ROCK HILL - YORK COUNTY AIRPORT
AIRPORT LAYOUT PLAN

TALBERT, BRIGHT & ELLINGTON

June 2016

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AIRPORT LAYOUT PLAN

Prepared for:

Rock Hill – York County Airport Commission,
Federal Aviation Administration,
and
South Carolina Aeronautics Commission

Prepared by

TALBERT, BRIGHT & ELLINGTON, INC.

June 2016

SECTIONS

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ACRONYMS AND ABBREVIATIONS

ALP	Airport Layout Plan
APM	Airport Planning Manual
ARFF	Aircraft Rescue and Fire Fighting
ASDA	Accelerate Stop Distance Available
ASOS	Automated Surface Observing System
ASV	Annual Service Volume
AVGAS	Aviation Gasoline
BRL	Building Restriction Line
CLT	Charlotte-Douglas International Airport
DA	Decision Altitude
d-TTP	Digital – Terminal Procedures Publication
FAA	Federal Aviation Administration
FBO	Fixed Base Operator
GA	General Aviation
GPS	Global Positioning System
GS	Glide Slope
IFR	Instrument Flight Rule
ILS	Instrument Landing System
ISO	International Standard Observation
KG	Kilogram
KIAS	Knots Indicated Air Speed
lb	Pound
LDA	Landing Distance Available
LED	Light-Emitting Diode
LNAV	Lateral Navigation
LOC	Localizer
LPV	Localizer Performance with Vertical Guidance
MALSR	Medium Approach Light System with Runway Alignment Indicator Lights
MDA	Minimum Decent Altitude
MIRL	Medium Intensity Runway Light
MITL	Medium Intensity Taxiway Light
MTOW	Maximum Takeoff Weight
NDB	Non-Directional Beacon
NM	Nautical Mile
OFA	Object Free Area
OFZ	Obstacle Free Zone
OPBA	Operations Per Based Aircraft

PAPI	Precision Approach Path Indicator
Pax	Passengers
RDC	Runway Design Code
RNAV	Area Navigation
ROFA	Runway Object Free Area
RPZ	Runway Protection Zone
RSA	Runway Safety Area
S	Straight-In
S.C.	South Carolina
S-46-#	County Road
SCAC	South Carolina Aeronautics Commission
sf	Square Foot
TAF	Terminal Area Forecast
TAP	Terminal Area Plan
TERPS	Terminal Instrument Procedures
TFMS	Traffic Flow Management System
TODA	Takeoff Distance Available
TORA	Takeoff Run Available
USEPA	United States Environmental Protection Agency
UZA	Rock Hill – York County Airport
VNAV	Vertical Navigation
VORTAC	Very High Frequency Omni-Directional Radio Range Tactical Air Navigation Aid

EXECUTIVE SUMMARY

Rock Hill – York County Airport(UZA) is a publicly owned general aviation facility located approximately four miles north of the central business district of the City of Rock Hill, South Carolina (the City). The Airport is owned and operated by the City of Rock Hill. In order to establish a planning guideline for future airport development, the owner has contracted this Airport Master Plan (Master Plan), which will satisfy future aviation demand in a financially feasible manner.

E.1 Forecast Summary

Table E.1-1 provides a summary of the forecasts for the Rock Hill – York County Airport throughout the 20-year Airport Layout Plan Update planning period.

Table E.1-1
Aviation Forecast Summary
Rock Hill – York County Airport

	2015 (Existing)		2016		2021		2026		2035	
	Forecast	TAF	Forecast	TAF	Forecast	TAF	Forecast	TAF	Forecast	TAF
BASED AIRCRAFT										
Single-Engine Piston	133		137		153		170		200	
Multi-Engine Piston	12		12		13		14		15	
Turboprop	0		0		2		3		5	
Jets	5		5		5		6		7	
Helicopters	2		2		3		3		5	
Total Based Aircraft	152	133	156	133	176	133	196	133	232	133
AIRCRAFT OPERATIONS										
GA Local	25,015	25,015	25,692	25,015	28,986	25,015	32,279	25,015	38,208	25,015
GA Itinerant	10,500	10,500	10,785	10,500	12,167	10,500	13,550	10,500	16,039	10,500
Air Taxi	400	400	410	400	463	400	516	400	610	400
Military	85	85	89	85	100	85	111	85	132	85
Total Operations	36,000	36,000	36,972	36,000	41,712	36,000	46,452	36,000	54,984	36,000
Operations per Based Aircraft	237	237	237	237	237	237	237	237	237	237

Source: Federal Aviation Administration, "FAA APO Terminal Area Forecast Detail Report," <http://aspm.faa.gov/>, accessed January 14, 2015.
Talbert, Bright & Ellington, Inc., January 2015.

E.2 Facility Requirements Summary

Table E.2-1 summarizes the facility requirements for the Rock Hill – York County Airport and lists the phases in which various facilities will be needed, as driven by demand.

Table E.2-1
Facility Requirements Summary
Rock Hill – York County Airport

Facility	Existing	2016	Phase 1 2021	Phase 2 2026	Phase 3 2035
Runway 02/20	5,500' x 100'	5,500' x 100'	6,555' x 100'	6,555' x 100'	6,555' x 100'
Taxiway	1 Full-Parallel	1 Full-Parallel	1 Full-Parallel	1 Full-Parallel	1 Full-Parallel
T-Hangar Units	97	130	149	165	194
Conventional Hangar (sf)	36,900 sf	66,100 sf	84,712 sf	100,859 sf	130,050 sf
Total Apron Area (sf)	410,650 sf	76,478 sf	88,654 sf	98,507 sf	116,766 sf
Terminal (sf)	7,366 sf	7,366 sf	8,679 sf	11,264 sf	12,829 sf

Source: Talbert, Bright & Ellington, Inc., January 2015.

E.3 Airport Develoment Program

Table E.3-1 lists each future airport improvement project by phase for the 20-year planning period.

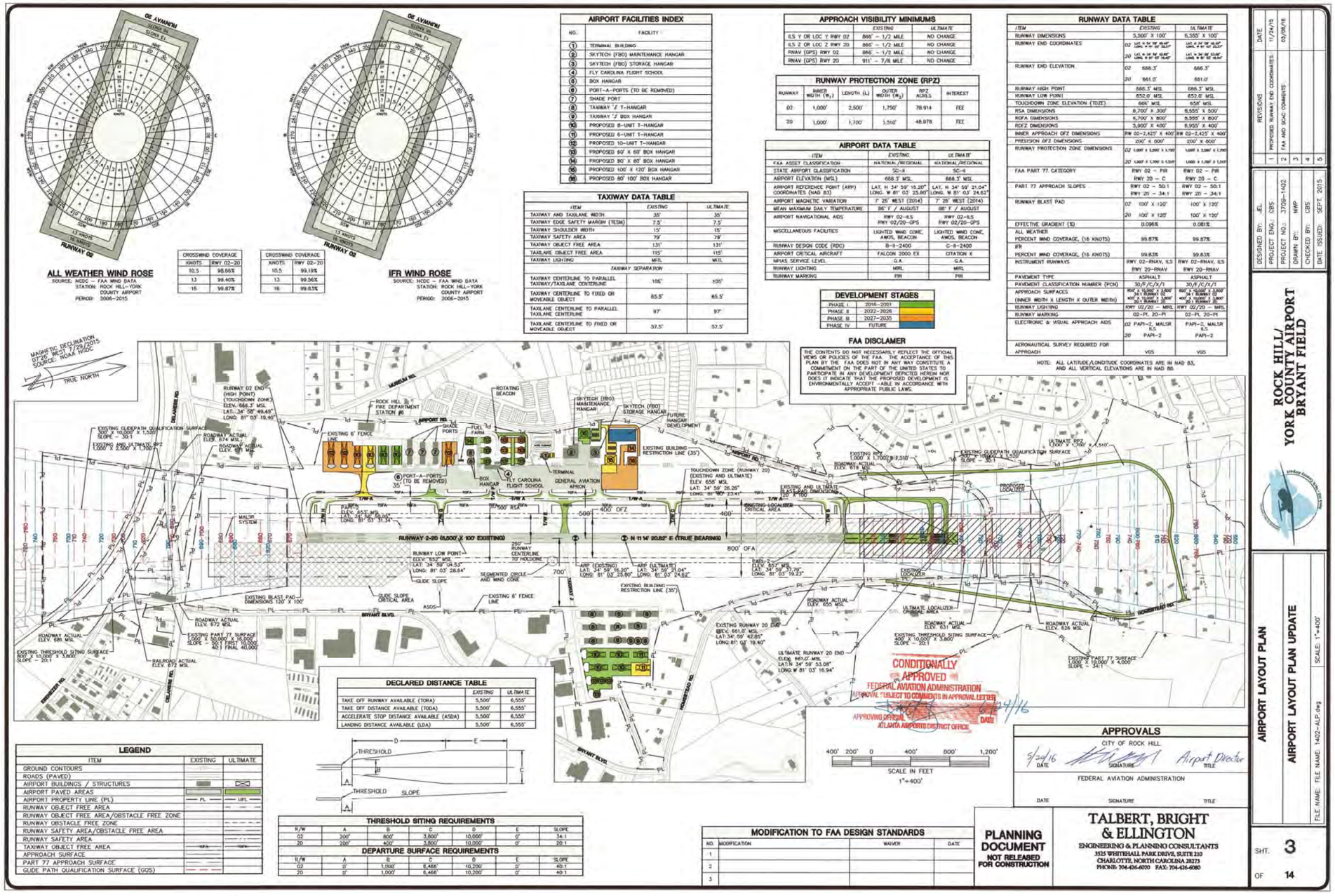
Table E.3-1
Preliminary Engineer's Opinion of Probable Cost
20-Year Planning Program
Rock Hill – York County Airport

Phase	Project	Cost	Federal	State	Local
I	Taxiway Pavement Rehabilitation and Fillet Widening (Construction)	$2,625,200	$2,362,680	$131,260	$131,260
	Homestead Road Relocation	$1,558,875	$0	$935,325	$623,550
	Airport Road Relocation	$3,324,813	$0	$1,994,888	$1,329,925
	1,055' Runway and Taxiway Extension (Grading and Drainage)	$10,103,900	$9,093,510	$505,195	$505,195
	1,055' Runway and Taxiway Extension (Paving and Lighting)	$2,951,880	$2,656,692	$147,594	$147,594
	West Side – 8-Unit T-Hangar (Pre-Existing Site)	$617,725	$0	$0	$617,725
	West Side – 8-Unit T-Hangar (Pre-Existing Site)	$617,725	$0	$0	$617,725
	East Side – 8-Unit T-Hangar – I	$789,950	$343,612	$19,090	$427,248
	East Side – 8-Unit T-Hangar – II	$814,325	$364,879	$20,271	$429,175
	East Side – 6-Unit T-Hangar – III	$681,312	$297,955	$16,553	$366,804
	East Side – 8-Unit T-Hangar – IV	$765,638	$320,233	$17,791	$427,614
	East Side – 8-Unit T-Hangar – V	$792,788	$345,506	$19,195	$428,087
	East Side – 60' x 60' Box Hangars	$1,690,350	$574,640	$31,924	$1,083,786

Table E.3-1
Preliminary Engineer's Opinion of Probable Cost
20-Year Planning Program
Rock Hill – York County Airport

Phase	Project	Cost	Federal	State	Local
	West Side – 120' x 100' Corporate Hangar	$1,609,980	$436,047	$24,225	$1,149,708
	West Side – 120' x 100' Corporate Hangar Access Road and Parking Lot	$229,350	$206,415	$11,468	$11,468
	West Side – 80' x 80' Corporate Hangar	$699,500	$0	$0	$699,500
	Demo Fly Carolina Flight School and Relocate Flight School	$329,625	$0	$0	$329,625
	West Side – 60' x 60' Corporate Hangar (Existing Site)	$450,588	$0	$0	$450,588
	West Side – 60' x 60' Corporate Hangar (Existing Site)	$450,588	$0	$0	$450,588
	West Side – 60' x 60' Corporate Hangar (Existing Site)	$450,588	$0	$0	$450,588
	West Side – Box Hangar Access Road and Taxilane	$698,875	$628,988	$34,944	$34,944
	West Side – 60' x 60' Corporate Hangar (New Site)	$411,675	$0	$0	$411,675
	West Side – 60' x 60' Corporate Hangar (New Site)	$411,675	$0	$0	$411,675
	Terminal Building Expansion	$693,550	$0	$0	$693,550
	New 12,000 Gallon Jet-A Fuel Tank	$397,188	$357,469	$0	$39,719
	Subtotal	$34,167,660	$17,988,625	$3,909,722	$12,269,313
II	East Side – 6-Unit T-Hangar	$695,888	$311,163	$17,287	$367,438
	West Side – 8-Unit T-Hangar and Stub Taxiway	$2,017,200	$1,481,749	$82,319	$453,132
	West Side – 60' x 60' Corporate Hangar	$411,675	$0	$0	$411,675
	West Side – 120' x 100' Corporate Hangar	$1,773,288	$583,698	$32,428	$1,157,162
	West Side – 120' x 100' Corporate Hangar Access Road and Parking Lot	$496,663	$446,996	$24,833	$ 24,833
	Terminal Building Expansion	$932,875	$0	$0	$932,875
	Subtotal	$6,327,588	$2,823,606	$156,867	$3,347,115
III	West Side – 10-Unit T-Hangar (Site of Port-a-Ports)	$913,272	$0	$0	$913,272
	West Side – 8-Unit T-Hangar	$1,367,424	$862,347	$47,908	$457,169
	West Side – 10-Unit T-Hangar (New Site) – I	$1,532,640	$899,849	$49,992	$582,799
	West Side – 10-Unit T-Hangar (New Site) – II	$1,606,188	$965,647	$53,647	$586,894
	West Side – 60' x 60' Corporate Hangar (New Site)	$411,675	$0	$0	$411,675
	West Side – 60' x 60' Corporate Hangar (New Site)	$411,675	$0	$0	$411,675
	West Side – 60' x 60' Corporate Hangar (New Site)	$411,675	$0	$0	$411,675
	West Side – Box Hangar Access Road, Apron Expansion and Taxilane	$1,612,152	$1,450,937	$80,608	$80,608
	West Side – 100' x 80' Corporate Hangar	$1,036,500	$0	$0	$1,036,500
	West Side – 80' x 80' Corporate Hangar	$647,000	$0	$0	$647,000
	Terminal Building Expansion	$709,875	$0	$0	$709,875
	Subtotal	$10,660,076	$4,178,780	$232,155	$6,249,142
TOTAL 20-YEAR PROGRAM		$51,155,324	$24,991,011	$4,298,743	$21,865,569

Source: Talbert, Bright & Ellington, Inc., September 2015 (revised March 2016).


RUNWAY 20
RUNWAY 02
ALL WEATHER WIND ROSE
SOURCE: NCDC – FAA WIND DATA
STATION: ROCK HILL–YORK COUNTY AIRPORT
PERIOD: 2006–2015
IFR WIND ROSE
SOURCE: NCDC – FAA WIND DATA
STATION: ROCK HILL–YORK COUNTY AIRPORT
PERIOD: 2006–2015
CROSSWIND COVERAGE
KNOTS | RWY 02–20
10.5 | 98.68%
13 | 99.40%
16 | 99.87%
CROSSWIND COVERAGE
KNOTS | RWY 02–20
10.5 | 99.19%
13 | 99.56%
16 | 99.83%
AIRPORT FACILITIES INDEX
NO. | FACILITY
(1) TERMINAL BUILDING
(2) SKYTECH (FBO) MAINTENANCE HANGAR
(3) SKYTECH (FBO) STORAGE HANGAR
(4) FLY CAROLINA FLIGHT SCHOOL
(5) BOX HANGAR
(6) PORT–A–PORTS (TO BE REMOVED)
(7) SHADE PORT
(8) TAXIWAY 'J' T–HANGAR
(9) TAXIWAY 'J' BOX HANGAR
(10) PROPOSED 8–UNIT T–HANGAR
(11) PROPOSED 6–UNIT T–HANGAR
(12) PROPOSED 10–UNIT T–HANGAR
(13) PROPOSED 80' X 60' BOX HANGAR
(14) PROPOSED 80' X 80' BOX HANGAR
(15) PROPOSED 100' X 120' BOX HANGAR
(16) PROPOSED 80' 100' BOX HANGAR
TAXIWAY DATA TABLE
ITEM | EXISTING | ULTIMATE
TAXIWAY AND TAXILANE WIDTH | 35' | 35'
TAXIWAY EDGE SAFETY MARGIN (TESM) | 7.5' | 7.5'
TAXIWAY SHOULDER WIDTH | 15' | 15'
TAXIWAY SAFETY AREA | 79' | 79'
TAXIWAY OBJECT FREE AREA | 131' | 131'
TAXILANE OBJECT FREE AREA | 115' | 115'
TAXIWAY LIGHTING | MITL | MITL
TAXIWAY SEPARATION
TAXIWAY CENTERLINE TO PARALLEL TAXIWAY/TAXILANE CENTERLINE | 105' | 105'
TAXIWAY CENTERLINE TO FIXED OR MOVEABLE OBJECT | 65.5' | 65.5'
TAXILANE CENTERLINE TO PARALLEL TAXILANE CENTERLINE | 97' | 97'
TAXILANE CENTERLINE TO FIXED OR MOVEABLE OBJECT | 57.5' | 57.5'
APPROACH VISIBILITY MINIMUMS
 | EXISTING | ULTIMATE
ILS Y OR LOC Y RWY 02 | 866' – 1/2 MILE | NO CHANGE
ILS Z OR LOC Z RWY 20 | 866' – 1/2 MILE | NO CHANGE
RNAV (GPS) RWY 02 | 886' – 1/2 MILE | NO CHANGE
RNAV (GPS) RWY 20 | 911' – 7/8 MILE | NO CHANGE
RUNWAY PROTECTION ZONE (RPZ)
RUNWAY | INNER WIDTH (W1) | LENGTH (L) | OUTER WIDTH (W2) | RPZ AUSLS | INTEREST
02 | 1,000' | 2,500' | 1,750' | 78.914 | FEE
20 | 1,000' | 1,700' | 1,510' | 48.978 | FEE
AIRPORT DATA TABLE
ITEM | EXISTING | ULTIMATE
FAA ASSET CLASSIFICATION | NATIONAL/REGIONAL | NATIONAL/REGIONAL
STATE AIRPORT CLASSIFICATION | SC–II | SC–II
AIRPORT ELEVATION (MSL) | 668.3' MSL | 668.3' MSL
AIRPORT REFERENCE POINT (ARP) COORDINATES (NAD 83) | LAT. N 34° 59' 18.20" LONG. W 81° 03' 23.80" | LAT. N 34° 59' 21.04" LONG. W 81° 03' 24.82"
AIRPORT MAGNETIC VARIATION | 7° 25' WEST (2014) | 7° 25' WEST (2014)
MEAN MAXIMUM DAILY TEMPERATURE | 86° F / AUGUST | 86° F / AUGUST
AIRPORT NAVIGATIONAL AIDS | RWY 02–ILS RWY 02/20–GPS | RWY 02–ILS RWY 02/20–GPS
MISCELLANEOUS FACILITIES | LIGHTED WIND CONE, AWOS, BEACON | LIGHTED WIND CONE, AWOS, BEACON
RUNWAY DESIGN CODE (RDC) | B–II–2400 | C–II–2400
AIRPORT CRITICAL AIRCRAFT | FALCON 2000 EX | CITATION X
NPIAS SERVICE LEVEL | G.A. | G.A.
RUNWAY LIGHTING | MIRL | MIRL
RUNWAY MARKING | PIR | PIR
RUNWAY DATA TABLE
ITEM | EXISTING | ULTIMATE
RUNWAY DIMENSIONS | 5,500' X 100' | 6,555' X 100'
RUNWAY END COORDINATES | 02: LAT. N 34° 59' 18.20" LONG. W 81° 03' 23.80" 20: LAT. N 34° 59' 21.04" LONG. W 81° 03' 24.82" | 02: LAT. N 34° 59' 18.20" LONG. W 81° 03' 23.80" 20: LAT. N 34° 59' 21.04" LONG. W 81° 03' 24.82"
RUNWAY END ELEVATION | 02: 666.3' 20: 661.0' | 02: 666.3' 20: 661.0'
RUNWAY HIGH POINT | 666.3' MSL | 666.3' MSL
RUNWAY LOW POINT | 652.0' MSL | 652.0' MSL
TOUCHDOWN ZONE ELEVATION (TDZE) | 666' MSL | 658' MSL
RSA DIMENSIONS | 8,700' X 300' | 8,555' X 500'
ROFA DIMENSIONS | 6,700' X 800' | 8,555' X 800'
RPZ DIMENSIONS | 3,900' X 400' | 8,955' X 400'
INNER APPROACH OFZ DIMENSIONS | RW 02–2,422' X 400' RW 20–2,422' X 400' | RW 02–2,422' X 400' RW 20–2,422' X 400'
PRECISION OFZ DIMENSIONS | 200' X 800' | 200' X 800'
RUNWAY PROTECTION ZONE DIMENSIONS | 02: 1,000' x 2,500' x 1,750' 20: 1,000' x 1,700' x 1,510' | 1,000' x 2,500' x 1,750' 1,000' x 1,700' x 1,510'
FAA PART 77 CATEGORY | RWY 02 – PIR RWY 20 – C | RWY 02 – PIR RWY 20 – C
PART 77 APPROACH SLOPES | RWY 02 – 50:1 RWY 20 – 34:1 | RWY 02 – 50:1 RWY 20 – 34:1
RUNWAY BLAST PAD | 02: 100' X 120' 20: 100' X 120' | 100' X 120' 100' X 120'
EFFECTIVE GRADIENT (%) | 0.096% | 0.081%
ALL WEATHER WIND COVERAGE, (16 KNOTS) | 99.87% | 99.87%
IFR WIND COVERAGE, (16 KNOTS) | 99.83% | 99.83%
INSTRUMENT RUNWAYS | RWY 02–RNAV, ILS RWY 20–RNAV | RWY 02–RNAV, ILS RWY 20–RNAV
PAVEMENT TYPE | ASPHALT | ASPHALT
PAVEMENT CLASSIFICATION NUMBER (PCN) | 30/F/C/X/T | 30/F/C/X/T
APPROACH SURFACES (INNER WIDTH X LENGTH X OUTER WIDTH) | RWY 02: 10,000' X 1,000' X 4,000' RWY 20: 5,000' X 1,000' X 2,500' | RWY 02: 10,000' X 1,000' X 4,000' RWY 20: 5,000' X 1,000' X 2,500'
RUNWAY LIGHTING | RWY 02/20 – MIRL | RWY 02/20 – MIRL
RUNWAY MARKING | 02–PI, 20–PI | 02–PI, 20–PI
ELECTRONIC & VISUAL APPROACH AIDS | 02: PAPI–2, MALSR ILS 20: PAPI–2 | PAPI–2, MALSR ILS PAPI–2
AERONAUTICAL SURVEY REQUIRED FOR APPROACH | VGS | VGS
NOTE: ALL LATITUDE/LONGITUDE COORDINATES ARE IN NAD 83, AND ALL VERTICAL ELEVATIONS ARE IN NAD 88.
DEVELOPMENT STAGES
PHASE I | 2016–2021
PHASE II | 2022–2026
PHASE III | 2027–2035
PHASE IV | FUTURE
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 ACCEPT–ABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.
MAGNETIC DECLINATION 07°25' WEST 1/29/2015 SOURCE: NOAA NGDC
TRUE NORTH
RUNWAY 02 END (HIGH POINT) (TOUCHDOWN ZONE) ELEV.- 666.3' MSL LAT.- 34° 58' 49.49" LONG- 81° 03' 19.40"
RUNWAY 20 END ELEV.- 661.0' MSL LAT.- 34° 59' 42.85" LONG- 81° 03' 31.34"
RUNWAY 2-20 (5,500' X 100' EXISTING)
N 11° 14' 20.82" E (TRUE BEARING)
RUNWAY LOW POINT– ELEV.- 652' MSL LAT.- 34° 59' 04.53" LONG- 81° 03' 28.64"
ARP (EXISTING) LAT. 34° 58' 16.20" LONG. 81° 03' 23.80"
ARP (ULTIMATE) LAT. 34° 59' 21.04" LONG. 81° 03' 24.82"
RUNWAY 20 END ELEV.- 657' MSL LAT.- 34° 59' 37.79" LONG- 81° 03' 19.23"
ROCK HILL FIRE DEPARTMENT STATION #6
ROTATING BEACON
SKYTECH (FBO) MAINTENANCE HANGAR
SKYTECH (FBO) STORAGE HANGAR
FUTURE HANGAR DEVELOPMENT
EXISTING 6' FENCE LINE
SHADE PORTS
FUEL FARM
PORT–A–PORTS (TO BE REMOVED)
BOX HANGAR
FLY CAROLINA FLIGHT SCHOOL
TERMINAL
GENERAL AVIATION APRON
EXISTING BUILDING RESTRICTION LINE (35')
TOUCHDOWN ZONE (RUNWAY 20) (EXISTING AND ULTIMATE) ELEV. 658' MSL LAT. 34° 59' 26.26" LONG. 81° 02' 23.41"
EXISTING AND ULTIMATE RUNWAY 20 BLAST PAD DIMENSIONS 100' X 120'
PROPOSED LOCALIZER
EXISTING LOCALIZER CRITICAL AREA
EXISTING GLIDEPATH QUALIFICATION SURFACE 800' X 10,000' X 1,550' SLOPE – 20:1
EXISTING AND ULTIMATE RPZ 1,000' X 2,500' X 1,750'
EXISTING AND ULTIMATE RPZ 1,000' X 1,700' X 1,510'
ROADWAY ACTUAL ELEV. 674' MSL
ROADWAY ACTUAL ELEV. 671' MSL
ROADWAY ACTUAL ELEV. 619' MSL
EXISTING GLIDEPATH QUALIFICATION SURFACE 800' X 10,000' X 1,550' SLOPE – 20:1
MALSR SYSTEM
500' RSA
400' OFZ
800' OFA
700'
250' RUNWAY CENTERLINE TO HOLDLINE
SEGMENTED CIRCLE AND WIND CONE
EXISTING BLAST PAD DIMENSIONS 120' X 100'
GLIDE SLOPE CRITICAL AREA
ASOS
EXISTING 6' FENCE LINE
EXISTING BUILDING RESTRICTION LINE (35')
ROADWAY ACTUAL ELEV. 672' MSL
ROADWAY ACTUAL ELEV. 655' MSL
ULTIMATE LOCALIZER CRITICAL AREA
ROADWAY ACTUAL ELEV. 631' MSL
ROADWAY ACTUAL ELEV. 636' MSL
ROADWAY ACTUAL ELEV. 681' MSL
EXISTING THRESHOLD SITING SURFACE 800' X 10,000' X 3,800' SLOPE – 20:1
EXISTING PART 77 SURFACE 1,000' X 50,000' X 16,000' SLOPE – 50:1 FIRST 10,000' 40:1 FINAL 40,000'
EXISTING THRESHOLD SITING SURFACE 800' X 10,000' X 3,800' SLOPE – 20:1
EXISTING PART 77 SURFACE 1,000' X 10,000' X 4,000' SLOPE – 34:1
RAILROAD ACTUAL ELEV. 673' MSL
EXISTING RUNWAY 20 END (REV.) ELEV.- 661.0' MSL LAT.34° 59' 42.85" LONG.81° 03' 19.40"
ULTIMATE RUNWAY 20 END ELEV.- 661.0' MSL LAT.N 34° 59' 53.08" LONG.W 81° 03' 16.94"
CONDITIONALLY APPROVED
FEDERAL AVIATION ADMINISTRATION
APPROVAL SUBJECT TO COMMENTS IN APPROVAL LETTER
APPROVING OFFICIAL ATLANTA AIRPORTS DISTRICT OFFICE
DATE 6/24/16
400' 200' 0 400' 800' 1,200'
SCALE IN FEET
1"=400'
DECLARED DISTANCE TABLE
 | EXISTING | ULTIMATE
TAKE OFF RUNWAY AVAILABLE (TORA) | 5,500' | 6,555'
TAKE OFF DISTANCE AVAILABLE (TODA) | 5,500' | 6,555'
ACCELERATE STOP DISTANCE AVAILABLE (ASDA) | 5,500' | 6,555'
LANDING DISTANCE AVAILABLE (LDA) | 5,500' | 6,555'
THRESHOLD
THRESHOLD SLOPE
LEGEND
ITEM | EXISTING | ULTIMATE
GROUND CONTOURS
ROADS (PAVED)
AIRPORT BUILDINGS / STRUCTURES
AIRPORT PAVED AREAS
AIRPORT PROPERTY LINE (PL)
RUNWAY OBJECT FREE AREA
RUNWAY OBJECT FREE AREA/OBSTACLE FREE ZONE
RUNWAY OBSTACLE FREE ZONE
RUNWAY SAFETY AREA/OBSTACLE FREE AREA
RUNWAY SAFETY AREA
TAXIWAY OBJECT FREE AREA
APPROACH SURFACE
PART 77 APPROACH SURFACE
GLIDE PATH QUALIFICATION SURFACE (GQS)
THRESHOLD SITING REQUIREMENTS
R/W | A | B | C | D | E | SLOPE
02 | 200' | 800' | 3,800' | 10,000' | 0' | 34:1
20 | 200' | 400' | 3,800' | 10,000' | 0' | 20:1
DEPARTURE SURFACE REQUIREMENTS
R/W | A | B | C | D | E | SLOPE
02 | 0' | 1,000' | 8,466' | 10,200' | 0' | 40:1
20 | 0' | 1,000' | 8,466' | 10,200' | 0' | 40:1
MODIFICATION TO FAA DESIGN STANDARDS
NO. | MODIFICATION | WAIVER | DATE
1
2
3
PLANNING DOCUMENT NOT RELEASED FOR CONSTRUCTION
TALBERT, BRIGHT & ELLINGTON
ENGINEERING & PLANNING CONSULTANTS
3535 WHITEHALL PARK DRIVE, SUITE 210
CHARLOTTE, NORTH CAROLINA 28273
PHONE: 704-426-6070 FAX: 704-426-6080
APPROVALS
CITY OF ROCK HILL
6/24/16 DATE
SIGNATURE
Airport Director TITLE
FEDERAL AVIATION ADMINISTRATION
DATE
SIGNATURE
TITLE
REVISIONS
1 PROPOSED RUNWAY END COORDINATES: 11/24/15
2 FAA AND SCAC COMMENTS: 03/08/16
3
4
5
DESIGNED BY: JEL
DRAWN BY: MWP
CHECKED BY: CBS
DATE ISSUED: SEPT. 2015
PROJECT ENG.: CBS
PROJECT NO.: 13709–1402
FILE NAME: FILE NAME: 1402–ALP–dwg
SCALE: 1"=400'
ROCK HILL/ YORK COUNTY AIRPORT BRYANT FIELD
AIRPORT LAYOUT PLAN
AIRPORT LAYOUT PLAN UPDATE
SHT. 3
OF 14

