenger terminal building and supporting facilities area.
- 2) Aircraft Rescue and Fire Fighting (ARFF) building and connected pavements.
- 3) North and South hangar expansion areas, which includes but is not limited to aprons, taxiways, taxilanes, access and service roads, parking lots, and associated development.

Notwithstanding, all items of development shall comply with the requirements of the National Environmental Policies Act of 1969 (P.L. 91-190).

The following proposed airport development reflected on the ALP has received the required environmental processing and is hereby unconditionally approved:

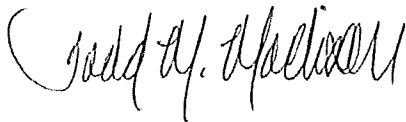
- a) The shifting, widening, and lengthening of Runway 13/31 and the connecting parallel taxiway inclusive of all land acquisition, instrument flight procedures, relocation and establishment of electronic and visual navigational aids, road relocations, fencing, service roads, etc.
- b) The extension of Runway 20 and the connecting parallel taxiway inclusive of all land acquisition, instrument flight procedures, relocation and establishment of electronic and visual navigational aids, road relocations, fencing, service roads, etc.

As you are aware, the above projects are already underway, and will require an as-built ALP drawing set.

One set of the conditionally approved ALP drawings is enclosed. We are keeping one set of the conditionally approved ALP drawings for the official FAA file. Copies of this letter with a set of conditionally approved ALP drawings are being furnished to both MoDOT and your consultant, WSP. Additional copies of this letter are being furnished to various interested parties via email as shown in the listing at the end of this letter.

If you have any questions, you may contact me by telephone at (816) 329-2640, or via email at todd.madison@faa.gov.

Sincerely,



Todd M. Madison, P.E.
Airports Capacity Program Manager and Missouri Planner

Enclosure: ALP Drawing Set

cc: Ms. Amy Ludwig, MoDOT (w/encl.)
Ms. Jennifer Kuchinski, WSP (w/encl.)
Mr. Justin Collier, FAA Airports (via email)
Mr. John Glascock, City of Columbia (via email)
Ms. Stacey Button, City of Columbia (via email)
Mr. David Nichols, City of Columbia (via email)
Mr. Mike Parks, Columbia Regional Airport (via email)
Mr. Lorin Carr, American Airlines (via email)
Ms. Sarah Bonner, American Airlines (via email)
Mr. Nicholas Lisle, United Ground Express (via email)
Mr. Izzy Ortiz, United Ground Express (via email)