INTRODUCTION

1.1 Goals and Objectives

An Airport Layout Plan (ALP) presents both short- and long-term development for an airport and graphically displays and reports data and logic upon which proposed development is based. The goal of an ALP is to provide guidelines for future airport development, which will satisfy aviation demand in a cost-effective, feasible manner, while resolving aviation, environmental, and socioeconomic issues of the community.

The objectives of an ALP are attainable targets that are action oriented and designed to address specific elements consistent with attainment of the goal. The objectives for the Rock Hill – York County Airport (UZA or the Airport) are based on an initial evaluation of the Airport and its surrounding environs and meetings with Airport staff, Rock Hill – York County Airport Commission (Airport Commission), and local officials and stakeholders (Appendix A, pages A-1 through A-8).

1.2 Purpose of the Rock Hill – York County Airport ALP Update

An update to the UZA ALP is being initiated by the Airport to provide direction and guidance regarding airport sustainability for future airport development priorities and justification for improvements. The ALP will reassess planned development with respect to recent activity trends and economic indicators. Above all, the ALP follows federal and state policy in providing for a facility that is:

- Safe and efficient in accordance with airport design standards
- Economically viable and substantially user-supported
- In accordance with local, regional, state, and national goals
- Providing customers with safe, secure, and service-oriented operations

1.2.1 Key Issues

Overall, the goal of the ALP is to identify the orderly development of facilities essential to meeting the needs of the Airport's users.

1.2.2 Airport Layout Plans

A series of drawings are provided depicting UZA and proposed changes over the next 20 years. The principle drawing in the set of drawings is the ALP.

EXISTING FACILITIES

2.1 Airport Setting

2.1.1 Airport Location[1]

The Rock Hill – York County Airport is conveniently located just 20 minutes south of the Charlotte/Douglas International Airport (CLT) and downtown Charlotte, North Carolina. The facility offers quick, streamlined arrival and departure capabilities, without the air traffic and congestion hassles of a much larger airport. The Airport is located within the Rock Hill city limits approximately four miles north of the central business district. Aircraft ranging from the smallest single airplanes to business jets and the military use UZA as the airport of choice in the region. UZA's mission is to be the best general aviation facility in the region serving as the gateway to both North and South Carolina. (Figure 2.1.1-1, page 3). It is owned and operated by the City of Rock Hill. According to the Federal Aviation Administration's (FAA) National Plan of Integrated Airport Systems for 2015-2019, UZA is identified as a national-regional airport in the national system:

- National – supports the national airport system by providing communities with access to national and global markets. These airports have very high levels of activity with many jets and multiengine propeller aircraft. These airports average about 200 total based aircraft, including 30 jets.
- Regional – supports regional economies by connecting communities to regional and national markets. These airports have high levels of activity with some jets and multiengine propeller aircraft. These airports average about 90 total based aircraft, including three jets.

2.1.2 Existing Facilities

Figures 2.1.1-1, 2.1.3-1, 2.1.3-2a, and 2.1.3.2b (pages 4 through 6) document the existing facilities at Rock Hill – York County Airport, which include:

- Acreage**:** 490.62 acres
- Runway**:** 02/20 (5,500 feet long by 100 feet wide)
- Taxiways**:** A, B, C, E, F, G, H, J – 35 feet wide
- Fixed Base Operator (FBO)**:** SkyTech, Inc. (full-service FBO offering general aviation sales, service, and management; specializing in high-end owner-flown and business aircraft)
- Port-a-Ports**:** 7

[1]http://www.cityofrockhill.com/departments/airport/more/airport

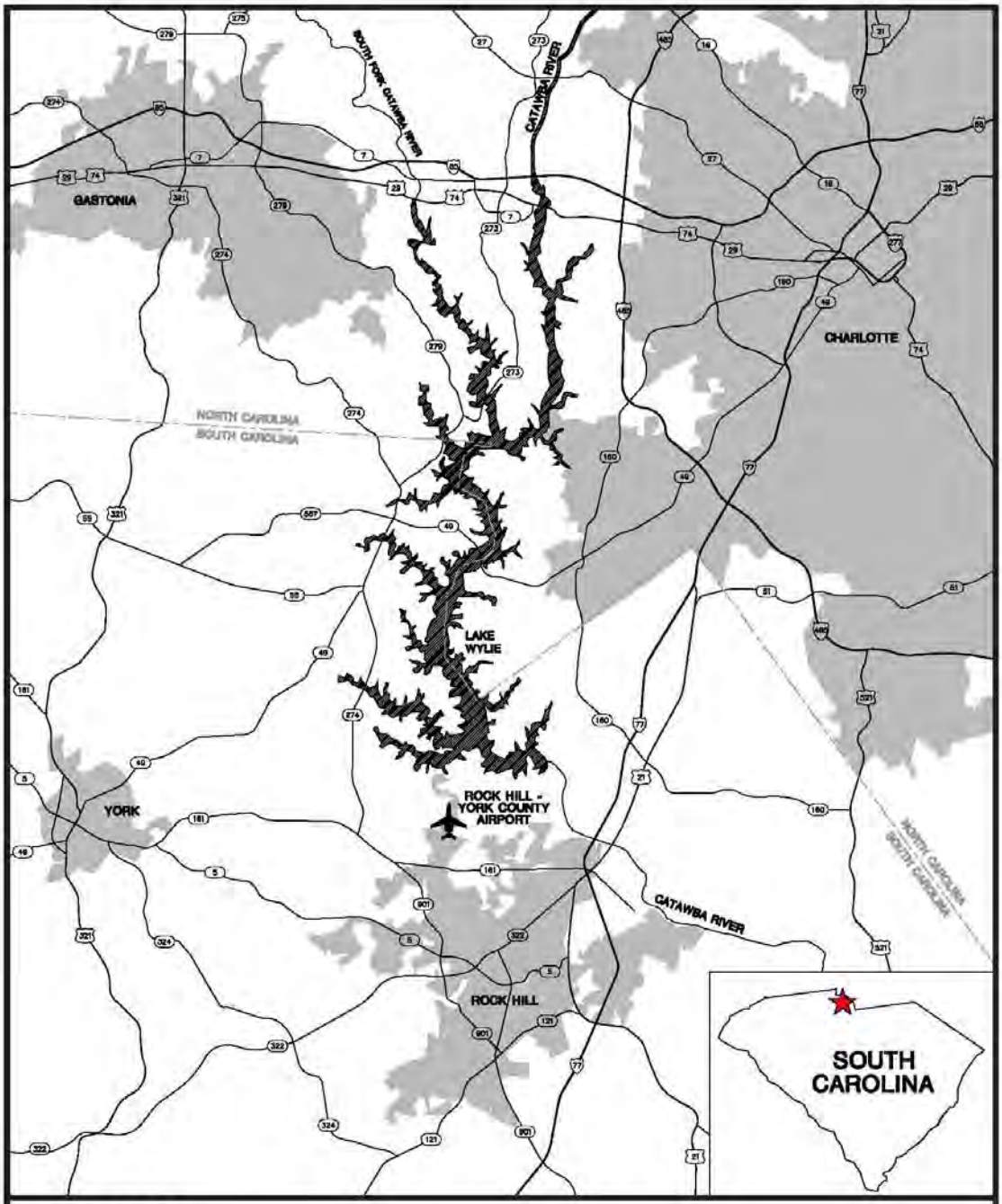


Figure 2.1.1-1
Rock Hill - York County Airport

Location Map

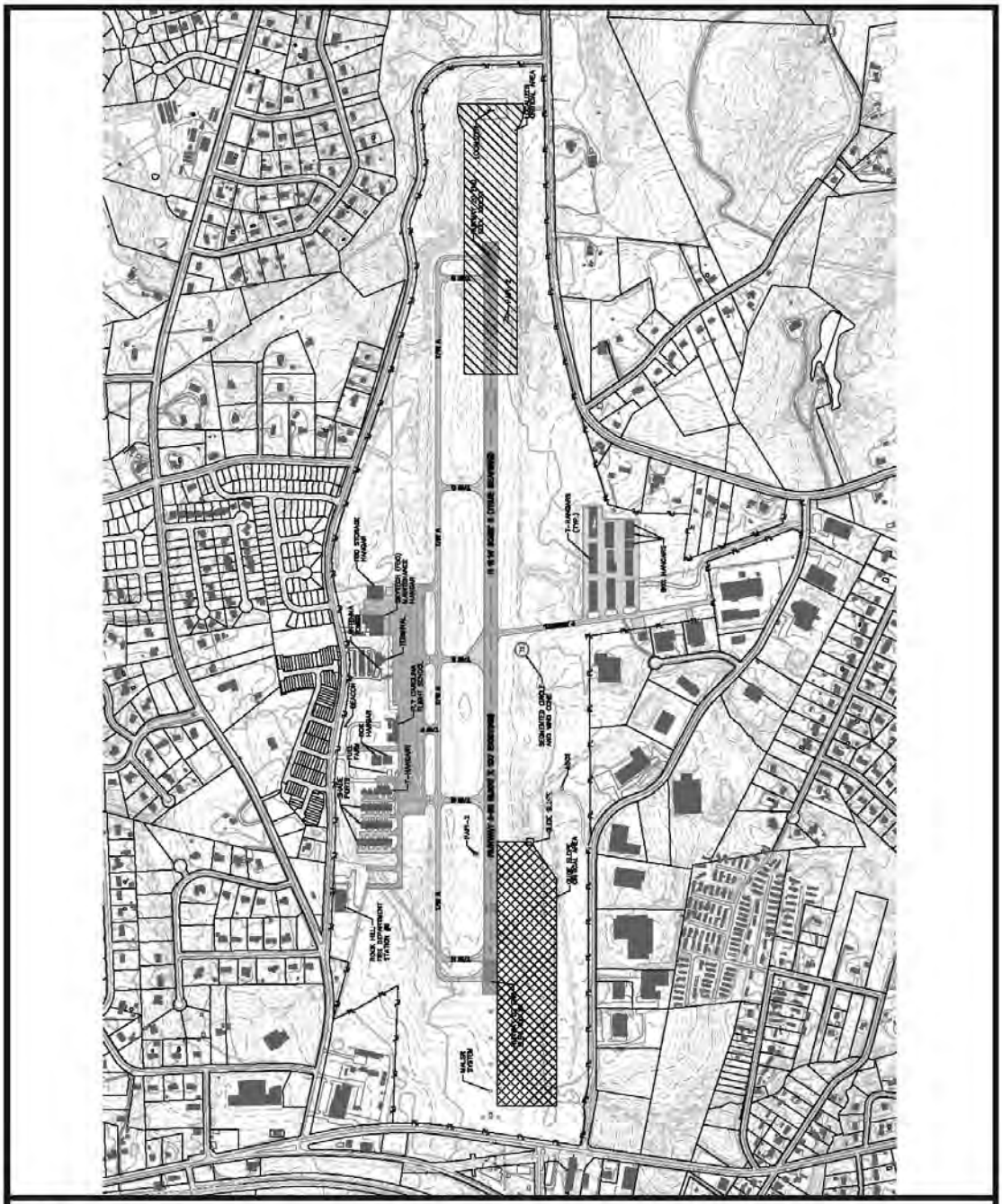


Figure 2.1.2-1
Rock Hill - York County Airport

Existing Facilities

Terminal Building from Ramp

SkyTech Maintenance Hangar

SkyTech Storage Hangar

Flight School

Corporate Hangers

Tenant

Figure 2.1.2-2a
Rock Hill - York County Airport

Existing Facilities (Photographs)

T-Hangars

Parking Apron

Fuel Farm

Fuel Trucks

Antenna
Farm
Tower

Beacon

Figure 2.1.2-2b
Rock Hill - York County Airport

Existing Facilities (Photographs)

- T-Hangars: 63
  - 4 – Taxiway J, 10-unit T-hangars (12,650 square feet each – 50,600 square feet)
  - 2 – Taxiway J, 8-unit T-hangars (10,450 square feet each – 20,900 square feet)
  - 1 – Taxiway J, 2-unit T-hangar (3,900 square feet)
  - 1 – Taxiway K, 5-unit T-hangar (6,750 square feet)
- Shade Ports: 29
  - 2 – 10-unit Shade Ports (12,375 square feet each – 24,750 square feet)
  - 1 – 9- unit Shade Port (14,025 square feet)
- Hangars:
  - SkyTech Maintenance Hangar (12,000 square feet)
  - SkyTech FBO Storage Hangar (18,900 square feet)
  - Fly Carolina Flight School (10,400 square feet)
  - 4 – Taxiway K, Box Hangars (60 feet by 60 feet each – 14,400 square feet)
  - 1 – Taxiway J, Box Hangar (60 feet by 60 feet – 3,600 square feet)
- Apron Ramp: 410,650 square feet
- Tie-downs: 69
- Terminal: 7,366 square feet
- Parking Lots:
  - Terminal – 64 spaces
  - SkyTech Maintenance Hangar – 28 spaces
- Fuel Farm:
  - 1 12,000-gallon Aviation Gasoline (AVGAS) tank
  - 1 12,000-gallon Jet-A tank
- Based Aircraft: 152 (Table 2.1.3-1, page 8)
  - Single-Engine: 133
  - Multi-Engine: 12
  - Jet: 5
  - Helicopter: 2
  - Glider: 1

Table 2.1.3-1
Based Aircraft
Rock Hill – York County Airport

Model	Type	Model	Type
Beech V35B	Single Engine	Piper PA-31-310	Multi-Engine
Piper PA-28-151	Single Engine	Piper PA-28-151	Single Engine
Raytheon A36	Single Engine	Piper PA-12	Single Engine
Cessna 172M	Single Engine	Beech A36	Single Engine
American General AG5B	Single Engine	BRM Aero Bristell S-LSA	Single Engine
Sequoia 300	Single Engine	Beech 35	Single engine
Cirrus SR22	Single Engine	Aerostar 601	Multi-Engine
Piper PA-46-310P	Single Engine	Beech F33A	Single Engine
Cessna 182P	Single Engine	Cessna 152	Single Engine
Aviat A-1B	Single Engine	Lockheed Desert Hawk III	Single Engine
Piper PA-32-300	Single Engine	Cessna 150H	Single Engine
Piper PA-23	Multi-Engine	Beech B19	Single Engine
Piper PA-46R-350T	Single Engine	Globe GC-1B	Single Engine
Eclipse EA500	Jet	Piper PA-28-180	Single Engine
Piaggio P-1490	Single Engine	Diamond DA-40	Single Engine
Beech 35-B33	Single Engine	Piper PA-28-181	Single Engine
Cirrus SR-20	Single Engine	Eubanks GS-1	Single Engine
Piper PA-46-500TP	Single Engine	Cessna 180A	Single Engine
Bellanca 17-30A	Single Engine	Cessna 172E	Single Engine
Cessna 180H	Single Engine	Hatz CB-1	Single Engine
Piper PA-22	Single Engine	Piper PA-28-140	Single Engine
Bomdardier BD-100-1A10	Jet	Eclipse EA500	Jet
Cessna T310Q	Multi-Engine	Cessna 150	Single Engine
Cessna 177RG	Single Engine	Mooney M20C	Single Engine
Raytheon 58	Multi-Engine	Lancair EA	Single Engine
Cessna 210A	Single Engine	Piper PA-22-150	Single Engine
Cessna 210K	Single Engine	Dassault 2000EX	Jet
Cessna 182T	Single Engine	Cirrus SR22	Single Engine
Cessna T182T	Single Engine	Cessna 172S	Single Engine
Vans RV-7A	Single Engine	Cessna 182R	Single Engine
Piper PA-28R-201T	Single Engine	American General AG-5B	Single Engine
Cirrus SR 22	Single Engine	Cirrus SR22T	Single Engine
Beech D95A	Multi-Engine	Cirrus SR22	Single Engine
Cessna 172R	Single Engine	Beech F33A	Single Engine
Cessna 170B	Single Engine	Beech C24R	Single Engine
Cessna 182S	Single Engine	Cessna 172M	Single Engine
Taylorcraft BC-65	Single Engine	Cessna 152	Single Engine
Mooney M20TN	Single Engine	Lancair LC-40_550FG	Single Engine
Vans RV-4	Single Engine	Cirrus SR22	Single Engine
Cessna 150	Single Engine	Velocity XL-RG	Single Engine
Beech 35	Single Engine	Beech F33A	Single Engine
Vans RV-8	Single Engine	Cessna 150L	Single Engine
Cessna 172H	Single Engine	Vans RV8	Single Engine
Bellanca 17-30A	Single Engine	Beech V35A	Single Engine

Table 2.1.3-1
Based Aircraft
Rock Hill – York County Airport

Model	Type	Model	Type
Piper PA-28-161	Single Engine	Piper PA-24	Single Engine
Piper PA-46-350P	Single Engine	Piper PA-46R-350T	Single Engine
Cessna 177	Single Engine	Cirrus SR22	Single Engine
Beech A36	Single Engine	Hawker G-36	Single Engine
Cessna 310R	Multi-Engine	Extra EA-400	Single Engine
Benson B-80	Helicopter	Cessna 182Q	Single Engine
Jenny-JN4D 2/3 Scale	Single Engine	Cessna 182Q	Single Engine
Piper PA-28-161	Single Engine	Cessna R172K	Single Engine
Eclipse EA500	Jet	Titan T-51 Mustang	Single Engine
Pagan C RV-10	Single Engine	Cessna 172A	Single Engine
Mooney M20E	Single Engine	Piper PA-31-310	Single Engine
Piper PA-23-160	Multi-Engine	Cirrus SR20	Single Engine
Raytheon A36	Single Engine	Piper PA-24-250	Single Engine
Pilatus PC-12/47E	Single Engine	Diamond DA-40	Single Engine
Aviat A-1B	Single Engine	Beech 35-C33A	Single Engine
Piper PA-28-180	Multi-Engine	Mooney M20C	Single Engine
Mooney M20R	Single Engine	Piper PA-28-180	Single Engine
Piper PA-34-200T	Multi-Engine	Beech A36	Single Engine
Piper J3C-65	Single Engine	Cessna 172B	Single Engine
Piper PA-28-180	Single Engine	Cirrus SR22	Single Engine
Cessna 150G	Single Engine	Cirrus SR22	Single Engine
Great Lake 2T-1A-2	Single Engine	Cessna 172S	Single Engine
Cessna R182	Single Engine	Piper PA-28RT-201	Single Engine
Beech A36	Single Engine	Cessna 172	Single Engine
Sirocco	Single Engine	Piper PA-28-161	Single Engine
Cirrus SR22	Single Engine	Cessna 182R	Single Engine
Piper PA-28R-180	Single Engine	Piper PA-28RT-201	Single Engine
Vans RV-6A	Single Engine	Piper PA-28RT-201	Single Engine
MJ-51	Single Engine	EAA RV6	Single Engine
Piper PA-28R-180	Single Engine	Piper PA_28-151	Single Engine
Vans RV-4	Single Engine	Cessna 310R	Multi-Engine
Cirrus SR22	Single Engine	Cessna 182D	Single Engine
Cirrus SR22	Single Engine	Piper PA-32R-301	Single Engine
Cirrus SR22	Single Engine	Lancair 320	Single Engine
Cessna T303	Multi-Engine	Cessna 152	Single Engine
Beech V35A	Single Engine	Ercoupe 415-C	Single Engine
Piper PA-28-181	Single Engine	Beech 35-C33A	Single Engine
Piper PA-28-151	Single Engine	Cesna 170A	Single Engine
Cirrus SR22	Single Engine	Zelcer #1	Glider
Eurocopter EC 135 P2+	Helicopter	Piper PA-32R-301T	Single Engine

Note: 168 aircraft resulting from FAA registration data. 152 listed on FAA's Airport Master Record Forms (5010-1 and 5010-2).
Source: Federal Aviation Administration, "National Based Aircraft Inventory Program," <http://www.basedaircraft.com/reports/>, January 14, 2015.

AVIATION FORECASTS

Aviation forecasts are time-based projections that provide a reasonable expectation for anticipating airport demand and serve as a guide in determining required airport infrastructure, equipment, and service needs. The forecasts provide an assessment of activity during the next 20-year (2016-2035) planning period and provide the framework for future facilities that would be needed to meet the anticipated demand. The following components of aviation demand have been forecasted as part of the ALP for the Rock Hill – York County Airport:

- Existing airport activity levels
- Forecast of based aircraft
- Forecast of aircraft operations
- Forecast of aircraft mix
- Airport peaking characteristics
- Operations by type
- Instrument operations

As part of the ALP process, various sources of existing and projected airport activity were confirmed to validate projections using the most current airport activity trends and conditions.

3.1 Existing Airport Activity Levels

A snapshot of *current* Airport activity was determined as part of the ALP Update. This information serves as a baseline for developing forecasts throughout the 20-year planning period (2016-2035). Table 3.1-1 summarizes the *actual* activity as identified for the Airport for the 12 months ending**:** November 13, 2014.

Table 3.1-1
2014 Airport Activity
Rock Hill – York County Airport

Year	Total Based Aircraft	Total Annual Operations
2014	150	36,000

Note: Aircraft classified as *other* and *helicopter*s are not considered based aircraft per the FAA and are not included in this table.
Source: GRC & Associates, Inc., "FAA's Airport Master Record Forms (5010-1 and 5010-2), 2014," <http://www.gcr1.com/>, accessed January 14, 2015.

3.2 Forecast of Based Aircraft

A based aircraft is defined as an actively registered aircraft stationed at a select airport, which regularly uses that airport as the primary *home base* for filing flight plans, frequently uses available airport amenities, and/or maintains a formal commitment for long-term parking/storage. Information is from basedaircraft.com is the official record for based aircraft.

The number of based aircraft at any given airport directly impacts the size, number, and type of facilities needed at that airport. Table 3.2-1 lists the historic based aircraft forecasts from the FAA Terminal Area Forecasts (TAF). The TAF does not project an increase in these based aircraft beyond 2013; therefore, the information on the 2014 home based aircraft data provided by Rock Hill – York County Airport was used as a starting point (Table 2.1.3-1, pages 8 and 9). These numbers will be revised annually based on updated based aircraft counts. The based aircraft forecasts are shown in Table 3.2-2.

Table 3.3-1
Historic Based Aircraft
Rock Hill – York County Airport

Year	FAA TAF
2000	76
2005	116
2010	107
2013	138

Source: Federal Aviation Administration, "FAA APO Terminal Area Forecast Detail Report," <http://aspm.faa.gov/>, January 14, 2015.

Table 3.2-2
Based Aircraft Forecast
Rock Hill – York County Airport

Year	Single-Engine	Multi-Engine	Turboprop	Jet	Helicopter	Total
2015	133	12	0	5	2	152
2016	137	12	0	5	2	156
2021	153	13	2	5	3	176
2026	170	14	3	6	3	196
2035	200	15	5	7	5	232

Note: Total based aircraft does not include helicopters as per FAA requirements.
Source: Talbert, Bright & Ellington, Inc., January 2015.

Between 2006 and 2015, based aircraft at UZA grew at an average rate of four per year based on FAA TAF data and airport records. The 2015 FAA Aerospace Forecasts projects that the total

based aircraft fleet in the U.S. will increase at an average rate of 0.5 percent annually over the next 20 years. This increase applied to the current based aircraft level at UZA would result in less than one new based aircraft per year. A linear trend line forecast for UZA using historical based aircraft levels would result in the addition of nearly five aircraft annually at UZA. Therefore the historic 10-year growth trend of four aircraft annually was selected as the preferred based aircraft forecast scenario since this growth rate has been demonstrated at UZA and is not anticipated to change over the next 20 years. The FAA Aerospace Forecasts applied to UZA underestimate to growth potential given historic UZA growth trends. The trend line forecast represents the upper limit of potential based aircraft at UZA and was not selected as the preferred forecast since the historic growth rate forecast more accurately reflect the

Using the historic growth rate method described above, the total number of based aircraft is projected to grow from 152 in 2015 to 232 in 2035. These forecast numbers were then used to determine the forecast types of aircraft over the 20-year planning period. The percentages of types of aircraft remain consistent with historical data. However, the number of based jets and turboprop aircraft is projected to increase at a higher rate than single-engine aircraft as more of these corporate class aircraft are added to the national fleet mix. Single-engine aircraft will remain as the majority aircraft type over the 20-year planning period, representing approximately 86 percent of the total based aircraft.

Five helicopters are forecast to be based at the Rock Hill – York County Airport in 2035 due to the steady increase in these aircraft nationwide.

3.3 Forecast of Aircraft Operations

An aircraft operation is defined as either a takeoff or landing at an airport. The number of forecast annual operations at an airport is used to determine future facilities that may be required to accommodate this activity. The Rock Hill – York County Airport does not have an air traffic control tower to keep detailed records of aircraft operations. A list of historical UZA operations identified in the FAA TAF is shown in Table 3.3-1 (page 13). The TAF does not project an increase in the number of operations over the next 20 years. This is common for general aviation airports therefore; a growth rate was developed to approximate the future operations levels. There are currently 237 operations per based aircraft (OPBA) at UZA. This OPBA ration was multiplied by the forecast based aircraft numbers to derive the forecast annual operations. The OPBA is anticipated to remain at approximately 237 over the 20-year planning period which results in an increase from 36,000 annual operations in 2015 to nearly 55,000 annual operations in 2035.

Table 3.3-1
Historic Operations
Rock Hill – York County Airport

Year	Annual Operations
2006	42,500
2007	42,500
2008	42,500
2009	42,500
2010	42,500
2011	42,500
2012	36,000
2013	36,000
2014	36,000
2015	36,000
2016	36,972
2021	41.712
2026	46.452
2035	54.984

Source: Federal Aviation Administration, "FAA APO Terminal Area Forecast Detail Report," <http://aspm.faa.gov/>, January 14, 2015.
Talbert, Bright & Ellington, Inc., January 2015.

3.3.1 Operations by Aircraft Type

The forecast operations levels were further divided into types of aircraft among the total operations. The based aircraft are grouped into these same categories. These aircraft categories are primarily grouped by the type of aircraft propulsion and include:

- Single-Engine Piston
- Multi-Engine Piston
- Turboprop
- Jet
- Helicopter
- Other (balloon, sailplane, ultralight)

The operations per type of aircraft are determined by anticipated percentages of activity among these groups. These percentages were used to develop the preferred percentages of aircraft type as shown in Table 3.3.1-1 (page 14).

Table 3.3.1-1
Annual Operations Forecast
Rock Hill – York County Airport

Year	Single-Engine	Multi-Engine	Turboprop	Jet	Helicopter	Total
Percentage	46.0%	11.0%	24.0%	16.0%	3.0%	100.0%
2015	16,560	3,960	8,640	5,760	1,080	36,000
2016	17,007	4,067	8,873	5,916	1,109	36,972
2021	19,188	4,588	10,011	6,674	1,251	41,712
2026	21,368	5,110	11,148	7,432	1,394	46,452
2035	25,293	6,048	13,196	8,797	1,650	54,984

Source: Talbert, Bright & Ellington, Inc., January 2015.

Table 3.3.1-1 also lists the forecast operations levels by aircraft type. It is anticipated that the percentage of jet operations will increase over time due to the addition of smaller corporate jet aircraft into the aviation system fleet mix. The operations forecast by aircraft type was based on FAA instrument flight rules (IFR) data for UZA as outlined in Table 3.3.1-2 and Appendix B (pages B-1 through B-36).

Table 3.3.1-2
Instrument Operations Percentages by Aircraft Type
Rock Hill – York County Airport

Year	Single-Engine	Multi-Engine	Turboprop	Jet	Helicopter	Total
2006	46.2%	12.4%	21.7%	19.7%	0.0%	100%
2007	46.1%	11.6%	27.0%	15.3%	0.0%	100%
2008	53.0%	9.7%	24.6%	12.6%	0.1%	100%
2009	53.6%	9.8%	25.6%	10.9%	0.1%	100%
2010	53.3%	11.9%	21.3%	13.4%	0.1%	100%
2011	52.5%	10.8%	22.5%	14.2%	0.0%	100%
2012	51.4%	9.4%	21.4%	17.8%	0.0%	100%
2013	51.3%	7.6%	22.8%	18.3%	0.0%	100%
2014	51.3%	8.1%	21.4%	19.1%	0.1%	100%
Average	50.97%	10.14%	23.14%	15.70%	0.04%	100.00%

Source: Federal Aviation Administration, "Traffic Flow Management System (TFMS) Repository, 2006-2014," provided by South Carolina Aeronautics Commission.

3.3.2 Local/Itinerant Operations Forecast

The forecast operations at the Rock Hill – York County Airport were also divided into local and itinerant operations categories, as well as general aviation and military classifications. Table 3.3.2-1 (page 15) lists the average percentages of operation by type at the Rock Hill – York County Airport. Table 3.3.2-2 (page 15) shows the breakdown of annual operations, by operation type, for the Airport throughout the 20-year planning period. The mix of forecast aircraft was projected using

historic airport-based aircraft patterns as reported by the Airport and overall general aviation utilization and user trends as published annually by the FAA. The percentage of operations by type was calculated from the Airport Master Record 5010 data, as well as the FAA TAF.

Table 3.3.2-1
Percentage of Operations by Type
Rock Hill – York County Airport

	Itinerant Operations			Local Operations		
	Air Taxi	GA	Military	GA	Military	Total
Average	1.1%	29.2%	0.2%	69.5%	0%	100%

Source: GRC & Associates, Inc., "FAA's Airport Master Record Forms (5010-1 and 5010-2), 2014," <http://www.gcr1.com/>, accessed January 14, 2015.
Federal Aviation Administration, "FAA APO Terminal Area Forecast Detail Report," <http://aspm.faa.gov/>, January 14, 2015.
Talbert, Bright & Ellington, Inc., January 2015.

Table 3.3.2-2
Annual Operations by Type
Rock Hill – York County Airport

	Itinerant Operations			Local Operations		
Year	Air Taxi	General Aviation	Military	General Aviation	Military	Total
2015	400	10,500	85	25,015	0	36,000
2016	410	10,785	89	25,692	0	36,972
2021	463	12,167	100	28,986	0	41,712
2026	516	13,550	111	32,279	0	46,452
2035	610	16,039	132	38,208	0	54,984

Aircraft Operation (Defined) – An aircraft operation is one takeoff and/or landing of an aircraft (i.e., a touch and go consists of 2 operations). Aircraft operations are identified as local and itinerant. Local operations consist of those within a 25-mile radius of the Airport vicinity. Itinerant operations include flights having a terminus of flight from another airport at least 25 miles away.
Source: Talbert, Bright & Ellington, Inc., January 2015.

3.4 Critical Aircraft Forecast

Table 3.4-1 (page 16) provides information about the existing and ultimate critical aircraft for the Rock Hill – York County Airport. The critical aircraft is the largest airplane within a composite family of aircraft conducting at least 500 annual operations (combination of 250 takeoffs and landings) per year at the Airport. The critical aircraft is evaluated with respect to size, speed, and weight and is important for determining airport design, structural, and equipment needs for the airfield and terminal area facilities.

Table 3.4-1
Critical Aircraft Forecast
Rock Hill – York County Airport

Aircraft Type and RDC	Wing Span	Aircraft Length	Aircraft Height	Seating	Max. Gross Takeoff Weight	Takeoff (ISO)	Approach Speed
Dassault Falcon 2000EX (RDC B-II) (Current)	63.4	66.3'	23.2	Up to 17 pax + 2 pilots	41,500 lbs.	5,585'	129 KIAS
Cessna Citation X (RDC C-II) (Future)	63.9'	72.3	19.3	Up to 9 pax + 2 pilots	36,100 lbs.	5,140'	151 KIAS

Notes:
Takeoff weight indicates maximum takeoff and ramp weight, respectively.
ISO (International Standard Observation): 59°F @ 29.92"
Pax – passengers
KIAS – knots indicated air speed
Critical Aircraft (Defined) – The largest aircraft within a family of FAA Runway Design Code (RDC) that conducts at least 500 annual itinerant operations per year at the airport. The FAA establishes airport design criteria in accordance with the airport's RDC designation, which provides minimum safety standards with respect to the performance characteristics of the family of aircraft represented by the airport's critical aircraft.
Source: Talbert, Bright & Ellington, Inc., January 2015.

The existing critical aircraft is identified as a Category B-II business jet (Falcon 2000 EX). The critical aircraft in projected to increase from a B-II to a category C-II during the 20-year planning period. As more of these aircraft are added to the national fleet, C-II aircraft operations will likely increase at UZA. These aircraft have a higher approach speed and require additional airport design safety margins. Therefore, future airport facilities should be designed to accommodate this future increase in critical aircraft design category.

3.5 Forecast of Airport Peaking Characteristics

Tables 3.5-1 (page 16) and 3.5-2 (page 16) illustrate airport peaking criteria calculated from the forecast of annual operations to determine the future terminal area space requirements. These calculations are based upon industry-accepted standards for peak operations. Peak hour operations are projected to increase from 19 to 28 operations over the 20-year planning period.

Table 3.5-1
Airport Peaking Characteristics (2016-2035)
Rock Hill – York County Airport

Year	Total Annual Operations	Average Peak Month Operations	Average Peak Day Operations	Average Peak Hour Operations
2015	36,000	3,780	124	19
2016	36,972	3,882	128	19
2021	41,712	4,380	144	22
2026	46,452	4,877	160	24
2035	54,984	5,773	190	28

Peak Month = (Annual operations) x (10.5%).
Peak Average Day = (Peak Month Operations)/(30.4 Days).
Peak Hour = (Peak Day Operations) x (15%).
Source: Talbert, Bright & Ellington, Inc., January 2015.

Table 3.5-2
Annual Passenger Forecasts (2015-2035)
Rock Hill – York County Airport

	Aircraft Type					
	Single-Engine	Multi-Engine	Turboprop	Jet	Helicopter	Total
Percentage of Aircraft Operations	46.0%	11.0%	24.0%	16.0%	3.0%	100.0%
Estimate of Aircraft Passenger/Pilot Capacity	4	6	8	10	4	
70% Load Factor	3	4	6	7	3	
2016						
Peak Hour Flights	9	2	5	3	1	19
Peak Hour Passengers	25	9	26	21	2	82
2021						
Peak Hour Flights	10	2	5	3	1	21
Peak Hour Passengers	27	10	28	24	2	91
2026						
Peak Hour Flights	11	3	6	4	1	23
Peak Hour Passengers	30	11	31	26	2	99
2035						
Peak Hour Flights	13	3	7	5	1	28
Peak Hour Passengers	37	13	38	32	2	122

Source: Talbert, Bright & Ellington, Inc., January 2015.

3.6 Instrument Operations Forecast

Instrument flight rule operations account for approaches that are made to the Rock Hill – York County Airport using one of the instrument approaches available. Approximately 13 percent of annual operations are categorized as instrument approaches based on the FAA historical IFR operations data for the Airport. This percentage is not anticipated to change dramatically over the 20-year planning period. This percentage was multiplied by the forecast total annual operations to determine the forecast instrument operations that can be expected at the Airport. The forecast annual instrument operations at the Airport are listed in Table 3.6-1

Table 3.6-1
Forecast Instrument Operations
Rock Hill – York County Airport

Year	Annual Instrument Operations
2016	4,806
2021	5,423
2026	6,039
2035	7,148

Source: Federal Aviation Administration, "Traffic Flow Management System (TFMS) Repository, 2006-2014," provided by South Carolina Aeronautics Commission.
Talbert, Bright & Ellington, Inc., January 2015.

3.7 Summary

The forecasts of aviation activity developed as part of this ALP Update indicate a consistent growth in activity over the next 20 years. The increase in aviation activity at the Rock Hill – York County Airport is due to the addition of new/upgraded facilities at the Airport. These facilities include continued support of the Airport by the FAA, South Carolina Aeronautics Commission (SCAC), airport management, and local officials

Table 3.7-1 (page 19) provides a summary of the forecasts for the Rock Hill – York County Airport throughout the 20-year Airport Layout Plan Update planning period.

Table 3.7-1
Aviation Forecast Summary
Rock Hill – York County Airport

	2015 (Existing)		2016		2021		2026		2035	
	Forecast	TAF	Forecast	TAF	Forecast	TAF	Forecast	TAF	Forecast	TAF
BASED AIRCRAFT										
Single-Engine Piston	133		137		153		170		200	
Multi-Engine Piston	12		12		13		14		15	
Turboprop	0		0		2		3		5	
Jets	5		5		5		6		7	
Helicopters	2		2		3		3		5	
Total Based Aircraft	152	133	156	133	176	133	196	133	232	133
AIRCRAFT OPERATIONS										
GA Local	25,015	25,015	25,692	25,015	28,986	25,015	32,279	25,015	38,208	25,015
GA Itinerant	10,500	10,500	10,785	10,500	12,167	10,500	13,550	10,500	16,039	10,500
Air Taxi	400	400	410	400	463	400	516	400	610	400
Military	85	85	89	85	100	85	111	85	132	85
Total Operations	36,000	36,000	36,972	36,000	41,712	36,000	46,452	36,000	54,984	36,000
Operations per Based Aircraft	237	237	237	237	237	237	237	237	237	237

Source: Federal Aviation Administration, "FAA APO Terminal Area Forecast Detail Report," <http://aspm.faa.gov/>, accessed January 14, 2015.
Talbert, Bright & Ellington, Inc., January 2015.

FACILITY REQUIREMENTS

The purpose of the demand/capacity analysis is to determine the Airport's capacity and its ability to support the aviation demand forecasted. Facility requirements identify development, replacement, or modification of airport facilities to accommodate the existing and 20-year forecasted demand.

Methodology used to determine facility requirements begins with an examination of the Airport's major components:

- Airfield
- Airspace
- Buildings
- Landside/surface access

It is important to note that each of these system components should be balanced, in order to achieve system optimization. Any deficiencies in airport facilities that encompass these four elements will be identified based on standards presented in FAA's *Advisory Circular 150/5300-13A Airport Design, Change 1*[2] and *Advisory Circular 150/5060-5 Airport Capacity and Delay*.[3] Recommended improvements to facilities will be noted.

4.1 Airport Capacity

Airport capacity was calculated using the airport capacity and aircraft delay calculations from Chapter 2 of FAA *Advisory Circular 150/5060-5 Airport Capacity and Delay*. This chapter contains calculations for determining hourly airport capacity, annual service volume (ASV), and aircraft delay for long-range airport planning. To utilize this methodology, the airport operational characteristics must in essence meet the following assumptions (Table 4.1-1, page 21):

- **Runway-Use Configuration** – must approximate depicted configurations
- **Percent Arrivals** – arrivals equal departures
- **Percent Touch-and-Go's** – 0-50 for Rock Hill – York County Airport Mix Index
- **Taxiways** – full-length parallel taxiway, ample runway entrance/exit taxiways, and no taxiway problems

[2]Federal Aviation Administration, "Advisory Circular 150/5300-13A – Airport Design, Change 1," August 21, 2014, <http://www.faa.gov/>, accessed January 14, 2015.
[3]Federal Aviation Administration, "Advisory Circular 150/5060-5 Airport Capacity and Delay, Changes 1-2," December 1, 1995, <http://www.faa.gov/>, accessed January 14, 2015.

Table 4.1-1
Annual Service Volume Assumptions
Rock Hill – York County Airport

Mix Index % (C+3D)	Percent Arrivals	Percent Touch-and-Go's	Demand Ratios	
			Annual Demand/ Average Daily Demand*	Average Daily Demand/ Average Peak Hour Demand*
0-20	50	0-50	290	9

*In the peak month.
Note: C = aircraft 12,500 lbs. to 300,000 lbs. maximum certified takeoff weight
D = aircraft over 300,000 lbs. maximum certified takeoff weight
ASV assumptions: assumptions of Table 2-1 – Assumptions incorporated in Figure 2-1 (page 5) and Figure 2-1 – Capacity and ASV for long-range planning (page 7) of FAA *Advisory Circular 150/5060-5 Airport Capacity and Delay.*
Source: Federal Aviation Administration, "Advisory Circular 150/5060-5 Airport Capacity and Delay, Changes 1-2," December 1, 1995, <http://www.faa.gov/>, accessed January 14, 2015.

- **Airspace Limitations** – no airspace limitations that would adversely impact flight operations. Missed approach protection is assured for all converging operations in IFR weather
- **Runway Instrumentation** – the Airport has an instrument landing system (ILS)
- **Weather** – IFR weather conditions occur roughly 10 percent of the time
- **Runway Use Configuration** – roughly 80 percent of the time the Airport is operated and the runway use configuration, which produces the greatest hourly capacity

Given the assumptions above and a determination that the Rock Hill – York County Airport meets or exceeds the assumption parameters, the following capacity and service volume limits are generated (Table 4.1-2, page 22).

Table 4.1-2
Capacity and Service Volume
Rock Hill – York County Airport

Diagram Number 1 (page 8) Chapter 2 FAA *Advisory Circular 150/5060-5 Airport Capacity and Delay*	Hourly Capacity Operations/Hour		Annual Service Volume Operations/Year
	VFR	IFR	
	98	59	230,000

0 to 20	98	59	230,000
21 to 50	74	57	195,000
51 to 80	63	56	205,000
81 to 120	55	53	210,000
121 to 130	51	50	240,000

Source: Federal Aviation Administration, "Advisory Circular 150/5060-5 Airport Capacity and Delay, Changes 1-2," December 1, 1995, <http://www.faa.gov/>, accessed January 14, 2015.

Based on the projected 2035 annual operational level of 54,984 operations, it is clear that Rock Hill – York County Airport is not projected to reach its capacity or service volume limits within the 20-year long-range planning time frame.

4.2 Runway 02/20

4.2.1 Runway Design Code

The runway design code (RDC) is a measure of the approach speed, tail height, and wingspan of the most critical aircraft that operates at an airport. The critical aircraft is therefore used to determine the required airport approach and layout dimensions. The aircraft approach categories are listed in Table 4.2.1-1, while the aircraft design groups are listed in Table 4.2.1-2 (page 23).

Table 4.2.1-1
Aircraft Approach Category
Rock Hill – York County Airport

Approach Category	Aircraft Approach Speed
Category A	Less than 91 knots
Category B	91 knots or more but less than 121 knots
Category C	121 knots or more but less than 141 knots
Category D	141 knots or more but less than 166 knots
Category E	More than 166 knots

Source: Federal Aviation Administration, "Advisory Circular 150/5300-13A – Airport Design, Change 1," August 21, 2014, <http://www.faa.gov/>, accessed January 14, 2015.

Table 4.2.1-2
Aircraft Design Group
Rock Hill – York County Airport

Design Group	Tail Height	Aircraft Wingspan
Group I	Up to but not including 20'	Up to but not including 49'
Group II	20' up to but not including 30'	49' up to but not including 79'
Group III	30' up to but not including 45'	79' up to but not including 118'
Group IV	45' up to but not including 60'	118' up to but not including 171'
Group V	60' up to but not including 66'	171' up to but not including 214'
Group VI	66" up to but not including 80'	214" up to but not including 262'

Source: Federal Aviation Administration, "Advisory Circular 150/5300-13A – Airport Design, Change 1," August 21, 2014, <http://www.faa.gov/>, accessed January 14, 2015.

The current RDC for the Rock Hill – York County Airport is B-II for Runway 02/20. The proposed RDC for Runway 02/20 is C-II.

4.2.2 Critical Aircraft

The Airport must be designed to standards that will accommodate the most demanding airplane (critical aircraft) that is currently using or is projected to use the facility on a regular basis (defined as 500 operations per year or more). The weight, wingspan, and performance characteristics of these aircraft, in conjunction with site-specific conditions, determine the Airport's geometry in terms of runway/taxiway configurations, lengths, and separations. Table 3.4-1 (page 16) describes the existing (Dassault Falcon 2000EX) and future (Cessna Citation X) critical aircraft of Rock Hill – York County Airport.

4.2.3 Runway Length Evaluation

The current Rock Hill – York County Airport runway (Runway 02/20) is 5,500 feet by 100 feet. A review of runway requirements, as defined by FAA *Advisory Circular 150/5325-4, A Runway Length Requirements for Airport Design*,[4] indicates the following guidelines:

- Consider a specific aircraft or family of aircraft having similar performance characteristics
- Forecast should be based on aircraft needing the runway on a regular basis (500 operations a year)
- Adjustments to minimum frequency can be made under very unusual circumstances

When planning for aircraft up to and including 60,000 pounds maximum gross weight, the runway length should be designed for a family of airplanes.

[4]Federal Aviation Administration, "Advisory Circular 150/5325-4B – Runway Length Requirements for Airport Design," July 1, 2005, <http://www.faa.gov/>, accessed January 14, 2015.

Various factors govern the suitability of available runway lengths, most notably airport elevation above mean sea level, temperature, wind velocity, airplane operating weights, takeoff and landing flap settings, runway surface condition (dry or wet), effective runway gradient, presence of obstructions in the vicinity of the airport, and, if any, locally imposed noise abatement restrictions or other prohibitions. It is the goal, considering the above factors, to construct an available runway length suitable for the existing and forecasted critical design aircraft. The critical design aircraft are required to have a substantial use of a selected runway. This substantial use is defined as at least 500 or more of annual itinerant operations for an individual airplane or a family grouping of airplanes.

4.2.3.1 Procedure to Determine Runway Length

The determination of the appropriate runway length for UZA utilizes Chapter 3 of FAA *Advisory Circular 150/5325-4B – Runway Length Requirements for Airport Design*; i.e., "Runway Lengths For Airplanes Within A Maximum Certificated Takeoff Weight Of More Than 12,500 Pounds (5,670 kilograms [KG]) Up To And Including 60,000 Pounds (27,200 KG)," as outlined in Table 4.2.3.1-1.

Table 4.2.3.1-1
Methodology for Determining Runway Length
Rock Hill – York County Airport

Airplane Weight Category Maximum Certificated Takeoff Weight (MTOW)			Design Approach	Reference
12,500 pounds or less	Approach speeds less than 30 knots		Family grouping of small airplanes	Chapter 2, Paragraph 203
	Approach speeds of at least 30 knots but less than 50 knots		Family grouping of small airplanes	Chapter 2, Paragraph 204
	Approach speeds of 50 knots or more	With less than 10 Passengers	Family grouping of small airplanes	Chapter 2, Paragraph 205 Figure 2-1
		With 10 or more Passengers	Family grouping of small airplanes	Chapter 2, Paragraph 205 Figure 2-2
Over 12,500 pounds but less than 60,000 pounds			Family grouping of large airplanes	Chapter 3, Figures 3-1 or 03/2[1] and Tables 3-1 or 3-2
60,000 pounds or more or Regional Jets[2]			Individual large airplane	Chapter 4, Airplane Manufacturer Web sites (Appendix 1)

Notes:
[1]When the design airplane's Airport Planning Manual (APM) shows a longer runway length than what is shown in Figure 3-2, use the airplane manufacturer's APM. However, users of an APM are to adhere to the design guidelines found in Chapter 4.
[2]All regional jets regardless of their maximum takeoff weight (MTOW) are assigned to the 60,000 pounds (27,200 kg) or more weight category.
Source: Federal Aviation Administration, "Advisory Circular 150/5325-4B – Runway Length Requirements for Airport Design," July 1, 2005. Table 1-1. Airplane Weight Categorization for Runway Length Requirements, page 3.

The recommended runway length for this weight category of aircraft is based on performance curves developed from FAA-approved aircraft flight manuals. To determine which of the performance curves to apply, Tables 4.2.3.1-2 and 4.2.3.1-3 (page 26) outline the critical aircraft identified, as well as the mix of aircraft shown by IFR operations for January 2000 through December 2014 at UZA, Table 4.2.3.1-4 (page 27). In addition, jet traffic at UZA based on the haul lengths, between 2009 and 2014, is outlined in Table 4.2.3.1-5 (page 29)

Table 4.2.3.1-2
Airplanes that Make Up 75 Percent of the Fleet
Rock Hill – York County Airport

Manufacturer	Model	Manufacturer	Model
Aerospatiale	Sn-601 Corvette	Dassault	Falcon 10
Bae	125-700	Dassault	Falcon 20
Beechjet	400A	Dassault	Falcon 50/50 EX
Beechjet	Premier I	Dassault	Falcon 900/900B
Beechjet	2000 Starship	Aircraft Industries (IAI)	Jet Commander 1121
Bombardier	Challenger 300	IAI	Westwind 1123/1124
Cessna	500 Citation/501Citation Sp	Learjet	20 Series
Cessna	Citation I/II/III	Learjet	31/31A/31A ER
Cessna	525A Citation II (CJ-2)	Learjet	35/35A/36/36A
Cessna	550 Citation Bravo	Learjet	40/45
Cessna	550 Citation II	Mitsubishi	Mu-300 Diamond
Cessna	551 Citation II/Special	Raytheon	390 Premier
Cessna	552 Citation	Raytheon Hawker	400/400 XP
Cessna	560 Citation Encore	Raytheon Hawker	600
Cessna	560/560 XL Citation Excel	Sabreliner	40/60
Cessna	560 Citation V Ultra	Sabreliner	75A
Cessna	650 Citation VII	Sabreliner	80
Cessna	680 Citation Sovereign	Sabreliner	T-39

Note: Aircraft that operate at UZA.
Source: Federal Aviation Administration, "Advisory Circular 150/5325-4B – Runway Length Requirements for Airport Design," July 1, 2005. Table 3-1. Airplanes that Make Up 75 Percent of the Fleet, page 14.
Federal Aviation Administration, "Traffic Flow Management System (TFMS) Repository, 2000-2014," provided by South Carolina Aeronautics Commission.

Table 4.2.2.1-3
Remaining 25 Percent of Airplanes that Make Up 100 Percent of the Fleet
Rock Hill – York County Airport

Manufacturer	Model
Bae	Corporate 800/1000
Bombardier	600 Challenger
Bombardier	601/601-3A/3ER Challenger
Bombardier	604 Challenger
Bombardier	BD-100 Continental
Cessna	S550 Citation S/II
Cessna	650 Citation III/IV
Cessna	750 Citation X
Dassault	Falcon 900C/900EX
Dassault	Falcon 2000/2000EX
Aircraft Industries(IAI)	Astra 1125
IAI	Galaxy 1126
Learjet	45 XR
Learjet	55/55B/55C
Learjet	60
Raytheon/Hawker	Horizon
Raytheon/Hawker	800/800 XP
Raytheon/Hawker	1000
Sabreliner	65/75

Note: Aircraft that operate at UZA.
Airplanes in Tables 4.2.2.1-2 and 4.2.2.1-3 combine to comprise 100% of the fleet.
Source: Federal Aviation Administration, "Advisory Circular 150/5325-4B – Runway Length Requirements for Airport Design," July 1, 2005. Table 3-2. Remaining 25 Percent of Airplanes that Make Up 100 Percent of the Fleet, page 15.
Federal Aviation Administration, "Traffic Flow Management System (TFMS) Repository, 2000-2014," provided by South Carolina Aeronautics Commission.

Table 4.2.3.1-4
Family of Aircraft
Rock Hill – York County Airport

Aircraft	RDC	Instrument Flight Rules Operations														
		2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Airplanes that Make Up 75 Percent of the Fleet																
BE40 – Raytheon/Beech Beechjet 400/T-1	B-I	76	59	83	60	40	8	54	58	31	16	53	59	46	30	75
PR1 – Raytheon Premier 1/390 Premier 1	B-I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PRM1 – Raytheon Premier 1/390 Premier 1	B-I	0	0	0	0	2	4	2	8	14	4	2	2	0	8	4
CL30 – Bombardier (Canadair) Challenger 300	B-II	0	0	0	0	4	12	16	20	14	8	22	10	14	33	54
C500 – Cessna 500/Citation I	B-I	4	2	16	19	0	7	0	2	7	2	4	6	8	0	0
C501 – Cessna I/SP	B-I	8	2	2	12	8	6	12	4	4	0	0	2	8	0	4
C550 – Cessna Citation II/Bravo	B-II	119	18	41	43	60	224	293	118	34	21	51	37	46	13	25
C560 – Cessna Citation V/Ultra/Encore	B-II	142	116	84	239	273	236	199	161	169	44	79	92	120	83	50
C25A – Cessna Citation CJ2	B-II	0	0	0	4	59	50	37	48	36	6	16	4	82	97	97
C551 – Cessna Citation 2-SP	B-II	4	0	4	2	2	2	0	0	0	0	2	2	0	0	0
C56X – Cessna Excel/XLS	B-II	5	12	63	75	140	114	92	87	48	28	26	48	50	97	141
C650 – Cessna III/VI/VII	B-II	12	7	15	35	39	14	6	11	4	6	7	42	27	14	16
C680 – Cessna Citation Sovereign	B-II	0	0	0	0	0	1	4	14	5	45	66	29	23	26	49
FA10 – Dassault Falcon/Mystère 10	B-I	18	10	8	6	6	12	0	8	3	0	2	2	0	2	2
FA20 – Dassault Falcon/Mystère 20	B-II	6	17	8	6	14	10	107	14	25	1	2	0	6	0	14
FA50 – Dassault Falcon/Mystère 50	B-II	0	2	10	19	19	16	17	13	8	6	0	16	8	15	3
FA90 Dassault Falcon 900	B-II	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WW24 – IAI 1124 Westwind	C-I	50	29	50	29	34	39	34	33	10	23	2	18	12	14	0
LJ24 – Bombardier Learjet 24	C-I	0	5	6	2	4	2	0	0	2	0	0	0	0	0	0
LJ25 – Bombardier Learjet 25	C-I	17	11	8	0	10	5	2	5	6	2	5	2	2	0	0
LR25 – Bombardier Learjet 25	C-I	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0
LJ31 – Bombardier Learjet 31/A/B	C-I	18	19	49	42	32	28	54	43	68	28	16	24	8	14	14
C21 – Bombardier (Learjet) 35A	D-I	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
LJ35 – Bombardier Learjet 35/36	D-I	10	6	14	7	14	43	9	16	11	5	16	0	21	15	13
LR35 – Learjet 35	D-I	4	1	0	0	0	2	1	0	0	1	0	0	0	0	0
LJ40 – Learjet 40; Gates Learjet	C-I	0	0	0	0	0	0	0	8	3	2	6	0	13	4	6
LJ45 – Bombardier Learjet 45	C-I	0	2	6	6	10	10	10	0	0	7	6	12	8	12	8
LR40 – Bombardier Learjet 40	C-I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LR45 – Learjet 45	C-I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table 4.2.3.1-4
Family of Aircraft
Rock Hill – York County Airport

Aircraft	RDC	Instrument Flight Rules Operations														
		2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
MU30 – Mitsubishi MU300/Diamond I	B-I	2	6	6	4	8	0	10	2	6	0	2	12	6	0	0
T1 – Hawker Beechcraft Beechjet 400A	B-I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H25A – BAe HS 125-1/2/3/400/600	B-I / C-I(Hawker 600)	1	4	20	11	4	2	0	0	7	2	0	0	0	0	2
SBR1 – North American Rockwell Sabre 40/60	B-I	12	0	0	2	0	0	0	0	0	0	2	0	2	2	0
SBR2 – North American Rockwell Sabre 75	C-I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL		509	328	493	623	782	847	959	675	516	257	387	419	510	479	577
Remaining 25 Percent of Airplanes that Make Up 100 Percent of the Fleet																
CL60 – Bombardier Challenger 600/601/604	C-II	0	1	4	0	6	8	8	17	16	6	25	19	12	17	30
C750 – Cessna Citation X	C-II	0	4	8	22	18	10	55	12	6	8	4	6	16	8	6
F900 – Dassault Falcon 900	B-II	0	4	0	0	6	0	4	0	1	0	2	2	2	1	0
F260 – Dassault Falcon 2000EX	B-II	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
F2TH – Dassault Falcon 2000	B-II	2	0	4	0	0	14	20	5	6	0	6	4	74	86	93
ASTR – IAI Astra 1125	C-I	0	0	2	5	49	110	48	26	9	25	10	6	4	4	2
GALX – IAI 1126 Galaxy/Gulfstream G200	C-I	0	0	0	3	20	17	32	88	42	62	92	34	10	2	2
LJ55 – Bombardier Learjet 55	C-I	0	2	5	2	2	0	2	1	2	2	2	2	0	0	0
LJ60 – Bombardier Learjet 60	C-I	0	2	0	4	19	2	2	0	2	2	8	7	12	10	10
LR55 – LearJet 55	C-I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H25B – BAe HS 125/700-800/Hawker 800	B-II	26	38	15	29	74	134	13	5	11	18	28	17	36	54	16
H25C – BAe/Raytheon HS 125-1000/Hawker 1000	C-II	0	4	4	0	2	0	3	0	0	2	2	0	0	0	0
SUBTOTAL		28	55	42	65	196	295	187	154	96	125	179	97	166	182	159
TOTAL		537	383	535	688	978	1,142	1,146	829	612	382	566	516	676	661	736

Source: Federal Aviation Administration, "Traffic Flow Management System (TFMS) Repository, 2000-2014," provided by South Carolina Aeronautics Commission (revised March 2016).

Table 4.2.3.1-5
Jet Aircraft Haul Lengths
Rock Hill – York County Airport

Airport ID	Airport	Distance (NM)	Year					
			2009	2010	2011	2012	2013	2014
CLT	Charlotte/Douglas International Airport (NC)	14.6	82	70	45	69	49	15
JQF	Concord Regional Airport (NC)	29.4	72	52	30	36	30	11
SPA	Spartanburg Downtown Memorial Airport (SC)	44.4	24	34	17	15	16	22
HKY	Hickory Regional Airport (NC)	48.0	12	19	9	10	8	12
MRN	Foothills Regional Airport (NC)	56.8	0	3	5	4	5	2
GSP	Greenville Spartanburg International Airport (SC)	57.4	55	49	13	30	20	30
CAE	Columbia Metropolitan Airport (SC)	63.0	147	128	89	70	60	76
GYH	Donaldson Field Airport (SC)	66.4	27	21	5	11	16	12
SMS	Sumter Airport (SC)	68.8	7	9	13	9	7	0
UKF	Wilkes County Airport (NC)	72.4	5	6	15	14	31	37
AVL	Asheville Regional Airport (NC)	77.6	116	51	43	36	45	57
AIK	Aiken Municipal Airport (SC)	86.1	24	10	14	18	35	11
GSO	Piedmont Triad International Airport (NC)	86.2	42	49	34	27	44	52
TTA	Raleigh Executive Jetport at Sanford-Lee County Airport (NC)	102.2	12	7	80	15	13	29
AGS	Augusta Regional Airport at Bush Field (GA)	107.0	7	10	19	13	16	11
TRI	Tri-Cities Regional Airport (TN)	110.9	20	11	12	9	22	8
RDU	Raleigh-Durham International Airport (NC)	123.1	159	147	160	133	139	109
GGE	Georgetown County Airport (SC)	132.5	28	32	33	27	39	76
8A3	Mountain Airpark (GA)	133.4	0	0	0	1	2	0
CHS	Charleston Air Force Base/International Airport (SC)	135.2	143	150	145	142	177	164
CRE	Grand Strand Airport (SC)	135.4	76	59	80	43	42	39
ROA	Roanoke-Blacksburg Regional Airport/Woodrum Field (VA)	149.7	4	10	11	14	15	5
TYS	Mc Ghee Tyson Airport (TN)	151.9	84	69	75	27	21	36
TBR	Statesboro-Bulloch County Airport (GA)	154.1	1	3	2	1	5	2
LZU	Gwinnett County Airport-Briscoe Field (GA)	155.9	64	27	23	29	18	35
CVC	Covington Municipal Airport (GA)	160.4	0	0	0	0	2	5
SUT	Cape Fear Regional Jetport/Howie Franklin Field Airport (NC)	160.7	20	41	22	46	44	19
ILM	Wilmington International Airport (NC)	161.5	152	151	125	124	145	118
LYH	Lynchburg Regional Airport/Preston Glenn Field (VA)	166.6	33	19	10	25	6	4
HXD	Hilton Head Island Airport (SC)	166.8	65	65	60	69	55	40
SAV	Savannah/Hilton Head International Airport (GA)	171.8	40	63	77	73	90	64
MMI	McMinn County Airport (TN)	173.6	0	0	2	1	4	6
PDK	Dekalb-Peachtree Airport (GA)	173.9	115	101	93	87	112	87
DBN	W H 'Bud' Barron Airport (GA)	174.3	0	0	1	3	1	1
PGV	Pitt-Greenville Airport (NC)	184.0	7	16	13	11	13	41
RYY	Cobb County International Airport-McCollum Field (GA)	184.5	54	67	60	37	26	42
FTY	Fulton County Airport-Brown Field (GA)	186.2	17	38	38	15	26	24
MCN	Middle GA Regional Airport (GA)	188.8	50	17	30	32	33	16
PUJ	Paulding Northwest Atlanta Airport (GA)	202.7	0	1	1	0	4	0

Table 4.2.3.1-5
Jet Aircraft Haul Lengths
Rock Hill – York County Airport

Airport ID	Airport	Distance (NM)	Year					
			2009	2010	2011	2012	2013	2014
CHA	Lovell Field Airport (TN)	203.8	47	51	36	63	39	32
RMG	Richard B. Russell Regional Airport - J.H. Towers Field (GA)	206.0	24	9	13	11	8	13
HTS	Tri-State Airport/Milton J. Ferguson Field (WV)	215.3	2	1	2	5	8	8
MRH	Michael J Smith Field Airport (NC)	217.0	22	20	31	7	8	8
FKN	Franklin Municipal-John Beverly Rose Airport (VA)	226.7	0	1	1	0	1	2
RIC	Richmond International Airport (VA)	235.6	10	21	21	7	7	13
ABY	Southwest GA Regional Airport (GA)	260.1	2	3	3	0	4	0
CKB	North Central WV Airport (WV)	261.6	1	2	3	1	1	1
ORF	Norfolk International Airport (VA)	262.1	17	9	10	9	21	14
M54	Lebanon Municipal Airport (TN)	266.5	5	7	5	3	7	6
JAX	Jacksonville International Airport (FL)	271.5	5	6	5	8	4	6
EUF	Weedon Field Airport (AL)	273.3	5	1	3	2	3	0
BRY	Samuels Field Airport (KY)	273.4	0	0	0	4	8	5
MQY	Smyrna Airport (TN)	273.8	13	15	6	10	13	8
CRG	Jacksonville Executive Airport at Craig (FL)	280.0	24	23	30	30	26	23
HEF	Manassas Regional Airport/Harry P. Davis Field (DC)	281.2	13	14	19	16	12	24
BNA	Nashville International Airport (TN)	282.7	12	18	13	14	14	14
LUG	Ellington Airport (TN)	283.3	0	0	0	0	2	2
BHM	Birmingham-Shuttlesworth International Airport (AL)	295.0	28	32	31	34	27	33
JYO	Leesburg Executive Airport (VA)	297.1	6	7	7	8	6	9
CVG	Cincinnati/Northern KY International Airport (KY)	298.8	1	0	2	0	4	0
SGJ	Northeast FL Regional Airport (FL)	302.1	17	37	24	18	11	19
JVY	Clark Regional Airport (IN)	302.9	1	0	0	2	7	3
EKY	Bessemer Airport (AL)	308.2	5	20	24	25	28	33
AFJ	Washington County Airport (PA)	311.1	0	2	6	0	2	1
MGM	Montgomery Regional Airport (Dannelly Field) (AL)	311.5	9	16	10	3	9	6
CMH	Port Columbus International Airport (OH)	313.0	6	6	2	2	23	22
SGH	Springfield-Beckley Municipal Airport (OH)	319.9	0	1	2	2	2	0
OSU	OH State University Airport (OH)	320.2	9	11	6	2	7	29
GNV	Gainesville Regional Airport (FL)	323.8	7	13	6	9	3	3
BWI	Baltimore/Washington International Thurgood Marshall Airport (MD)	327.4	3	4	7	11	6	12
4I3	Knox County Airport (OH)	328.0	1	2	0	0	2	0
ESN	Easton/Newnam Field Airport (MD)	331.1	0	7	0	5	4	1
PIT	Pittsburgh International Airport (PA)	332.5	5	8	6	0	1	3
DMW	Carroll County Regional Airport/Jack B Poage Field (MD)	337.9	39	77	67	45	40	68
OWB	Owensboro-Daviess County Airport (KY)	338.1	0	1	0	2	3	2
TCL	Tuscaloosa Regional Airport (AL)	342.4	0	6	0	9	5	28
AOO	Altoona-Blair County Airport (PA)	344.0	1	0	0	0	2	0
BAK	Columbus Municipal Airport (IN)	345.4	9	4	4	5	4	5

Table 4.2.3.1-5
Jet Aircraft Haul Lengths
Rock Hill – York County Airport

Airport ID	Airport	Distance (NM)	Year					
			2009	2010	2011	2012	2013	2014
GED	DE Coastal Airport (DE)	352.2	9	0	0	1	3	1
CAK	Akron-Canton Regional Airport (OH)	356.1	5	8	4	5	6	5
MQJ	Indianapolis Regional Airport (IN)	371.5	0	0	4	3	2	2
MDT	Harrisburg International Airport (PA)	373.0	1	5	1	2	5	7
IND	Indianapolis International Airport (IN)	377.9	1	2	2	0	3	2
LNS	Lancaster Airport (PA)	382.3	2	2	3	0	3	6
MKL	McKellar-Sipes Regional Airport (TN)	386.5	4	8	18	12	9	10
ORL	Executive Airport (FL)	386.8	8	5	12	30	15	14
MQS	Chester County G O Carlson Airport (PA)	388.1	1	4	3	1	3	3
PHL	Philadelphia International Airport (PA)	403.2	2	0	4	6	2	3
HZY	Northeast OH Regional Airport (OH)	407.8	0	0	0	1	1	0
FWA	Fort Wayne International Airport (IN)	409.1	3	13	2	10	3	7
ACY	Atlantic City International Airport (NJ)	409.4	1	0	0	1	1	4
PNE	Northeast Philadelphia Airport (PA)	419.5	8	6	32	29	12	14
LAL	Lakeland Linder Regional Airport (FL)	422.8	5	4	8	19	10	13
TPA	Tampa International Airport (FL)	427.4	2	6	16	9	14	11
PIE	St Pete-Clearwater International Airport (FL)	432.8	13	10	6	7	7	7
TTN	Trenton Mercer Airport (NJ)	434.2	5	3	3	2	2	1
VRB	Vero Beach Municipal Airport (FL)	441.2	18	23	8	15	13	19
YIP	Willow Run Airport (MI)	450.3	0	0	0	1	2	0
LUL	Hesler-Noble Field Airport (MS)	452.6	0	9	3	5	3	0
BLM	Monmouth Executive Airport (NJ)	453.5	1	2	1	0	2	1
DET	Coleman A Young Municipal Airport (MI)	454.5	1	0	2	0	2	2
AKR	Ark-Mo Airport (AR)	457.7	1	0	0	8	13	9
SRQ	Sarasota/Bradenton International Airport (FL)	462.0	8	5	0	11	4	11
MMU	Morristown Municipal Airport (NJ)	469.3	3	8	6	8	12	16
PTK	Oakland County International Airport (MI)	473.7	6	3	7	6	8	12
TEB	Teterboro Airport (NJ)	482.8	8	19	11	15	21	22
LGA	LaGuardia Airport (NY)	485.9	0	0	0	0	2	0
CPS	St Louis Downtown Airport (IL)	486.9	3	12	6	2	4	0
GPT	Gulfport-Biloxi International Airport (MS)	488.8	0	1	0	4	4	6
PBI	Palm Beach International Airport (FL)	500.7	6	11	21	8	6	6
RSW	Southwest FL International Airport (FL)	508.4	0	4	5	9	3	6
SUS	Spirit of St Louis Airport (MO)	510.5	1	3	1	11	2	7
ROC	Greater Rochester International Airport (NY)	512.6	1	0	1	0	1	0
BDR	Igor I Sikorsky Memorial Airport (CT)	526.4	0	0	0	0	2	4
FOK	Francis S Gabreski Airport (NY)	531.0	0	1	2	4	2	2
APF	Naples Municipal Airport (FL)	531.4	8	6	23	29	34	25
PWK	Chicago Executive Airport (IL)	534.4	9	16	13	7	6	22

Table 4.2.3.1-5
Jet Aircraft Haul Lengths
Rock Hill – York County Airport

Airport ID	Airport	Distance (NM)	Year					
			2009	2010	2011	2012	2013	2014
DPA	DuPage Airport (IL)	534.9	2	4	4	4	2	3
FLL	Fort Lauderdale/Hollywood International Airport (FL)	537.0	5	12	5	5	7	2
HVN	Tweed-New Haven Airport (CT)	538.5	1	0	0	0	1	1
OPF	Opa-Locka Executive Airport (FL)	546.3	3	13	5	4	6	3
MYAM	Marsh Harbour International Airport (Bahamas)	548.2	0	1	1	1	1	2
3M9	Warren Municipal Airport (AR)	553.2	0	0	0	0	2	0
MSY	Louis Armstrong New Orleans International Airport (LA)	553.4	4	0	1	2	1	1
TMB	Miami Executive Airport (FL)	561.3	1	7	6	5	8	1
GON	Groton-New London Airport (CT)	570.0	0	0	0	0	2	0
UES	Waukesha County Airport (WI)	587.3	0	4	9	3	5	4
CEF	Westover Air Reserve Base/Metropolitan Airport (MA)	588.2	0	0	0	2	2	0
RUE	Russellville Regional Airport (AR)	590.5	1	0	0	0	2	0
H35	Clarksville Municipal Airport (AR)	606.6	0	0	2	0	1	0
PTN	Harry P Williams Memorial Airport (LA)	609.3	2	0	0	0	1	0
SBM	Sheboygan County Memorial Airport (WI)	613.4	4	0	0	0	1	0
MSN	Dane County Regional Airport-Truax Field (WI)	622.3	1	0	1	4	4	0
HFJ	Monett Regional Airport (MO)	639.2	14	23	24	30	33	49
BED	Laurence G Hanscom Field Airport (MA)	639.9	2	4	1	0	4	2
ACK	Nantucket Memorial Airport (MA)	640.1	0	1	0	5	1	3
ROG	Rogers Executive Airport - Carter Field (AR)	640.9	1	3	1	0	4	1
SUA	Witham Field Airport (FL)	645.0	5	3	9	5	4	3
ASH	Boire Field Airport (NH)	645.2	0	4	5	1	13	1
BOS	General Edward Lawrence Logan International Airport (MA)	645.2	4	1	1	0	3	3
TXK	Texarkana Regional Airport-Webb Field (AR)	647.8	0	0	0	0	1	0
ATW	Appleton International Airport (WI)	653.8	0	1	0	0	5	0
CON	Concord Municipal Airport (NH)	663.1	0	0	0	0	1	0
MKC	Charles B Wheeler Downtown Airport (MO)	693.1	3	0	2	0	6	0
BPT	Jack Brooks Regional Airport (TX)	721.7	0	0	0	0	1	0
IAH	George Bush Intercontinental/Houston Airport (TX)	781.8	0	0	0	0	2	1
AAO	Colonel James Jabara Airport (KS)	797.2	1	0	0	0	3	0
OKC	Will Rogers World Airport (OK)	810.6	0	0	0	1	1	0
MKT	Mankato Regional Airport (MN)	810.9	0	0	0	0	2	0
STP	St. Paul Downtown Airport / Holman Field (MN)	811.2	0	1	1	1	2	0
MSP	Minneapolis-St Paul International/Wold-Chamberlain Airport (MN)	814.1	0	1	0	0	1	0
FCM	Flying Cloud Airport (MN)	819.3	8	12	16	11	10	13
LRD	Laredo International Airport (TX)	1,042.0	0	0	0	0	1	1
SNY	Sidney Municipal Airport/Lloyd W. Carr Field (NE)	1,095.5	0	0	0	0	2	0
APA	Centennial Airport (CO)	1,164.9	0	1	0	0	1	4
ASE	Aspen-Pitkin County Airport/Sardy Field (CO)	1,256.4	2	1	1	3	3	1

Table 4.2.3.1-5
Jet Aircraft Haul Lengths
Rock Hill – York County Airport

Airport ID	Airport	Distance (NM)	Year					
			2009	2010	2011	2012	2013	2014
EGE	Eagle County Regional Airport (CO)	1,260.4	0	0	0	8	14	15
TJSJ	Luis Munoz Marin International Airport (Puerto Rico)	1,276.0	0	0	0	0	1	0
RIL	Garfield County Regional Airport (CO)	1,297.4	0	0	0	1	2	3
SDL	Scottsdale Airport (AZ)	1,525.3	0	0	0	0	4	0
	Total IFR Operations		2,321	2,356	2,232	2,075	2,236	2,171
	Operations under 500 NM		2,178	2,133	2,024	1,834	1,917	1,883
	Operations over 500 NM		143	223	208	241	319	288

NM – Nautical mile
Source: Federal Aviation Administration, "Traffic Flow Management System (TFMS) Repository, 2009-2014," provided by South Carolina Aeronautics Commission (revised March 2016).

Based on Tables 4.2.3.1-2 (page 25) and 4.2.3.1-3 (page 26) and cross inspection of FAA-provided IFR operations, the following operations of the family of aircraft (Table 4.2.3.1-4, pages 27 and 28) occur at UZA.

FAA *Advisory Circular 150/5325-4B – Runway Length Requirements for Airport Design*[5] states:

> *If a relatively few airplanes under evaluation are listed in table 3-2, then figure 3-2 should be used to determine the runway length.*

Therefore Figure 3-2 – 100 Percent of Fleet at 60 or 90 Percent Useful Load of FAA *Advisory Circular 150/5325-4B – Runway Length Requirements for Airport Design*[6] was used to determine the necessary runway length at UZA.

4.2.3.2 Runway Length Determination

As shown in Table 4.2.3.1-4 (pages 27 and 28), the IFR operations of aircraft at the Rock Hill – York County Airport were used to justify the determination of appropriate runway length. In Figure 4.2.3.2-1 (page 30) two options are provided; i.e., 100 percent of fleet at 60 percent useful load or 100 percent of fleet at 90 percent load. The 65 percent load graph has been selected based on the family of aircraft at the Airport. Runway length measurement calculations for 100 percent of the fleet at both 60 percent load and 90 percent load are shown in Table 4.2.3.2-1 (page 35).

[5] *Ibid*, page 9.
[6] *Ibid*, page 13.

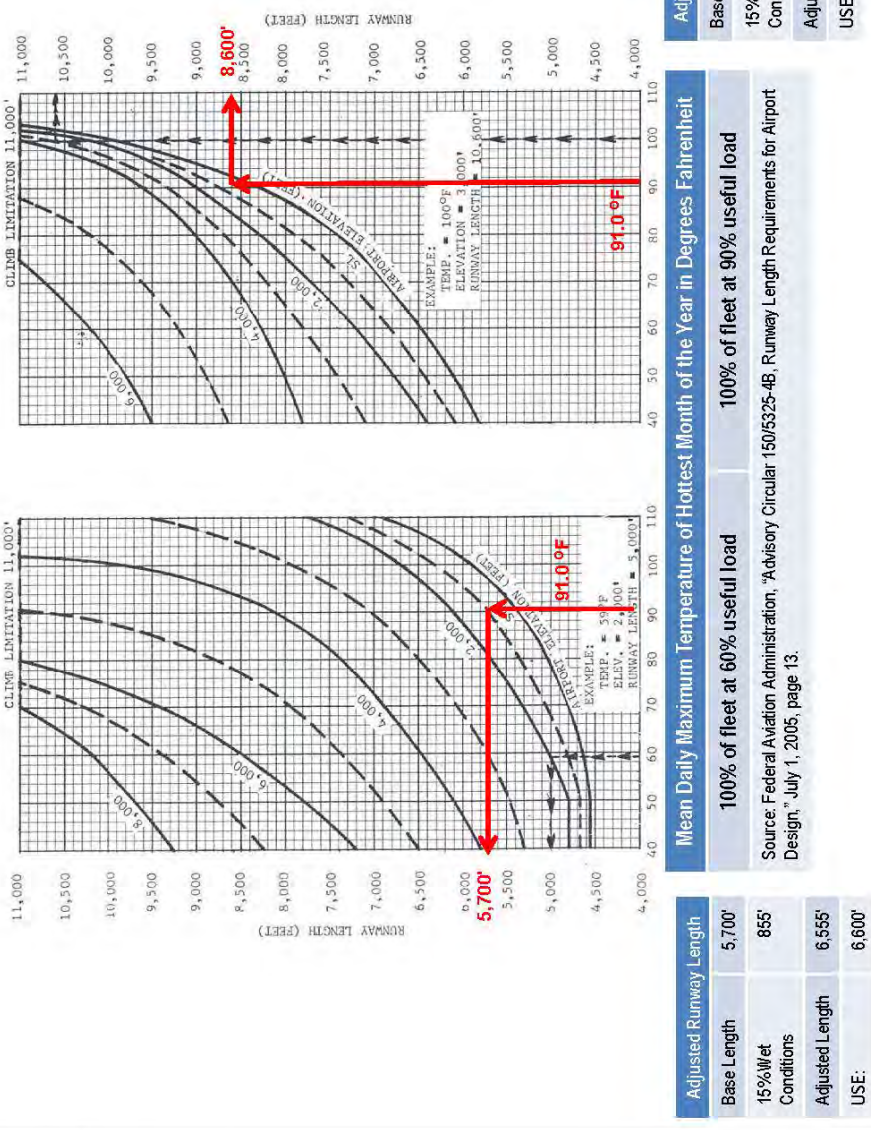


Figure 4.2.3.2-1
Rock Hill - York County Airport

100% of Fleet at 60% or 90% Useful Load

Table 4.2.3.2-1
Runway Length Calculations for
100 Percent of the Fleet
Rock Hill – York County Airport

60 Percent Useful Load		90 Percent Useful Load	
Measurement	5,700'	Measurement	8,600'
15% adjustment*	885'	15% adjustment*	1,290'
Runway Length	6,555'	Runway Length	9,890'

Input variables: 1) 88°F mean daily temperature hottest month
2) airport elevation 666.3'
*15% adjustment is for wet runway conditions
Source: Talbert, Bright & Ellington, Inc., January 2015.

The current runway at the Airport is 5,500 feet. Based on Figures 3-2 (page 13) of Chapter 3 in FAA *Advisory Circular 150/5325-4B, Runway Length Requirements for Airport Design*, the recommended runway length for the Rock Hill – York County Airport is 6,555 feet. This length assumes adjustment for wet runway conditions. By design, this length accommodates 100 percent of the fleet (aircraft weighing 60,000 pounds or less) operating up to 60 percent useful load for trips not exceeding 500 nautical miles.

Reviewing Figure 3-2 (page 13) of Chapter 3 in FAA *Advisory Circular 150/5325-4B, Runway Length Requirements for Airport Design*, a judgment was made that future runway planning at the Rock Hill – York County Airport should provide for a maximum runway length of 6,555 feet. Table 4.2.3.2-2 outlines the existing and future declared distances at UZA.

Table 4.2.3.2-2
Declared Distances
Rock Hill – York County Airport

Runway	TORA	TODA	ASDA	LDA
Existing				
Runway 02	5,500'	5,500'	5,500'	5,500'
Runway 20	5,500'	5,500'	5,500'	5,500'
Future				
Runway 02	6,555'	6,555'	6,555'	6,555'
Runway 20	6,555'	6,555'	6,555'	6,555'

TORA – Takeoff Run Available
TODA – Takeoff Distance Available
ASDA – Accelerate Stop Distance Available
LDA – Landing Distance Available
Source: Talbert, Bright & Ellington, Inc., January 2015.

4.2.4 Runway Facility Requirements

4.2.4.1 Visibility Minimums

FAA Order 8260.3B – *United Standard for Terminal Instrument Procedures (TERPS)*[7] (as amended) prescribes standardized methods for use in designing instrument flight procedures. The Order contains the criteria that are used by FAA to formulate, review, approve, and publish procedures for instrument approach and departure of aircraft to and from airports. Existing and/or planned approach/departure procedures at the existing airport shall comply with the procedures. The current visibility minimums authorized at UZA are contained in Table 4.2.4.1-1 (page 37).

4.2.4.2 Runway Width

FAA *Advisory Circular 150/5300-13A Airport Design, Change 1* provides guidance for runway width standards based on RDC, visibility minimums, and wind coverage. For RDC Category B-II, a 100-foot width is required for visibility minimums of less than ¾ mile. Runway 02/20 at the Rock Hill – York County Airport is currently 100 feet wide. For the future RDC Category C-II, a 100-foot width is required for all visibility minimums. Runway 02/20 at the Rock Hill – York County Airport is currently 100 feet wide. Runway widening is not required during the 20-year planning period in accordance with FAA *Advisory Circular 150/5300-13A Airport Design, Change 1*.

4.2.4.3 Runway Protection Zone

The function of the runway protection zone (RPZ) is to enhance the protection of people and property on the ground. This is achieved through airport owner control over RPZs. Such control includes clearing RPZ areas (and maintaining them cleared) of incompatible objects and activities. Control is preferably exercised through acquisition of sufficient property interest in the RPZ. The geometrics of the RPZ vary depending upon the visibility minimums for the runway approach and the aircraft utilizing the airport. Also, when the runway approach threshold and departure end of the runway do not coincide as in the case of declared distance runways, a separate departure RPZ is required. Table 4.2.4.3-1 (page 38) depicts the existing and future RPZ sizes based upon the minimum visibilities for UZA as discussed in Table 4.2.4.1-1 (page 37).

[7]Federal Aviation Administration, "Order 8260.3B – United Standard for Terminal Instrument Procedures (TERPS), Changes 1-26," February 24, 2014, <http://www.faa.gov/>, accessed January 14, 2014.

Table 4.2.4.1-1
Airport Approach Minimums
Rock Hill – York County Airport

Approach Procedure	Category	Minimum Altitude (AMSL)	Visibility (MI)	Approach Category
ILS Y or LOC Y ILS Z or LOC Z – Runway 02	S-ILS 2	866'	½	A/B/C/D
	S-LOC 2	1,080'	½	A/B
	S-LOC 2	1,080'	¾	C/D
	Circling	1,140'	1	A
	Circling	1,160'	1	B
	Circling	1,340'	2	C
	Circling	1,340'	2¼	D
RNAV (GPS) – Runway 02	LPV DA	866'	½	A/B/C/D
	LNAV/VNAV DA	1,022'	¾	A/B/C/D
	LNAV MDA	1,140'	½	A/B
	LNAV MDA	1,100'	¾	C/D
	Circling	1,140'	1	A
	Circling	1,160'	1	B
	Circling	1,340'	2	C
	Circling	1,340'	2¼	D
RNAV (GPS) – Runway 20	LPV DA	911'	⅞	A/B/C/D
	LNAV/VNAV DA	1,038'	1¼	A/B/C/D
	LNAV MDA	1,060'	1	A/B
	LNAV MDA	1,060'	1⅛	C/D
	Circling	1,140'	1	A/B
	Circling	1,200'	1½	C
	Circling	1,220'	2	D

DA – Decision Altitude
GPS – Global Positioning System
ILS – Instrument Landing System
LNAV – Lateral Navigation
LOC – Localizer
LPV – Localizer Performance with Vertical Guidance
MDA – Minimum Decent Altitude
RNAV – Area Navigation
S – Straight-In
VNAV – Vertical Navigation
Source: Federal Aviation Administration Aviation System Standards, "digital – Terminal Procedures Publication (d-TPP) Digital Terminal Procedures Procedure effective date: January 08, 2015 – February 4, 2015," <http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dtpp/search/results/?cycle=1413&ident=UZA>, accessed January 14, 2015.

Table 4.2.4.3-1
Runway Protection Zone Requirements
Rock Hill – York County Airport

Runway Protection Zone	Existing (RDC B-II) (length x inner width x outer width)	Future (RDC C-II) (length x inner width x outer width)
Runway 02 RPZ	2,500' x 1,000' x 1,750'	2,500' x 1,000' x 1,750'
Runway 20 RPZ	1,700' x 1,000' x 1,510'	1,700' x 1,000' x 1,510'

Source: Federal Aviation Administration, "Advisory Circular 150/5300-13A – Airport Design, Change 1," August 21, 2014, <http://www.faa.gov/>, accessed January 14, 2015.
Talbert, Bright & Ellington, Inc., January 2015.

The land within the RPZ should be owned or controlled by the Airport. While it is desirable to clear all objects from the RPZ, some uses are permitted, provided they do not attract wildlife, are outside the object free area, and do not interfere with any navigational aids. Land uses prohibited from the RPZ are residences and places of public assembly. In addition, fuel storage facilities may not be located in the RPZ.

Where it is determined to be impracticable for the airport owner to acquire and/or plan the land uses within the entire RPZ, compatible land use standards for any portion of the RPZ not controlled by the airport owner should be established.

Rock Hill – York County Airport currently owns the RPZ to Runway 02/20 in its entirety. The extension of Runway 02/20 will not require additional property in either fee simple purchase or avigation easements for the RPZ; however, the relocation of the road to accommodate the runway extension within the 20-year planning period would require the purchase of approximately one acre. In addition, a Duke Energy transmission line would traverse the proposed RPZ and would need to be lit. This would need to be coordinated with FAA and Duke Power to determine the correct mitigation measure.

4.2.4.4 Runway Safety Area

A runway safety area (RSA) is defined as a surface surrounding the runway, which is suitable for reducing the risk of damage to airplanes in the event of undershoot, overshoot, or excursion from the runway. The dimensional standards for the RSA at UZA are noted in Table 4.2.4.4-1 (page 39). In addition to the dimensional standards, the RSA should conform to the following design standards:

- Graded and cleared of hazardous items or surface variations
- Drained by grading or other conveyance to prevent water accumulation
- Capable of supporting airport and usage vehicles and the occasional passage of aircraft under dry conditions

Table 4.2.4.4-1
Runway Safety Area Dimensions and Design Standards
Rock Hill – York County Airport

Runway	RDC	Length Beyond Departure End	Length prior to Threshold	Width	Meets Design Standards
02/20 (existing)	B-II	600'	600'	300'	Yes
02/20 (future)	C-II	1,000'	600'	500'	Yes

Source: Federal Aviation Administration, "Advisory Circular 150/5300-13A – Airport Design, Change 1," August 21, 2014, <http://www.faa.gov/>, accessed January 14, 2015.
Talbert, Bright & Ellington, Inc., January 2015.

- Free from objects except those fixed by function. Objects greater than 3 inches in height above grade shall be frangible

RSA design standards cannot be modified or waived like other FAA design standards. The dimensional standards remain in effect regardless of the presence of natural or manmade objects. A continuous evaluation of practicable alternatives for improving a substandard RSA is required until it meets FAA design standards. UZA currently meets FAA design standards for the Runway 02/20 RSAs.

4.2.4.5 Runway Obstacle Free Zone

The runway obstacle free zone (OFZ) is a defined volume of airspace centered above the runway centerline. The runway OFZ is the airspace above a surface whose elevation at any point is the same as the elevation of the nearest point on the runway centerline. The runway OFZ extends 200 feet beyond each end of the runway. For runways with lower than ¾ statute mile approach visibility minimums, as is the case at UZA, the OFZ width is 300 feet.

The OFZ is to be cleared of object penetrations except for frangible visual NAVAIDs that need to be located in the OFZ because of their function. Taxiing and parked airplanes are precluded from this clearing standard.

For runways that have an approach lighting system, an inner-approach OFZ would be applied. The inner-approach OFZ is a defined volume of airspace centered on the runway approach area with the approach lighting system. It begins 200 feet from the runway threshold at the same elevation as the runway threshold and extends 200 feet beyond the last light unit in the approach lighting system. Its width is the same as the runway OFZ and rises at a slope of 50 (horizontal) to 1 (vertical) from its beginning.

4.2.4.6 Runway Object Free Area

The runway object free area (ROFA) is an area on the ground centered on the runway centerline provided to enhance the safety of aircraft operations by having the area free of objects except objects that need to be located in the ROFA for air navigation or aircraft maneuvering purposes. The dimensional standards are noted in Table 4.2.4.6-1.

Table 4.2.4.6-1
Runway Object Free Area
Dimensions and Design Standards
Rock Hill – York County Airport

Runway	RDC	Length Beyond Runway End	Length Prior to Threshold	Width	Meets Clearing Requirements
02/20 (existing)	B-II	600'	600'	800'	Yes
02/20 (future)	C-II	1,000'	600'	800'	Yes

Source: Federal Aviation Administration, "Advisory Circular 150/5300-13A – Airport Design, Change 1," August 21, 2014, <http://www.faa.gov/>, accessed January 14, 2015.
Talbert, Bright & Ellington, Inc., January 2015.

4.2.4.7 Runway Line of Sight

An acceptable runway profile permits any two points five feet above the runway centerline to be mutually visible for the entire runway length. However, if the runway has a full length parallel taxiway, the runway profile may be such that an unobstructed line of sight will exist from any point five feet above the runway centerline for one-half the runway length. There are no obstructions or limitations to the line of sight within the visibility zone. No changes are required to meet runway visibility standards.

4.2.4.8 Runway Edge Lighting and Signage

Edge lights are used to outline usable operational areas of airports during periods of darkness and low visibility weather conditions. The Rock Hill – York County Airport is currently equipped with medium intensity runway lights (MIRLs). The runway lights are currently quartz lights, installed in 2011. There are no improvements recommended within the 20-year planning period. No other modifications are anticipated other than routine maintenance.

Existing airside signage consists of lighted guidance signs. These signs will require periodic maintenance.

4.3 Taxiway Requirements

The minimum pavement widths, curve radii, and separations associated with airplane movement areas and airplane physical characteristics establish the taxiway system. Since the taxiway system is the transitional facility, which supports airport operational capacity, the capability to maintain an average taxiing speed of at least 20 mph is recommended, which is currently met by the existing taxiways at the Airport. Taxiway dimensional standards are categorized by separations, widths, curves, and fillets. In addition, the taxiway safety area shall be:

- Cleared and graded and have no potentially hazardous ruts, humps, depressions, or other surface variations
- Drained by grading or storm sewers to prevent water accumulation
- Capable, under dry conditions, of supporting aircraft rescue and firefighting (ARFF) equipment and the occasional passage of aircraft without causing structural damage for the aircraft
- Free of objects except those which need to be located in the taxiway safety area because of their function. Objects higher than 3 inches above grade should be constructed on low impact resistant supports (frangible mounted structures) of the lowest practical height with the frangible point no higher than 3 inches above grade. Other objects, such as manholes, should be constructed at grade. In no case should their height exceed 3 inches above grade

4.3.1 Taxiway and Taxilane Object Free Areas

The taxiway and taxilane object free areas (OFAs) are centered on the taxiway and taxilane centerlines. The taxiway and taxilane OFA clearing standards prohibit service vehicle roads, parked airplanes, and aboveground objects except for objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes. Vehicles may operate within the OFA provided they give right-of-way to oncoming aircraft by either maintaining a safe distance ahead or behind the aircraft or by exiting the OFA to let the aircraft pass. The taxiway and taxilane OFAs at UZA meet FAA standards, and no modifications are necessary.

4.3.2 Parallel Taxiways

A basic airport consists of a runway with a full-length parallel taxiway, an apron, and connecting transverse taxiways between the runway, parallel taxiway, and the apron. The Airport currently has one full parallel taxiway connecting each end on the east side of the runway. Taxiway 'A' is connected to the runway via seven stub taxiways. The existing parallel taxiway meets B-II design standards (Taxiway 'A' is 35 feet wide) and will meet C-II design standards in the future (35 feet wide). The taxiway does not meet FAA design standards for fillets; this project is currently ongoing with a scheduled completion date of 2016.

Taxiway 'A' currently has a runway/taxiway separation of 400 feet separation and no modification is necessary to meet C-II design standards in the future.

4.3.3 Taxiway Edge Lighting and Signage

The taxiway edge lighting system is a configuration of lights that define the lateral and longitudinal limits of usable taxiway. Taxiway signage provides the airport users with guidance information for taxiing destinations and to assist in taxi route decision making upon exiting the apron area. The Rock Hill – York County Airport is currently equipped with medium intensity taxiway lighting (MITL) and lighted taxiway signs. The taxiway lights are currently light emitting diode (LED) lights, installed in 2011. There are no improvements recommended within the 20-year planning period.

4.3.4 Runway to Taxiway Separation

Runway to taxiway separation standards are predicated on the RDC and the existing/future visibility minimums expected. The higher the RDC and the lower the visibility minimums, the greater the runway to taxiway separation distances. For an airport with an RDC of B-II and runways with instrument approach minimums lower than ¾ mile visibility, FAA *Advisory Circular 150-5300-13A – Airport Design* recommends a 250-foot separation between the runway and taxiway. The Rock Hill – York County Airport currently meets this standard for Taxiway 'A'. In the future, for an airport with an RDC of C-II and runways with instrument approach minimums lower than ¾ mile visibility, FAA *Advisory Circular 150-5300-13A – Airport Design* recommends a 400-foot separation between the runway and taxiway. The Rock Hill – York County Airport currently meets this standard for Taxiway 'A'.

4.3.5 Taxilane System

The taxilanes, having access from the apron and taxiway system to hangar and ramp areas, should be designed in accordance with RDC B-II standards as specified in FAA *Advisory Circular 150-5300-13A – Airport Design*. The taxilane pavement strength should be commensurate with aircraft usage as needed between the airfield and associated hangar/ramp maneuvering areas. Hangar taxilanes should be of sufficient width to allow unencumbered wingtip clearance between fixed objects (hangars, fence, fueling facilities, light poles, etc.).

The taxilanes at the Rock Hill – York County Airport are used for aircraft maneuvering from the taxiways to and from the hangars and apron areas. Additional taxilanes will be required as more hangars are constructed at the Airport. These taxilanes will provide access to these new facilities. Existing taxilanes may require strengthening to accommodate frequent passage of heavier aircraft to and from existing hangars at UZA. This strengthening will be dependent upon the aircraft type, location of the hangars, and frequency of use. There are no other modifications or improvements required at this time to the taxiway/taxilane network at the Rock Hill – York County Airport.

4.4 Airfield Design Standards

Table 4.4-1 summarizes the existing and future airfield design standards.

Table 4.4-1
Airfield Design Standards
Rock Hill – York County Airport

Runway Design Factors	Existing	(RDC B-II) Visibility Minimums (lower than ¾ mile) Requirements	(RDC C-II) Visibility Minimums (lower than ¾ mile) Requirements
RUNWAY 02/20			
Runway Width	100'	100'	100'
Runway Safety Area (RSA):			
RSA width	300'	300'	500'
RSA length beyond runway end	600'	600'	1,000'
Object free area (OFA):			
OFA width	800'	800'	800'
OFA length beyond runway end	600'	600'	1,000'
Taxiway width	35'	35'	35'
Runway to taxiway separation	400'	250'	400'

Source: Federal Aviation Administration, "Advisory Circular 150/5300-13A – Airport Design, Change 1," August 21, 2014, <http://www.faa.gov/>, accessed January 14, 2015.
Talbert, Bright & Ellington, Inc., January 2015.

4.5 Airside Facility Requirements

This section identifies airfield facilities needed to satisfy the 20-year forecast of aviation demand at the Rock Hill – York County Airport. The identification of needed facilities does not constitute a requirement in terms of absolute design standards or goals, but rather an option for facility improvements to resolve various types of facility or operational inadequacies or to make improvements as demand warrants. The facilities recommended as part of this ALP Update have been identified from inventory and forecast findings and planned in accordance with FAA airport design standards and airspace criteria.

The following analysis addresses seven major airport areas. The runway length has been addressed as part of the demand capacity study and is thus not included in the following analysis. The facility requirements section has been broken down into airside and landside facility requirements.

4.5.1 Aircraft Storage

General aviation aircraft parking and storage requirements can vary widely from airport to airport depending on the number of transient aircraft using the airport and the number of based aircraft

owners who chose to tie down their aircraft on the ramp versus those who choose to use available hangar space. The Airport performed a Hangar Feasibility Analysis in January 2014, the results of which are provided in Appendix C (pages C-1 through C-35). Table 4.5.1-1 lists the existing storage percentages at the Rock Hill – York County Airport by aircraft type.

Table 4.5.1-1
Existing Based Aircraft Storage Ratios
Rock Hill – York County Airport

Aircraft Types	Apron Tie-Downs	T-Hangars	Conventional Hangars
Single-Engine Piston	11%	88%	1%
Multi-Engine Piston	0%	92%	8%
Turboprop	0%	0%	100%
Jet	0%	20%	80%
Helicopter	0%	50%	50%

Source: Talbert, Bright & Ellington, Inc., January 2015.

4.5.2 T-Hangar Storage

General aviation airports most often utilize T-hangars as covered storage for small general aviation aircraft. Rock Hill – York County Airport currently has 97 T-hangar units (63 T-hangars, 29 shade ports, and 5 port-a-ports), a deficiency of 33 T-hangar units based on storage analysis. Based on this ratio, a total of 194 T-hangar units will be required by 2035 as shown in Table 4.5.2-1. This equates to ten additional 10-unit T-hangar buildings for the Airport over the 20-year planning period.

Table 4.5.2-1
T-Hangar Storage Requirements
Rock Hill – York County Airport

Aircraft Types	2015	2021	2026	2035
Single-Engine Piston	117	135	150	176
Multi-Engine Piston	11	12	13	14
Turboprop	0	0	0	0
Jet	1	1	1	1
Rotorcraft	1	2	2	3
Total T-Hangar Units	130	149	165	194
Existing	97			
Deficiency	33			

Source: Talbert, Bright & Ellington, Inc., January 2015.

4.5.3 Conventional Hangar Storage

Conventional hangars represent the other most common method of covered aircraft storage. The following square footage requirements were used for calculating the total conventional hangar storage required at the Airport.

- Single-Engine – 1,000 square feet
- Multi-Engine – 3,000 square feet
- Turboprop – 6,000 square feet
- Jet – 8,000 square feet
- Helicopter – 4,000 square feet

The existing conventional hangar storage area at Rock Hill – York County Airport totals 36,900 square feet, which includes hangar office space and bay areas, a deficiency of 3,100 square feet based on storage analysis. Table 4.5.3-1 depicts the number of aircraft per hangar type over the 20-year planning period. A total of 90,054 square feet of conventional hangar storage will be needed by 2035 as shown in Table 4.5.3-2 (page 46). This accounts for all conventional hangar requirements accommodating single, multi, turboprop, jet, and rotor wing aircraft, as well as additional space for aircraft maintenance and office functions.

Table 4.5.3-1
Conventional Hangar Storage Requirements by Number of Aircraft
Rock Hill – York County Airport

Aircraft Types	2015	2021	2026	2035
Single-Engine Piston	1	1	1	2
Multi-Engine Piston	1	1	1	1
Turboprop	0	2	3	5
Jet	4	4	5	6
Helicopter	1	2	2	3

Source: Talbert, Bright & Ellington, Inc., January 2015.

4.5.4 Apron Area

Apron areas are used for outside aircraft storage. There are 63 individual tie-down spaces with a total apron size of 410,650 square feet currently at the Airport. The following square footage requirements were used for calculating the total apron area required at the Airport. Table 4.5.4-1 (page 46) lists the based aircraft apron requirements in square feet.

Table 4.5.3-2
Conventional Hangar Storage Requirements by Total Size (Square Feet)
Rock Hill – York County Airport

Aircraft Types	2015	2021	2026	2035
Single-Engine Piston	1,000	1,150	1,278	1,504
Multi-Engine Piston	3,000	3,250	3,500	3,750
Turboprop	0	12,000	18,000	30,000
Jet	32,000	32,000	38,400	44,800
Helicopter	4,000	6,000	6,000	10,000
Total Conventional Hangar Space	40,000	54,400	67,178	90,054
Existing	36,900			
Deficiency	3,100			

Source: Talbert, Bright & Ellington, Inc., January 2015.

- Single-Engine – 1,000 square feet
- Multi-Engine – 2,000 square feet
- Turboprop – 3,000 square feet
- Jet – 4,000 square feet
- Helicopter – 4,000 square feet

Table 4.5.4-1
Based Aircraft Apron Area Requirements by Total Size (Square Feet)
Rock Hill – York County Airport

Aircraft Types	2015	2021	2026	2035
Single-Engine Piston	15	17	19	23
Multi Engine Piston	0	0	0	0
Turboprop	0	0	0	0
Jet	0	0	0	0
Helicopter	0	0	0	0
Total Apron Area	15,000	17,000	19,000	23,000

Source: Talbert, Bright & Ellington, Inc., January 2015.

These calculations account for taxilanes, as well as the ingress and egress of aircraft to and from the apron parking spaces.

4.5.5 Transient Aircraft Storage

Transient aircraft parking requirements typically make up the largest demand for apron space requirements. Typically, 80 percent of transient aircraft are stored on the apron while the remaining 20 percent are stored in conventional hangars. These percentages were used to calculate the transient aircraft storage areas required to meet the forecast demand. This represents a worst case scenario. Transient operations at Rock Hill – York County Airport represent about 31 percent of total operations. Using the 31 percent of 124 peak day operations in 2015 represents 38 transient aircraft stored at the Airport at any given time. Table 4.5.5-1 lists the transient aircraft storage requirements based on the forecast transient aircraft activity at the Rock Hill – York County Airport.

Table 4.5.5-1
Transient Aircraft Storage Requirements
Rock Hill – York County Airport

Year	Apron Area (Square feet)	Conventional Hangars (Square Feet)
2015	61,478	26,100
2021	71,398	30,312
2026	79,335	33,681
2035	94,210	39,996

Source: Talbert, Bright & Ellington, Inc., January 2015.

Table 4.5.5-2 lists the aircraft storage requirements for the 20-year planning period. These numbers include storage for both based and transient aircraft.

Table 4.5.5-2
Total Aircraft Storage Requirements
Rock Hill – York County Airport

Facility	2015	2021	2026	2035
Existing T-Hangar Units	97			
T-Hangar Units	130	149	165	194
Deficiency	33			
Existing Conventional Hangar (sf)	36,900 sf			
Conventional Hangar (sf)	66,100 sf	84,712 sf	100,859 sf	130,050 sf
Deficiency	29,200 sf			
Existing Total Apron Area (sf)	410,650 sf			
Total Apron Area (sf)	76,478 sf	88,654 sf	98,507 sf	116,766 sf
Surplus	334,172 sf			

Source: Talbert, Bright & Ellington, Inc., January 2015.

4.5.6 Fueling Facilities

The Rock Hill – York County Airport fueling facilities currently consist of two aboveground storage tanks. Fuel delivery schedules can be adjusted as the demand warrants; which temporarily eliminates the need for additional fuel storage tanks. However, one additional Jet-A tanks will be necessary over the 20-year planning period. This proposed tank can be accommodated at the existing fuel farm. The existing and proposed fuel storage tanks are shown in Table 4.6.6-1.

Table 4.5.6-1
Fuel Storage Requirements
Rock Hill – York County Airport

No. of Tanks	Fuel	Size (gallons)	Status
1	AVGAS	12,000	Existing
1	Jet-A	12,000	Existing
1	Jet-A	12,000	Proposed

Source: Talbert, Bright & Ellington, Inc., January 2015.

The fuel farms meet U.S. Environmental Protection Agency (USEPA) requirements and are in good condition. As the number of based aircraft increases, the demand on AVGAS and Jet-A fuel will also increase.

As the production of 100LL AVGAS decreases in the United States due to USEPA leaded fuel restrictions, an alternative fuel will likely be introduced to the piston-powered aircraft fleet in coming years. This new fuel may potentially be blended with existing AVGAS so that airports throughout the system would not be required to install additional fuel storage tanks when the new fuel is adopted. This new fuel will also eliminate the potential of lead contamination in the event of a fuel spill.

4.6 Landside Facility Requirements

4.6.1 Terminal

This section investigates, from a preliminary planning perspective, the following terminal elements:

- Functional use of the existing terminal
- Internal square footage elements
- Terminal expansion
- Associated automobile parking requirements

The existing terminal has an estimated square footage as follows.

- First Floor 4,359 square feet
- Second Floor 3,007 square feet
- Total 7,366 square feet

The Airport terminal was constructed in 1999.

4.6.1.1 Terminal Addition Concept

The precise functional elements of a given general aviation terminal can vary widely depending on the total usage envisioned by the airport community. The existing two-story terminal incorporates a variety of activities including space for tenants and conference rooms.

Table 4.6.1.1-1 (page 50) provides a generalized square footage terminal expansion guideline. This guideline includes several changes to the existing building, as well as inclusion of rental car and security office functions. The inspirations behind these additions are:

- Large Conference Room – expansion of existing conference room to twice the existing size
- Large Pilot Lounge – a progressively large pilot lounge area to include rest areas, as well as training-support and computer needs
- Restaurant/Coffee Shop –an ultimate 36-seat eating area either adapted to existing areas near the existing kitchen or a new area
- Rental Cars – as corporate activity increases, space should be made available for one to two rental car agencies on-site
- Security Office – a small security office with good ramp line-of-sight
- Restrooms – with the addition of a coffee shop and a larger conference area, new restrooms may be required

The above guidelines are for the specific changes envisioned. They assume an active corporate airport without regular scheduled air carrier service. The final terminal expansion guideline should be developed in concert with an architectural expansion study where alternatives can be developed and physical constraints thoroughly reviewed.

4.6.2 Automobile Parking Requirements

Vehicular parking requirements for the terminal are based on peak hour passenger levels and employee requirements. A factor of 1.5 spaces per peak hour person was used to estimate the spaces required. Employee space requirements are normally estimated to be 4 spaces per 1,000 square feet of terminal or office space. Table 4.6.2-1 (page 50) outlines the parking spaces required over the 20-year planning period.

Table 4.6.1.1-1
Proposed Terminal Square Footage Requirements
Rock Hill – York County Airport

Terminal Area	FAA Guidelines	UZE Guidelines	2016 Existing (sf)	Forecast Scenarios		
				2021	2026	2035
Peak Hour Passengers			19	21	23	28
Enplaned Passengers			82	91	99	122
General Lobby	100 sf/pk. hr. pax[1]	N.A.	N.A.	N.A.	N.A.	N.A.
Departure Lobby	500 to 1,200 sf[1] 20 sf/seat	40 sf per seat	1,352	1,352	1,352	1,352
Rental Car	48 sf/agency[1]	100 sf	N.A.	100	150	150
Coffee Shop (includes kitchen)	80 seats (/million pax) 35 to 40 sf/seat[2] 1,000 sf to 3000 sf[1]	40 sf/seat	N.A.	13 seats 520	22 seats 880	36 seats 1,440
Kitchen	None	237 sf	237	237	237	237
Manager's Office	None	276 sf	276	276	276	276
Conference Rooms	None	713	713	713	1,400	1,400
Tenants	None	1,507 sf	1,507	1,507	1,507	1,507
Pilot Lounge	None	500 sf	265	500	850	1,400
Gift Shop	600 sf to 700 sf /million pax	325 sf	325	325	325	325
Elevator	None	22 sf	22	22	22	22
Security Office	None	150 sf	N.A.	150	150	150
Maintenance/Storage	12% to 18% of airport[2]	15% of airport	946	1,000	1,350	1,530
Circulation	20% to 30% of airport[1]	20% of airport	1,227	1,477	1,925	2,200
Restrooms	1,500 to 1,800 sf /500 pk. hr. pax[2]	500 sf	496	500	840	840
Total			7,366	8,679	11,264	12,829

[1]Federal Aviation Administration, "Advisory Circular 150/5360-9 Planning and Design of Airport Terminal Facilities at Nonhub Locations," April 4, 1980, <http://www.faa.gov/>, accessed July 8, 2015.
[2]Federal Aviation Administration, "Advisory Circular 150/5360-13 – Planning and Design Guidelines for Airport Terminal Facilities," April 22, 1988, <http://www.faa.gov/>, accessed July 8, 2015.
Source: Talbert, Bright & Ellington, Inc., July 2015

Table 4.6.2-1
Vehicular Parking Requirements
Rock Hill – York County Airport

	Existing	2016	2021	2026	2035
Peak Hour Passengers	N.A.	19	21	23	28
Passenger Parking	64	29	32	35	42
Employee Parking	27	7	9	11	13
Total	91	36	41	46	55

Source: Talbert, Bright & Ellington, Inc., July 2015.

4.6.3 Access/Perimeter Roadway

Roadway access to and from UZA and internal circulation around the Airport are essential elements. Access to both the west and east sides of the Airport are needed given multiple landside support areas.

4.6.3.1 West Side Access

At present, access to the terminal and west side of the Airport is provided by S-46-658 (Museum Road) that connects to Airport Road. Museum Road is connected to S.C. 161 (Celanese Road), which is the main arterial road leading to Rock Hill and ultimately I-77. Another access from the west is provided by S-46-961 (Pennington Road). This route crosses Museum Road and Airport Road to the north of the terminal area.

4.6.3.2 North Side Access

Airport Road runs around the north side of the Airport outside of the fence line. No direct access to Airport property is provided at this time from this road.

4.6.3.3 East Side Access

Airport Road connects to S-46-657 (Homestead Road), which does have a controlled gate access to the east side of the Airport and the Taxiway J and K area. S-46-657 (Homestead Road), in turn, connects to Bryant Boulevard that runs through Airport Industrial Park (outside of the Airport fence line) with an ultimate connection to the main arterial S.C. 161 (Celanese Road).

4.6.3.4 South Side Access

The south side of the Airport is bounded by S.C. 161 (Celanese Road) and has no direct access to the Airport property.

4.6.3.5 Perimeter Roadway

At the present time, a perimeter roadway is not provided within the interior side of the Airport fence line. It is recommended that a perimeter roadway be programmed for later stages of development to eliminate the need for vehicular traffic to cross the runway.

4.7 Navigational Aids

Navigational aids at an airport come in numerous forms including general airport identification, specific runway guidance aids, and, in a broad sense, air traffic control.

4.7.1 Existing Navigational Aids

Existing general navigation aids at UZA include:

- Beacon (rotating light)
- Wind cone and segmented circle
- Automated Surface Observing System (ASOS)
- Non-Directional Radio Beacon (NDB)
- Very High Frequency Omni-Directional Radio Range Tactical Air Navigation Aid (VORTAC, Fort Mill)

Runway-specific navigation aids at UZA include:

- NDB (outer marker for approach to Runway 02)
- Localizer for approach to Runway 02
- Medium Approach Light System with Runway Alignment Indicator Lights (MALSR) lighting system for approach to Runway 02
- Precision Approach Path Indicator (PAPI, P2L) approach lights to Runway 02/20
- Glide slope (GS) for approach to Runway 02

4.7.2 Future Navigational Aids

It is proposed that an instrument landing system be developed in 2026 for the approach to Runway 20. This system involves the addition of the following:

- MALSR lighting system for the approach to the ultimate extended Runway 20
- Glide slope for the approach to Runway 20
- Middle marker for the approach to Runway 20
- Relocation of PAPI (P2L) approach lights to Runway 20
- Generator for NAVAIDs in the event of electrical power failure

With the addition of the ILS approach to Runway 20, adjustments will be required either to Airport Road and/or S-46-657 (Homestead Road). For Airport Road on the north side, the road will need to be lowered in elevation or the approach lights south of Airport Road raised by approximately 15 feet. Relocation of the road may be necessary to avoid the critical area of the localizer. Homestead Road will also require relocation to avoid the new glide slope critical area.

4.7.3 Automated Weather Observing System

The Rock Hill – York County Airport is currently is equipped with an ASOS.

4.8 Facility Requirements Summary

Table 4.8-1 summarizes the facility requirements for the Rock Hill – York County Airport and lists the phases in which various facilities will be needed, as driven by demand.

Table 4.8-1
Facility Requirements Summary
Rock Hill – York County Airport

Facility	Existing	2016	Phase 1 2021	Phase 2 2026	Phase 3 2035
Runway 02/20	5,500' x 100'	5,500' x 100'	6,555' x 100'	6,555' x 100'	6,555' x 100'
Taxiway	1 Full-Parallel	1 Full-Parallel	1 Full-Parallel	1 Full-Parallel	1 Full-Parallel
T-Hangar Units	97	130	149	165	194
Conventional Hangar (sf)	36,900 sf	66,100 sf	84,712 sf	100,859 sf	130,050 sf
Total Apron Area (sf)	410,650 sf	76,478 sf	88,654 sf	98,507 sf	116,766 sf
Terminal (sf)	7,366 sf	7,366 sf	8,679 sf	11,264 sf	12,829 sf

Source: Talbert, Bright & Ellington, Inc., January 2015.

AIRPORT LAYOUT PLAN DRAWING SET

The purpose of this chapter is to present the graphic representation of the items addressed and recommended in Section 4 – Facility Requirements (page 20). The ALP components consist of the following drawings:

- Cover Sheet
- Existing Conditions Plan
- Airport Layout Plan (ALP)
- Terminal Area Plan (TAP)
- Land Use
- Exhibit A

5.1 Cover Sheet

The cover sheet is included as the first drawing of the ALP drawing set. The cover sheet includes the following information:

- Project Title
- Airport Name
- Location
- Sponsor
- Funding Agency Project Identification Numbers
- Preparer's Project Identification Number
- Date
- Sheet Index
- Preparer
- Vicinity Map
- Location Map

5.2 Existing Conditions Plan

The existing conditions plan is a graphic representation, to scale, of existing airport facilities, location, and pertinent dimensional information. Due to the nature of the proposed development

for Rock Hill – York County Airport, this drawing is included to reduce the amount of information shown on the ALP. The existing conditions are shown on Drawing No. 2 of 14.

5.3 Airport Layout Plan

The ALP is a graphic representation, to scale, of ultimate airport facilities, location, and pertinent clearance and dimensional information required to show relationships with applicable standards. The ALP is a key document, which should be kept current, reflecting changes in physical features on the Airport and critical land use changes in the vicinity, which may affect the navigable airspace or the ability of the Airport to expand.

The ALP serves as a public document, which is a record of aeronautical requirements, both present and future, and as a reference for community deliberations on land use, proposals, budgets, and resource planning. As a record of aeronautical requirements, the FAA and SCAC refer to it in their review and findings on proposals involving the development of other nearby airports and objects, which may affect the navigable airspace. The ALP is shown on Drawing No. 3 of 14.

The ALP is presented at a scale of 1" = 400' and a contour interval of two feet.

5.4 Terminal Area Plan

The TAP is a larger-scaled representation of the ALP, focusing on development around the terminal building. The TAP includes such features as existing and proposed aprons, buildings, hangars, parking lots, etc., and their location. The various phases for each improvement project are also shown on this plan. The TAP is presented at a scale of 1" = 100' and is shown on Drawing No. 4 of 14.

5.5 Airport Airspace Profile And Inner Approach Surface Drawing

This drawing illustrates the Part 77 approaches in profile as well as approaches for displaced thresholds. The inner approach surface drawing depicts the "close-in" approach surfaces and runway protection zones. The surfaces are imposed over the existing terrain to determine the number and magnitude of any penetrations to the surfaces. The drawing includes the proposed conditions (Drawing Nos. 5, 6, 7, and 8 of 14).

5.6 Airport Airspace Drawing

The airport airspace surface drawing depicts the proposed FAR Part 77 imaginary surfaces for the Airport. The drawing includes topography, which underlies the FAR Part 77 surfaces, and a graphical and tabular representation of the surfaces. The surrounding topography was taken from USGS quadrangle sheets and encompasses the area within the proposed FAR Part 77 imaginary surfaces. Beyond 3,500 feet from the runway ends, the search for possible surface penetrations was centered around manmade structures, such as towers, buildings, power lines, etc. (Drawing Nos. 9 and 10 of 14).

5.7 Land Use Plan

The land use plan is a graphic representation, to scale, of airport facilities overlaid on the current land use. The land uses are depicted by general land use categories (i.e., agricultural, recreational, industrial, commercial, etc.). This drawing has been developed to show both existing and recommended land use conditions (Drawing No. 11 of 14).

5.8 Exhibit A – Airport Property Map

The Airport property map (Exhibit "A") illustrates ownership or interest in each tract within the Airport boundaries. How and when the Airport property was obtained is noted by parcel number and described separately in tabular form. Exhibit "A" is prepared at a scale of 1" = 500' on Drawing Nos. 12, 13, and 14 of 14.

5.9 Reduced Drawing Set

The drawings bound within this document represent approximately half the scale noted.

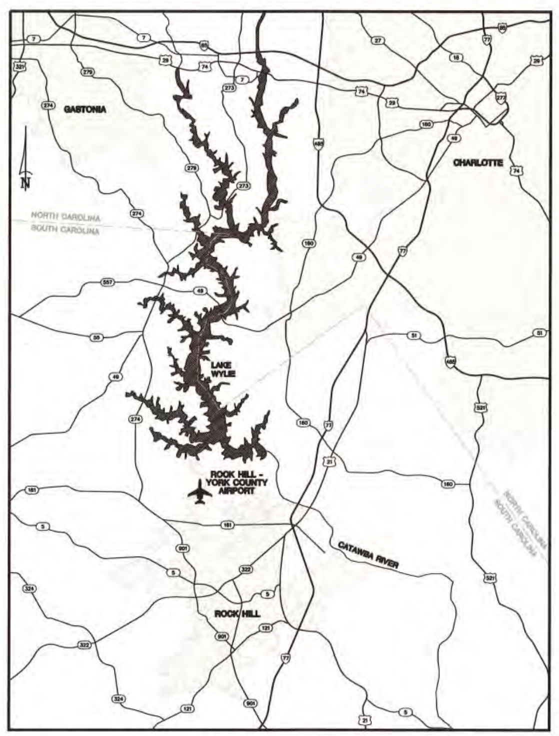
AIRPORT LAYOUT PLAN

ROCK HILL - YORK COUNTY AIRPORT

ROCK HILL, SOUTH CAROLINA

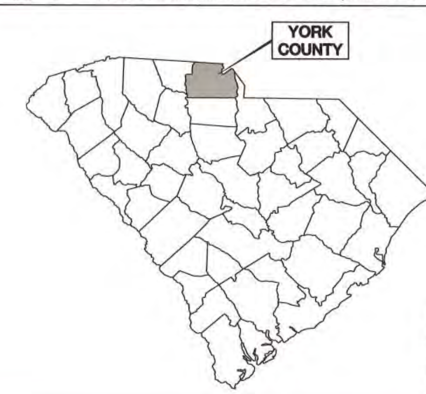
F.A.A. PROJECT NO. 3-45-0049-026-2015

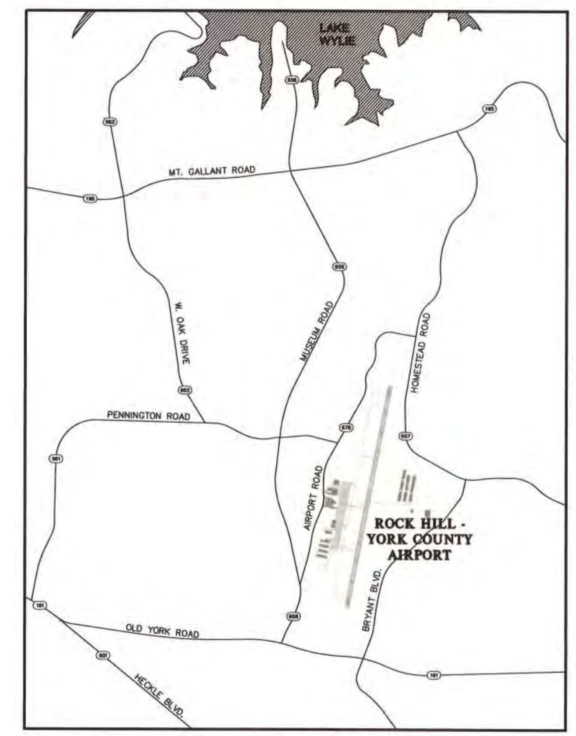
MAY 2016



VICINITY MAP
NOT TO SCALE

SHEET NO.	SHEET TITLE
1	COVER SHEET
2	EXISTING CONDITIONS
3	AIRPORT LAYOUT PLAN
4	TERMINAL AREA PLAN
5	RUNWAY 02–20 INNER APPROACH SURFACE – PLAN AND PROFILE (SHEET 1 OF 2)
6	RUNWAY 02–20 INNER APPROACH SURFACE – PLAN AND PROFILE (SHEET 2 OF 2)
7	RUNWAY 02–20 DEPARTURE SURFACE – PLAN AND PROFILE (SHEET 1 OF 2)
8	RUNWAY 02–20 DEPARTURE SURFACE – PLAN AND PROFILE (SHEET 2 OF 2)
9	AIRPORT AIRSPACE DRAWING – PART 77 SURFACE PLAN
10	AIRPORT AIRSPACE DRAWING – PART 77 SURFACE PROFILE
11	LAND USE PLAN
12	EXHIBIT 'A' – AIRPORT PROPERTY INVENTORY MAP (SHEET 1 OF 3)
13	EXHIBIT 'A' – AIRPORT PROPERTY INVENTORY MAP (SHEET 2 OF 3)
14	EXHIBIT 'A' – AIRPORT PROPERTY INVENTORY MAP (SHEET 3 OF 3)





SITE MAP

APPROVALS

CITY OF ROCK HILL		
5/20/16	[signature]	Airport Director
DATE	SIGNATURE	TITLE
FEDERAL AVIATION ADMINISTRATION		
DATE	SIGNATURE	TITLE

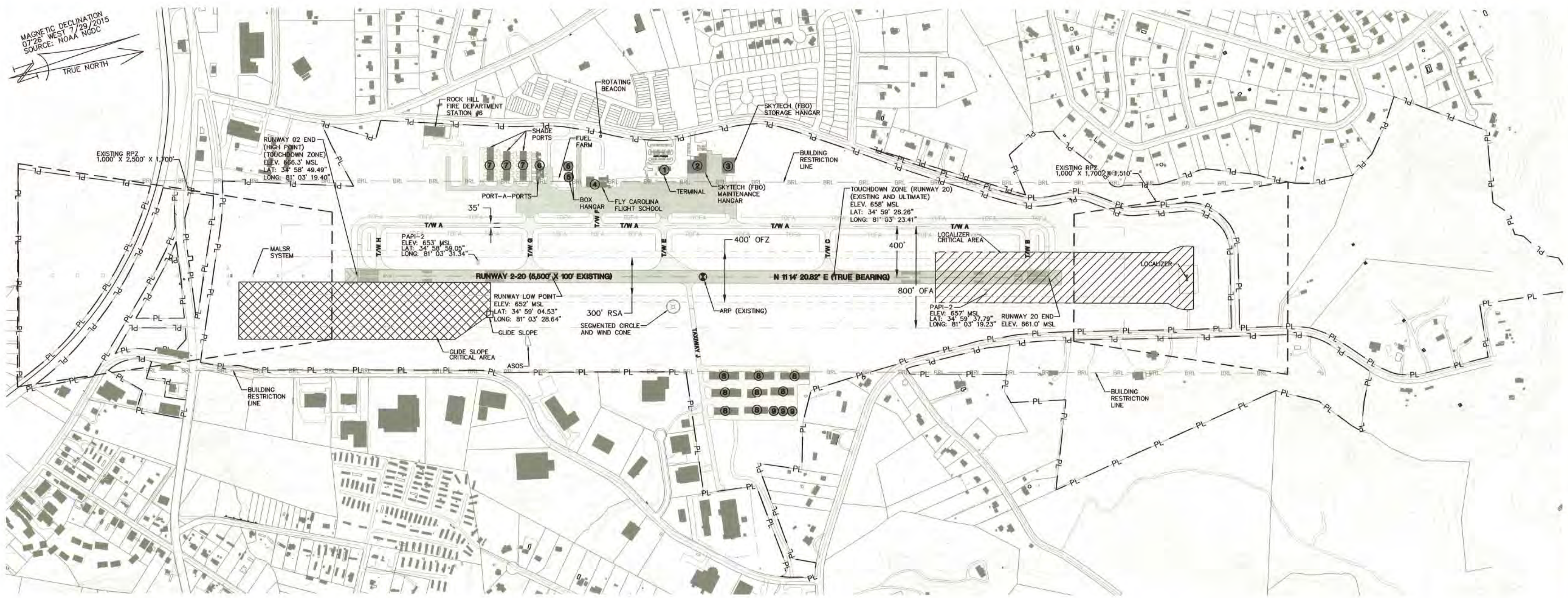
MODIFICATION TO FAA DESIGN STANDARDS

NO.	MODIFICATION	WAIVER	DATE
1			
2			
3			

PLANNING DOCUMENT
NOT RELEASED FOR CONSTRUCTION

TALBERT, BRIGHT & ELLINGTON
ENGINEERING & PLANNING CONSULTANTS
3525 WHITEHALL PARK DRIVE, SUITE 210
CHARLOTTE, NORTH CAROLINA 28273
PHONE: 704-426-6070 FAX: 704-426-6080

FILE: 1402-COVER.dwg



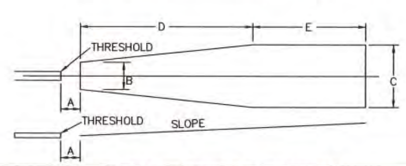
RUNWAY DATA TABLE

ITEM	EXISTING
RUNWAY DIMENSIONS	5,500' X 100'
RUNWAY END COORDINATES	02 LAT. N 34° 58' 49.49" LONG. W 81° 03' 32.27" 20 LAT. N 34° 59' 42.85" LONG. W 81° 03' 19.40"
RUNWAY END ELEVATION	02 666.3' 20 661.0'
RUNWAY HIGH POINT	666.3' MSL
RUNWAY LOW POINT	652.0' MSL
TOUCHDOWN ZONE ELEVATION (TDZE)	666' MSL
RSA DIMENSIONS	6,700' X 300'
ROFA DIMENSIONS	6,700' X 800'
ROFZ DIMENSIONS	5,900' X 400'
INNER APPROACH OFZ DIMENSIONS	RW 02-2,425' X 400'
PRECISION OFZ DIMENSIONS	200' X 800'
RUNWAY PROTECTION ZONE DIMENSIONS	02 1,000' X 2,500' X 1,700' 20 1,000' X 1,700' X 1,510'
FAA PART 77 CATEGORY	RWY 02 – PIR RWY 20 – C
PART 77 APPROACH SLOPES	RWY 02 – 50:1 RWY 20 – 34:1
RUNWAY BLAST PAD	02 100' X 120' 20 100' X 120'
EFFECTIVE GRADIENT (%)	0.096%
ALL WEATHER PERCENT WIND COVERAGE, (16 KNOTS)	99.87%
IFR PERCENT WIND COVERAGE, (16 KNOTS)	99.83%
INSTRUMENT RUNWAYS	RWY 02–RNAV, ILS RWY 20–RNAV
PAVEMENT TYPE	ASPHALT
PAVEMENT CLASSIFICATION NUMBER (PCN)	30/F/C/X/T
APPROACH SURFACES (INNER WIDTH X LENGTH X OUTER WIDTH)	800' X 10,000' X 3,800' 34:1 RUNWAY 02 400' X 10,000' X 3,800' 20:1 RUNWAY 20
RUNWAY LIGHTING	RWY 02/20 – MIRL
RUNWAY MARKING	02–PI, 20–PI
ELECTRONIC & VISUAL APPROACH AIDS	02 PAPI–2, MALSR ILS 20 PAPI–2
AERONAUTICAL SURVEY REQUIRED FOR APPROACH	VGS

NOTE: ALL LATITUDE/LONGITUDE COORDINATES ARE IN NAD 83, AND ALL VERTICAL ELEVATIONS ARE IN NAD 88.

AIRPORT DATA TABLE

ITEM	EXISTING
FAA ASSET CLASSIFICATION	NATIONAL/REGIONAL
STATE AIRPORT CLASSIFICATION	SC–II
AIRPORT ELEVATION (MSL)	666.3' MSL
AIRPORT REFERENCE POINT (ARP) COORDINATES (NAD 83)	LAT. N 34° 59' 16.20" LONG. W 81° 03' 25.80"
AIRPORT MAGNETIC VARIATION	7° 26' WEST (2014)
MEAN MAXIMUM DAILY TEMPERATURE	73° F / AUGUST
AIRPORT NAVIGATIONAL AIDS	RWY 02–ILS RWY 02/20–GPS
MISCELLANEOUS FACILITIES	LIGHTED WIND CONE, AWOS, BEACON
RUNWAY DESIGN CODE (RDC)	B–II
AIRPORT CRITICAL AIRCRAFT	FALCON 2000 EX
NPIAS SERVICE LEVEL	G.A.
RUNWAY LIGHTING	MIRL
RUNWAY MARKING	PIR



THRESHOLD SITING REQUIREMENTS

R/W	A	B	C	D	E	SLOPE
02	200'	800'	3,800'	10,000'	0'	34:1
20	200'	400'	3,800'	10,000'	0'	20:1

DEPARTURE SURFACE REQUIREMENTS

R/W	A	B	C	D	E	SLOPE
02	0'	1,000'	6,466'	10,200'	0'	40:1
20	0'	1,000'	6,466'	10,200'	0'	40:1

TAXIWAY DATA TABLE

ITEM	EXISTING
TAXIWAY AND TAXILANE WIDTH	35'
TAXIWAY EDGE SAFETY MARGIN (TESM)	7.5'
TAXIWAY SHOULDER WIDTH	15'
TAXIWAY SAFETY AREA	79'
TAXIWAY OBJECT FREE AREA	131'
TAXILANE OBJECT FREE AREA	115'
TAXIWAY LIGHTING	MITL
TAXIWAY SEPARATION	
TAXIWAY CENTERLINE TO PARALLEL TAXIWAY/TAXILANE CENTERLINE	105'
TAXIWAY CENTERLINE TO FIXED OR MOVEABLE OBJECT	65.5'
TAXILANE CENTERLINE TO PARALLEL TAXILANE CENTERLINE	97'
TAXILANE CENTERLINE TO FIXED OR MOVEABLE OBJECT	57.5'

AIRPORT DIMENSIONAL STANDARDS

FACILITY	DIMENSION
RUNWAY WIDTH	100'
RUNWAY SAFETY AREA WIDTH (RSA)	300'
RSA BEYOND RUNWAY ENDS	600'
RUNWAY OBJECT FREE AREA WIDTH (ROFA)	800'
ROFA BEYOND RUNWAY ENDS	600'
RUNWAY OBJECT FREE ZONE WIDTH (ROFZ)	400'
ROFZ BEYOND RUNWAY END	200'
INNER APPOACH OFZ LENGTH (IAOFZ)	2,425'
R/W–T/W CENTERLINE SEPARATION	400'
TAXIWAY OBJECT FREE AREA WIDTH	131'
T/W CENTERLINE TO FIXED MOVEABLE OBJECT	65.5'
TAXIWAY SAFETY AREA WIDTH	79'

DECLARED DISTANCE TABLE

	EXISTING
TAKE OFF RUNWAY AVAILABLE (TORA)	5,500'
TAKE OFF DISTANCE AVAILABLE (TODA)	5,500'
ACCELERATE STOP DISTANCE AVAILABLE (ASDA)	5,500'
LANDING DISTANCE AVAILABLE (LDA)	5,500'

APPROACH VISIBILITY MINIMUMS

	EXISTING
ILS Y OR LOC Y RWY 02	866' – 1/2 MILE
ILS Z OR LOC Z RWY 20	866' – 1/2 MILE
RNAV (GPS) RWY 02	866' – 1/2 MILE
RNAV (GPS) RWY 20	911' – 7/8 MILE

RUNWAY PROTECTION ZONE (RPZ)

RUNWAY	INNER WIDTH (W_1)	LENGTH (L)	OUTER WIDTH (W_2)	RPZ ACRES	INTEREST
02	1,000'	2,500'	1,750'	78.914	FEE
20	1,000'	1,700'	1,510'	48.978	FEE

AIRPORT FACILITIES INDEX

NO.	FACILITY
1	TERMINAL BUILDING
2	SKYTECH (FBO) MAINTENANCE HANGAR
3	SKYTECH (FBO) STORAGE HANGAR
4	FLY CAROLINA FLIGHT SCHOOL
5	BOX HANGAR
6	PORT–A–PORTS
7	SHADE PORT
8	TAXIWAY 'J' T–HANGARS
9	TAXIWAY 'J' BOX HANGARS

400' 200' 0 400' 800' 1,200'
SCALE IN FEET
1"=400'

LEGEND

ITEM	EXISTING
GROUND CONTOURS	
ROADS (PAVED)	
AIRPORT BUILDINGS / STRUCTURES	
AIRPORT PAVED AREAS	
AIRPORT PROPERTY LINE (PL)	—PL—
RUNWAY OBJECT FREE AREA	
RUNWAY OBJECT FREE AREA/OBSTACLE FREE ZONE	
RUNWAY OBSTACLE FREE ZONE	
RUNWAY SAFETY AREA/OBSTACLE FREE AREA	
RUNWAY SAFETY AREA	

MODIFICATION TO FAA DESIGN STANDARDS

NO.	MODIFICATION	WAIVER	DATE
1			
2			
3			

PLANNING DOCUMENT
NOT RELEASED FOR CONSTRUCTION

TALBERT, BRIGHT & ELLINGTON
ENGINEERING & PLANNING CONSULTANTS
3525 WHITEHALL PARK DRIVE, SUITE 210
CHARLOTTE, NORTH CAROLINA 28273
PHONE: 704-426-6070 FAX: 704-426-6080

REVISIONS		DATE
1	FAA AND SCAC COMMENTS	03/08/16
2		
3		
4		
5		

DESIGNED BY: JEL
PROJECT ENG.: CBS
PROJECT NO.: 3709–1402
DRAWN BY: MWP
CHECKED BY: CBS
DATE ISSUED: SEPT. 2015

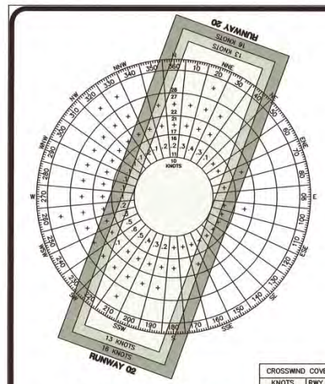
ROCK HILL/ YORK COUNTY AIRPORT BRYANT FIELD

EXISTING CONDITIONS

AIRPORT LAYOUT PLAN UPDATE

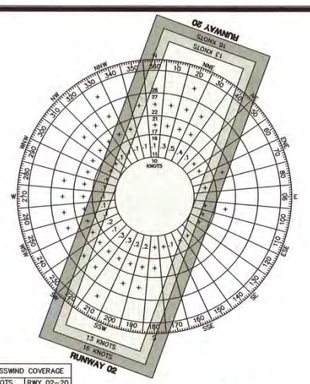
SCALE: 1"=400'
FILE NAME: FILE NAME: 1402–EXIST.dwg

SHT. 2 OF 14



ALL WEATHER WIND ROSE
SOURCE: NCDC – FAA WIND DATA
STATION: ROCK HILL–YORK COUNTY AIRPORT
PERIOD: 2006–2015

CROSSWIND COVERAGE	
KNOTS	RWY 02–20
10.5	98.66%
13	99.40%
16	99.87%



IFR WIND ROSE
SOURCE: NCDC – FAA WIND DATA
STATION: ROCK HILL–YORK COUNTY AIRPORT
PERIOD: 2006–2015

CROSSWIND COVERAGE	
KNOTS	RWY 02–20
10.5	99.19%
13	99.56%
16	99.83%

AIRPORT FACILITIES INDEX	
NO.	FACILITY
1	TERMINAL BUILDING
2	SKYTECH (FBO) MAINTENANCE HANGAR
3	SKYTECH (FBO) STORAGE HANGAR
4	FLY CAROLINA FLIGHT SCHOOL
5	BOX HANGAR
6	PORT–A–PORTS (TO BE REMOVED)
7	SHADE PORT
8	TAXIWAY 'J' T–HANGAR
9	TAXIWAY 'J' BOX HANGAR
10	PROPOSED 8–UNIT T–HANGAR
11	PROPOSED 6–UNIT T–HANGAR
12	PROPOSED 10–UNIT T–HANGAR
13	PROPOSED 60' X 60' BOX HANGAR
14	PROPOSED 80' X 80' BOX HANGAR
15	PROPOSED 100' X 120' BOX HANGAR
16	PROPOSED 80' 100' BOX HANGAR

TAXIWAY DATA TABLE		
ITEM	EXISTING	ULTIMATE
TAXIWAY AND TAXILANE WIDTH	35'	35'
TAXIWAY EDGE SAFETY MARGIN (TESM)	7.5'	7.5'
TAXIWAY SHOULDER WIDTH	15'	15'
TAXIWAY SAFETY AREA	79'	79'
TAXIWAY OBJECT FREE AREA	131'	131'
TAXILANE OBJECT FREE AREA	115'	115'
TAXIWAY LIGHTING	MITL	MITL
TAXIWAY SEPARATION		
TAXIWAY CENTERLINE TO PARALLEL TAXIWAY/TAXILANE CENTERLINE	105'	105'
TAXIWAY CENTERLINE TO FIXED OR MOVEABLE OBJECT	65.5'	65.5'
TAXILANE CENTERLINE TO PARALLEL TAXILANE CENTERLINE	97'	97'
TAXILANE CENTERLINE TO FIXED OR MOVEABLE OBJECT	57.5'	57.5'

APPROACH VISIBILITY MINIMUMS		
	EXISTING	ULTIMATE
ILS Y OR LOC Y RWY 02	866' – 1/2 MILE	NO CHANGE
ILS Z OR LOC Z RWY 20	866' – 1/2 MILE	NO CHANGE
RNAV (GPS) RWY 02	866' – 1/2 MILE	NO CHANGE
RNAV (GPS) RWY 20	911' – 7/8 MILE	NO CHANGE

RUNWAY PROTECTION ZONE (RPZ)					
RUNWAY	INNER WIDTH (W_1)	LENGTH (L)	OUTER WIDTH (W_2)	RPZ ACRES	INTEREST
02	1,000'	2,500'	1,750'	78.914	FEE
20	1,000'	1,700'	1,510'	48.978	FEE

AIRPORT DATA TABLE		
ITEM	EXISTING	ULTIMATE
FAA ASSET CLASSIFICATION	NATIONAL/REGIONAL	NATIONAL/REGIONAL
STATE AIRPORT CLASSIFICATION	SC–II	SC–II
AIRPORT ELEVATION (MSL)	666.3' MSL	666.3' MSL
AIRPORT REFERENCE POINT (ARP) COORDINATES (NAD 83)	LAT. N 34° 59' 16.20" LONG. W 81° 03' 25.80"	LAT. N 34° 59' 21.04" LONG. W 81° 03' 24.82"
AIRPORT MAGNETIC VARIATION	7° 26' WEST (2014)	7° 26' WEST (2014)
MEAN MAXIMUM DAILY TEMPERATURE	86° F / AUGUST	86° F / AUGUST
AIRPORT NAVIGATIONAL AIDS	RWY 02–ILS RWY 02/20–GPS	RWY 02–ILS RWY 02/20–GPS
MISCELLANEOUS FACILITIES	LIGHTED WIND CONE, AWOS, BEACON	LIGHTED WIND CONE, AWOS, BEACON
RUNWAY DESIGN CODE (RDC)	B–II–2400	C–II–2400
AIRPORT CRITICAL AIRCRAFT	FALCON 2000 EX	CITATION X
NPIAS SERVICE LEVEL	G.A.	G.A.
RUNWAY LIGHTING	MIRL	MIRL
RUNWAY MARKING	PIR	PIR

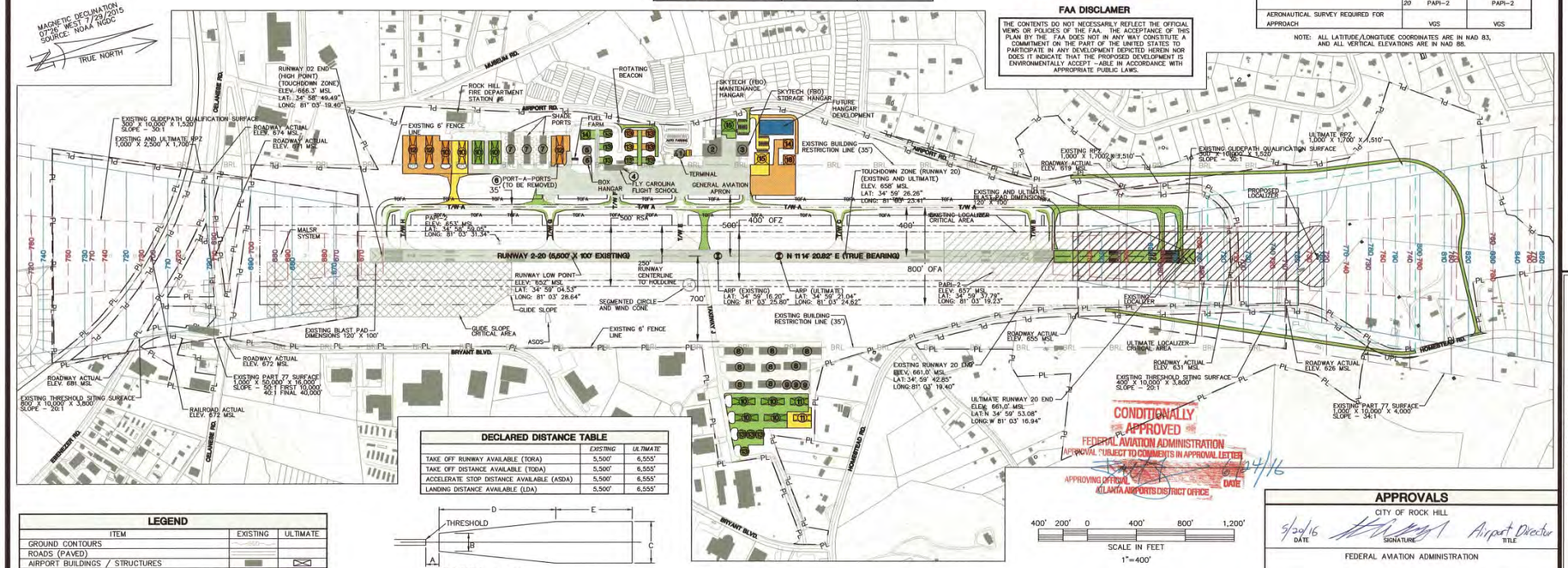
RUNWAY DATA TABLE		
ITEM	EXISTING	ULTIMATE
RUNWAY DIMENSIONS	5,500' X 100'	6,555' X 100'
RUNWAY END COORDINATES	02: LAT. N 34° 58' 48.48", LONG. W 81° 02' 35.13"	02: LAT. N 34° 58' 45.48", LONG. W 81° 02' 35.27"
	20: LAT. N 34° 59' 43.80", LONG. W 81° 03' 19.40"	20: LAT. N 34° 59' 53.08", LONG. W 81° 03' 16.94"
RUNWAY END ELEVATION	02: 666.3'	666.3'
	20: 661.0'	661.0'
RUNWAY HIGH POINT	666.3' MSL	666.3' MSL
RUNWAY LOW POINT	652.0' MSL	652.0' MSL
TOUCHDOWN ZONE ELEVATION (TDZE)	666' MSL	658' MSL
RSA DIMENSIONS	6,700' X 300'	8,555' X 500'
ROFA DIMENSIONS	6,700' X 800'	8,555' X 800'
ROFZ DIMENSIONS	5,900' X 400'	6,955' X 400'
INNER APPROACH OFZ DIMENSIONS	RW 02–2,425' X 400'	RW 02–2,425' X 400'
PRECISION OFZ DIMENSIONS	200' X 800'	200' X 800'
RUNWAY PROTECTION ZONE DIMENSIONS	02: 1,000' X 2,500' X 1,750'	1,000' X 2,500' X 1,750'
	20: 1,000' X 1,700' X 1,510'	1,000' X 1,700' X 1,510'
FAA PART 77 CATEGORY	RWY 02 – PIR RWY 20 – C	RWY 02 – PIR RWY 20 – C
PART 77 APPROACH SLOPES	RWY 02 – 50:1 RWY 20 – 34:1	RWY 02 – 50:1 RWY 20 – 34:1
RUNWAY BLAST PAD	02: 100' X 120'	100' X 120'
	20: 100' X 120'	100' X 120'
EFFECTIVE GRADIENT (%)	0.096%	0.081%
ALL WEATHER PERCENT WIND COVERAGE, (16 KNOTS)	99.87%	99.87%
IFR PERCENT WIND COVERAGE, (16 KNOTS)	99.83%	99.83%
INSTRUMENT RUNWAYS	RWY 02–RNAV, ILS RWY 20–RNAV	RWY 02–RNAV, ILS RWY 20–RNAV
PAVEMENT TYPE	ASPHALT	ASPHALT
PAVEMENT CLASSIFICATION NUMBER (PCN)	30/F/C/X/T	30/F/C/X/T
APPROACH SURFACES (INNER WIDTH X LENGTH X OUTER WIDTH)	RWY 02: 1,000' X 2,500' X 1,750' 34:1 RUNWAY 02 400' X 10,000' X 3,800' 50:1 RUNWAY 02	RWY 02: 1,000' X 2,500' X 1,750' 34:1 RUNWAY 02 400' X 10,000' X 3,800' 50:1 RUNWAY 02
RUNWAY LIGHTING	RWY 02/20 – MIRL	RWY 02/20 – MIRL
RUNWAY MARKING	02–PI, 20–PI	02–PI, 20–PI
ELECTRONIC & VISUAL APPROACH AIDS	02: PAPI–2, MALSR ILS	PAPI–2, MALSR ILS
	20: PAPI–2	PAPI–2
AERONAUTICAL SURVEY REQUIRED FOR APPROACH	VGS	VGS

NOTE: ALL LATITUDE/LONGITUDE COORDINATES ARE IN NAD 83, AND ALL VERTICAL ELEVATIONS ARE IN NAD 88.

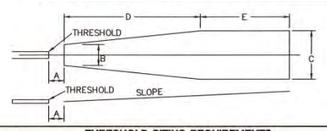
DEVELOPMENT STAGES	
PHASE I	2016–2021
PHASE II	2022–2026
PHASE III	2027–2035
PHASE IV	FUTURE

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 ACCEPT –ABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.



DECLARED DISTANCE TABLE		
	EXISTING	ULTIMATE
TAKE OFF RUNWAY AVAILABLE (TORA)	5,500'	6,555'
TAKE OFF DISTANCE AVAILABLE (TODA)	5,500'	6,555'
ACCELERATE STOP DISTANCE AVAILABLE (ASDA)	5,500'	6,555'
LANDING DISTANCE AVAILABLE (LDA)	5,500'	6,555'



THRESHOLD SITING REQUIREMENTS						
R/W	A	B	C	D	E	SLOPE
02	200'	800'	3,800'	10,000'	0'	34:1
20	200'	400'	3,800'	10,000'	0'	20:1
DEPARTURE SURFACE REQUIREMENTS						
R/W	A	B	C	D	E	SLOPE
02	0'	1,000'	6,466'	10,200'	0'	40:1
20	0'	1,000'	6,466'	10,200'	0'	40:1

LEGEND		
ITEM	EXISTING	ULTIMATE
GROUND CONTOURS		
ROADS (PAVED)		
AIRPORT BUILDINGS / STRUCTURES		
AIRPORT PAVED AREAS		
AIRPORT PROPERTY LINE (PL)	PL	UPL
RUNWAY OBJECT FREE AREA		
RUNWAY OBJECT FREE AREA/OBSTACLE FREE ZONE		
RUNWAY OBSTACLE FREE ZONE		
RUNWAY SAFETY AREA/OBSTACLE FREE AREA		
RUNWAY SAFETY AREA		
TAXIWAY OBJECT FREE AREA	TOFA	TOFA
APPROACH SURFACE		
PART 77 APPROACH SURFACE		
GLIDE PATH QUALIFICATION SURFACE (GQS)		

MODIFICATION TO FAA DESIGN STANDARDS			
NO.	MODIFICATION	WAIVER	DATE
1			
2			
3			

PLANNING DOCUMENT
NOT RELEASED FOR CONSTRUCTION

APPROVALS		
CITY OF ROCK HILL		
9/24/16 DATE	SIGNATURE	Airport Director TITLE
FEDERAL AVIATION ADMINISTRATION		
DATE	SIGNATURE	TITLE

TALBERT, BRIGHT & ELLINGTON
ENGINEERING & PLANNING CONSULTANTS
3525 WHITEHALL PARK DRIVE, SUITE 210
CHARLOTTE, NORTH CAROLINA 28273
PHONE: 704-426-6070 FAX: 704-426-6080

REVISIONS		DATE
1	PROPOSED RUNWAY END COORDINATES	11/24/15
2	FAA AND SCAC COMMENTS	03/08/16
3		
4		
5		

DESIGNED BY:	JEL
PROJECT ENG.:	CBS
PROJECT NO.:	3709–1402
DRAWN BY:	MWP
CHECKED BY:	CBS
DATE ISSUED:	SEPT. 2015

ROCK HILL/ YORK COUNTY AIRPORT BRYANT FIELD

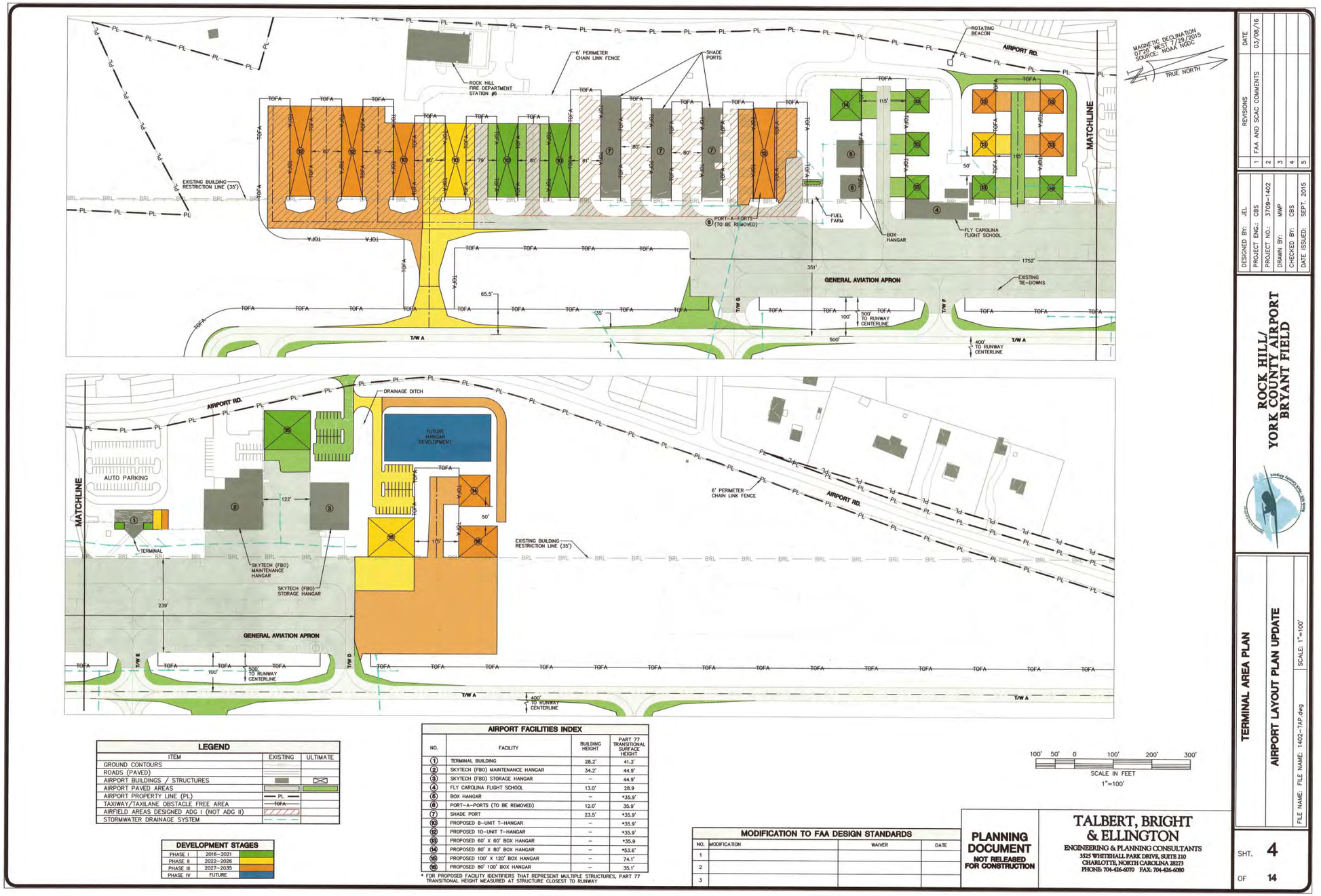
AIRPORT LAYOUT PLAN

AIRPORT LAYOUT PLAN UPDATE

SCALE: 1"=400'

FILE NAME: FILE NAME: 1402–ALP.dwg

SHT. 3
OF 14



REVISIONS		DATE
1	FAA AND SCAC COMMENTS	03/08/16
2		
3		
4		
5		

DESIGNED BY:	JEL
PROJECT ENG.:	CBS
PROJECT NO.:	3709-1402
DRAWN BY:	MWP
CHECKED BY:	CBS
DATE ISSUED:	SEPT. 2015

ROCK HILL/ YORK COUNTY AIRPORT BRYANT FIELD

TERMINAL AREA PLAN

AIRPORT LAYOUT PLAN UPDATE

SCALE: 1"=100'

FILE NAME: FILE NAME: 1402-TAP.dwg

SHT. 4
OF 14

LEGEND

ITEM	EXISTING	ULTIMATE
GROUND CONTOURS	400'	
ROADS (PAVED)		
AIRPORT BUILDINGS / STRUCTURES		
AIRPORT PAVED AREAS		
AIRPORT PROPERTY LINE (PL)	PL	
TAXIWAY/TAXILANE OBSTACLE FREE AREA	TOFA	
AIRFIELD AREAS DESIGNED ADG I (NOT ADG II)		
STORMWATER DRAINAGE SYSTEM		

DEVELOPMENT STAGES

PHASE I	2016–2021	
PHASE II	2022–2026	
PHASE III	2027–2035	
PHASE IV	FUTURE	

AIRPORT FACILITIES INDEX

NO.	FACILITY	BUILDING HEIGHT	PART 77 TRANSITIONAL SURFACE HEIGHT
(1)	TERMINAL BUILDING	28.2'	41.3'
(2)	SKYTECH (FBO) MAINTENANCE HANGAR	34.2'	44.9'
(3)	SKYTECH (FBO) STORAGE HANGAR	–	44.9'
(4)	FLY CAROLINA FLIGHT SCHOOL	13.0'	28.9
(5)	BOX HANGAR	–	*35.9'
(6)	PORT-A-PORTS (TO BE REMOVED)	12.0'	35.9'
(7)	SHADE PORT	23.5'	*35.9'
(10)	PROPOSED 8-UNIT T-HANGAR	–	*35.9'
(12)	PROPOSED 10-UNIT T-HANGAR	–	*35.9'
(13)	PROPOSED 60' X 60' BOX HANGAR	–	*35.9
(14)	PROPOSED 80' X 80' BOX HANGAR	–	*53.6'
(15)	PROPOSED 100' X 120' BOX HANGAR	–	74.1'
(16)	PROPOSED 80' 100' BOX HANGAR	–	35.1'

* FOR PROPOSED FACILITY IDENTIFIERS THAT REPRESENT MULTIPLE STRUCTURES, PART 77 TRANSITIONAL HEIGHT MEASURED AT STRUCTURE CLOSEST TO RUNWAY

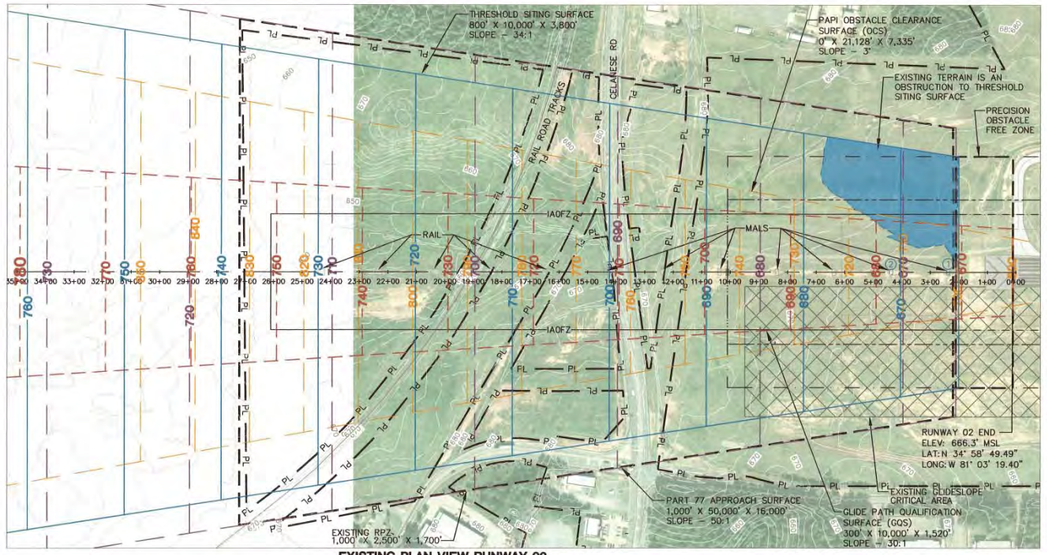
100' 50' 0 100' 200' 300'
SCALE IN FEET
1"=100'

MODIFICATION TO FAA DESIGN STANDARDS

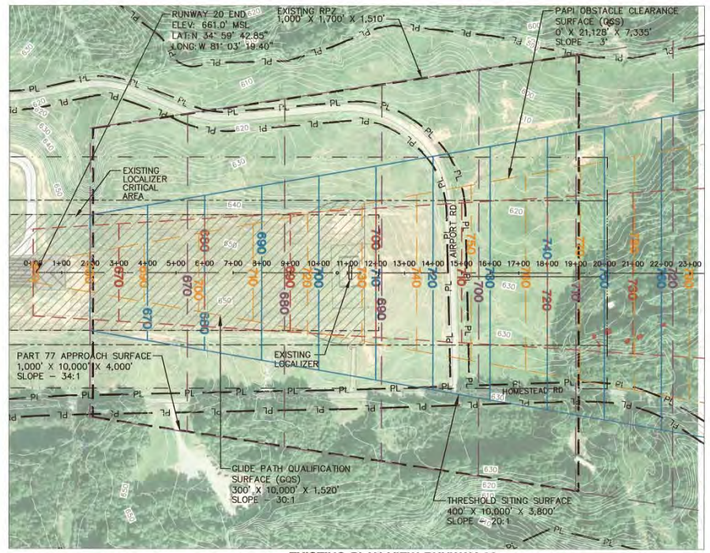
NO.	MODIFICATION	WAIVER	DATE
1			
2			
3			

PLANNING DOCUMENT
NOT RELEASED FOR CONSTRUCTION

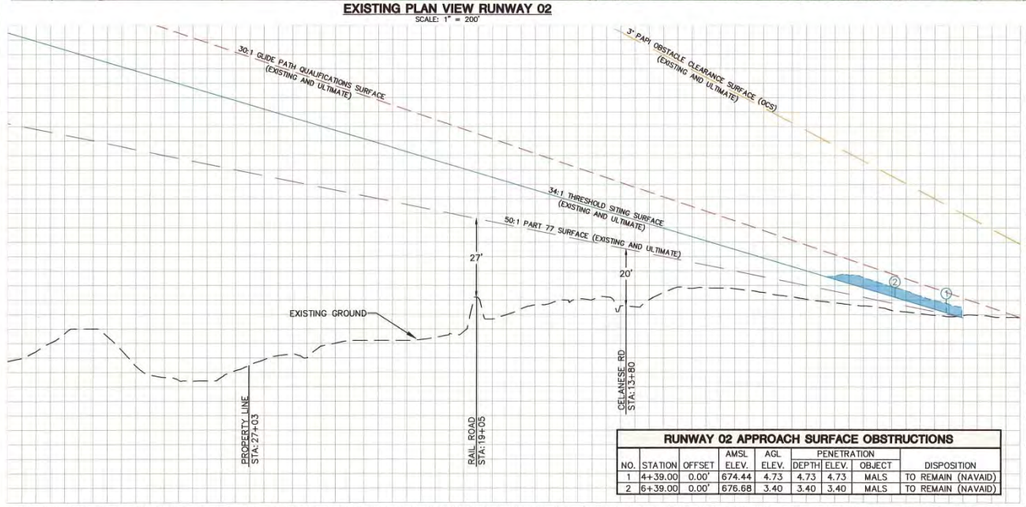
TALBERT, BRIGHT & ELLINGTON
ENGINEERING & PLANNING CONSULTANTS
3525 WHITEHALL PARK DRIVE, SUITE 210
CHARLOTTE, NORTH CAROLINA 28273
PHONE: 704-426-6070 FAX: 704-426-6080



EXISTING PLAN VIEW RUNWAY 02
SCALE: 1" = 200'



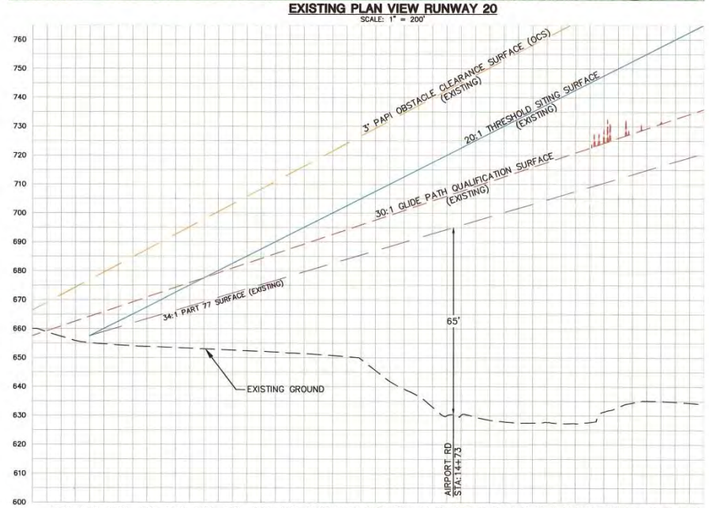
EXISTING PLAN VIEW RUNWAY 20
SCALE: 1" = 200'



RUNWAY 02 APPROACH SURFACE OBSTRUCTIONS

NO.	STATION	OFFSET	AMSL ELEV.	AGL ELEV.	PENETRATION DEPTH	PENETRATION ELEV.	OBJECT	DISPOSITION
1	4+39.00	0.00'	674.44	4.73	4.73	4.73	MALS	TO REMAIN (NAVAID)
2	6+39.00	0.00'	676.68	3.40	3.40	3.40	MALS	TO REMAIN (NAVAID)

EXISTING PROFILE VIEW RUNWAY 02



EXISTING PROFILE VIEW RUNWAY 20

LEGEND	
ITEM	EXISTING
GROUND CONTOURS	680
ROADS (PAVED)	
EXISTING AIRFIELD PAVEMENT	
AIRPORT PROPERTY LINE (PL)	PL
EXISTING GROUND	
APPROACH SURFACE	
INNER APPROACH OBSTACLE FREE ZONE (IAOFZ)	IAOFZ
GLIDE PATH QUALIFICATION SURFACE (GQS)	
PAPI OBSTACLE CLEARANCE SURFACE (OCS)	
PART 77 SURFACE	
THRESHOLD SITING SURFACE OBSTRUCTION AREA	
GLIDE PATH QUALIFICATION SURFACE OBSTRUCTION AREA	
SPECIFICALLY IDENTIFIED OBSTRUCTION	①

MAGNETIC DECLINATION
07°26' WEST 7/29/2015
SOURCE: NOAA NGDC
TRUE NORTH

200' 100' 0 200' 400' 600'
SCALE IN FEET
1" = 200' HORIZONTAL

20' 10' 0 20' 40' 60'
SCALE IN FEET
1" = 20' VERTICAL

NOTES
1. LIDAR OBSTRUCTION DATA WAS PROVIDED BY THE CITY OF ROCK HILL.
2. DUE TO THE NATURE OF THE LIDAR DATA, INDIVIDUAL OBSTRUCTIONS ARE UNABLE TO BE ACCURATELY IDENTIFIED. THEREFORE, OBSTRUCTION AREAS ARE SHOWN IN THE PLAN VIEWS AND APPROXIMATIONS OF OF HEIGHTS FOR PENETRATING AREAS ARE SHOWN IN THE PROFILE VIEWS.

PLANNING DOCUMENT
NOT RELEASED FOR CONSTRUCTION

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3525 WHITEHALL PARK DRIVE, SUITE 210
CHARLOTTE, NORTH CAROLINA 28273
PHONE: 704-426-6070 FAX: 704-426-6080

REVISIONS		DATE
1	FAA AND SCAC COMMENTS	03/08/16
2		
3		
4		
5		

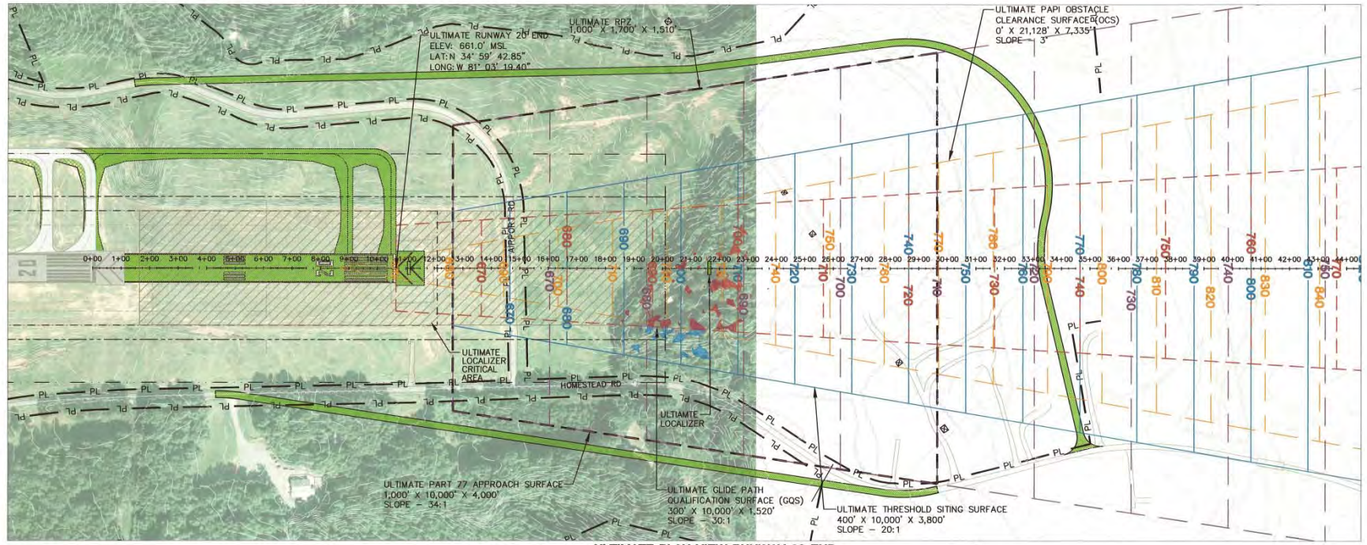
DESIGNED BY:	JEL
PROJECT ENG.:	CBS
PROJECT NO.:	3709-1402
DRAWN BY:	MWP
CHECKED BY:	CBS
DATE ISSUED:	SEPT. 2015

**ROCK HILL/
YORK COUNTY AIRPORT
BRYANT FIELD**

RUNWAY 02-20 INNER APPROACH SURFACE PLAN AND PROFILE (SHEET 1 OF 2)
AIRPORT LAYOUT PLAN UPDATE

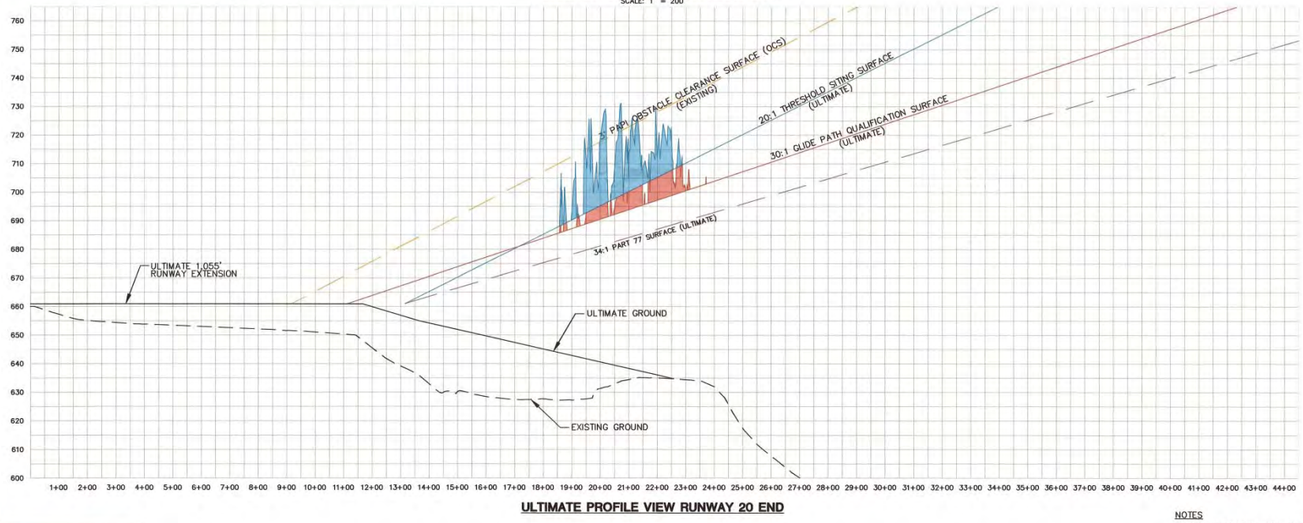
FILE NAME: 1402-INNAPP.dwg | SCALE: AS SHOWN

SHT. 5
OF 14



ULTIMATE PLAN VIEW RUNWAY 20 END
SCALE: 1" = 200'

MAGNETIC DECLINATION
07°25' WEST 7/29/2015
SOURCE: NOAA NGDC
TRUE NORTH



ULTIMATE PROFILE VIEW RUNWAY 20 END

LEGEND	
ITEM	EXISTING
GROUND CONTOURS	600
ROADS (PAVED)	
EXISTING AIRFIELD PAVEMENT	
PROPOSED AIRFIELD PAVEMENT	
AIRPORT PROPERTY LINE (PL)	PL
EXISTING GROUND	
APPROACH SURFACE	
GLIDE PATH QULAIFICATION SURFACE (GQS)	
PAPI OBSTACLE CLEARANCE SURFACE (OCS)	
PART 77 SURFACE	
THRESHOLD SITING SURFACE OBSTRUCTION AREA	
GLIDE PATH QUALIFICATION SURFACE OBSTRUCTION AREA	

200' 100' 0 200' 400' 600'
SCALE IN FEET
1" = 200' HORIZONTAL

20' 10' 0 20' 40' 60'
SCALE IN FEET
1" = 20' VERTICAL

NOTES
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PLANNING DOCUMENT
NOT RELEASED FOR CONSTRUCTION

TALBERT, BRIGHT & ELLINGTON
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3525 WHITEHALL PARK DRIVE, SUITE 210
CHARLOTTE, NORTH CAROLINA 28273
PHONE: 704-426-6070 FAX: 704-426-6080

REVISIONS		DATE
1	FAA AND SCAC COMMENTS	03/08/16
2		
3		
4		
5		

DESIGNED BY:	JEL
PROJECT ENG.:	CBS
PROJECT NO.:	3709-1402
DRAWN BY:	MWP
CHECKED BY:	CBS
DATE ISSUED:	SEPT. 2015

ROCK HILL/ YORK COUNTY AIRPORT BRYANT FIELD

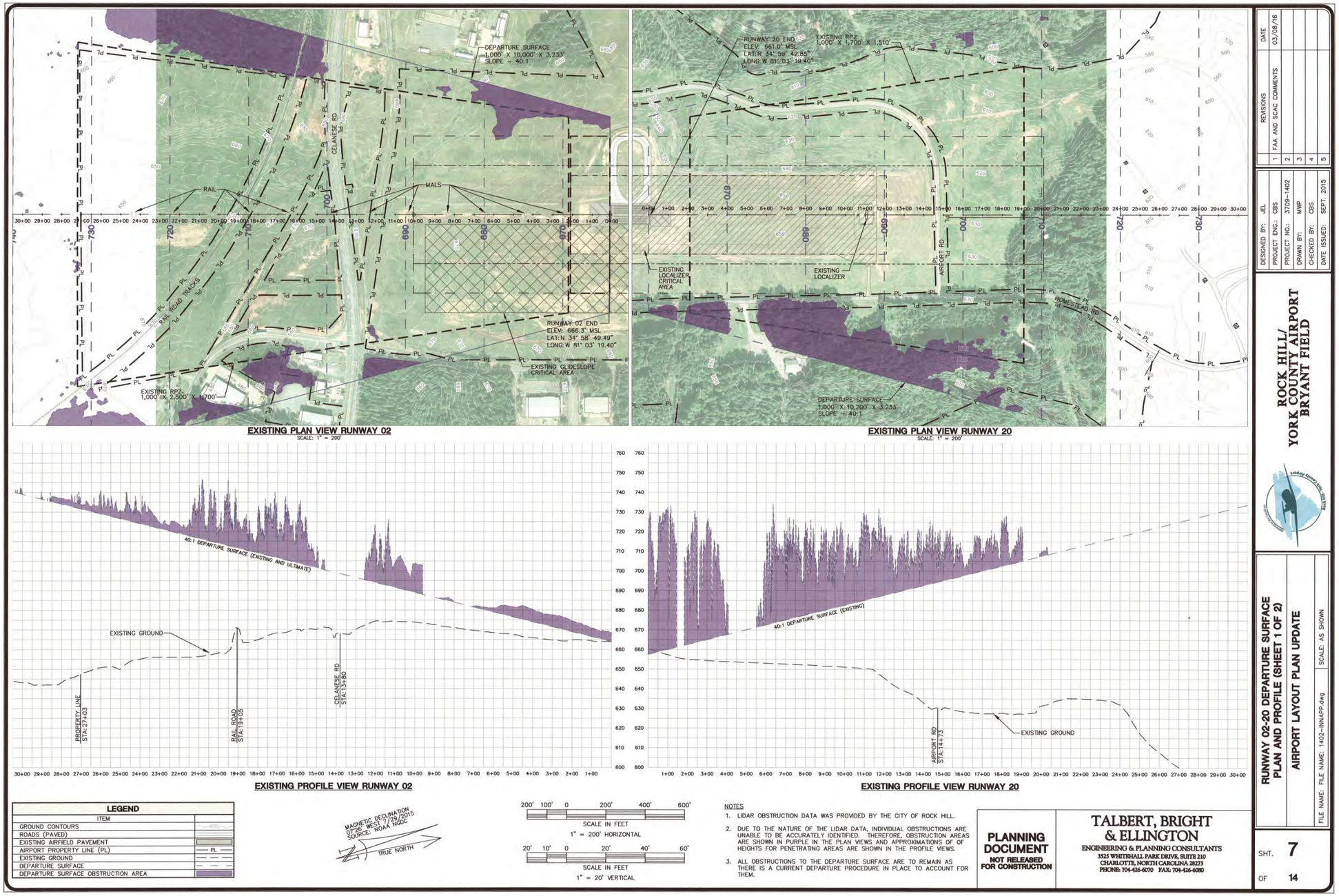
RUNWAY 02-20 INNER APPROACH SURFACE PLAN AND PROFILE (SHEET 2 OF 2)

AIRPORT LAYOUT PLAN UPDATE

SCALE: AS SHOWN

FILE NAME: 1402-INNAPP.dwg

SHT. 6
OF 14



LEGEND	
ITEM	
GROUND CONTOURS	600
ROADS (PAVED)	
EXISTING AIRFIELD PAVEMENT	
AIRPORT PROPERTY LINE (PL)	PL
EXISTING GROUND	
DEPARTURE SURFACE	
DEPARTURE SURFACE OBSTRUCTION AREA	

MAGNETIC DECLINATION
0°29' WEST 7/29/2015
SOURCE: NOAA NGDC
TRUE NORTH

200' 100' 0 200' 400' 600'
SCALE IN FEET
1" = 200' HORIZONTAL

20' 10' 0 20' 40' 60'
SCALE IN FEET
1" = 20' VERTICAL

NOTES
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3. ALL OBSTRUCTIONS TO THE DEPARTURE SURFACE ARE TO REMAIN AS THERE IS A CURRENT DEPARTURE PROCEDURE IN PLACE TO ACCOUNT FOR THEM.

PLANNING DOCUMENT
NOT RELEASED FOR CONSTRUCTION

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REVISIONS		DATE
1	FAA AND SCAC COMMENTS	03/08/16
2		
3		
4		
5		

DESIGNED BY:	JEL
PROJECT ENG.:	CBS
PROJECT NO.:	3709-1402
DRAWN BY:	WMP
CHECKED BY:	CBS
DATE ISSUED:	SEPT. 2015

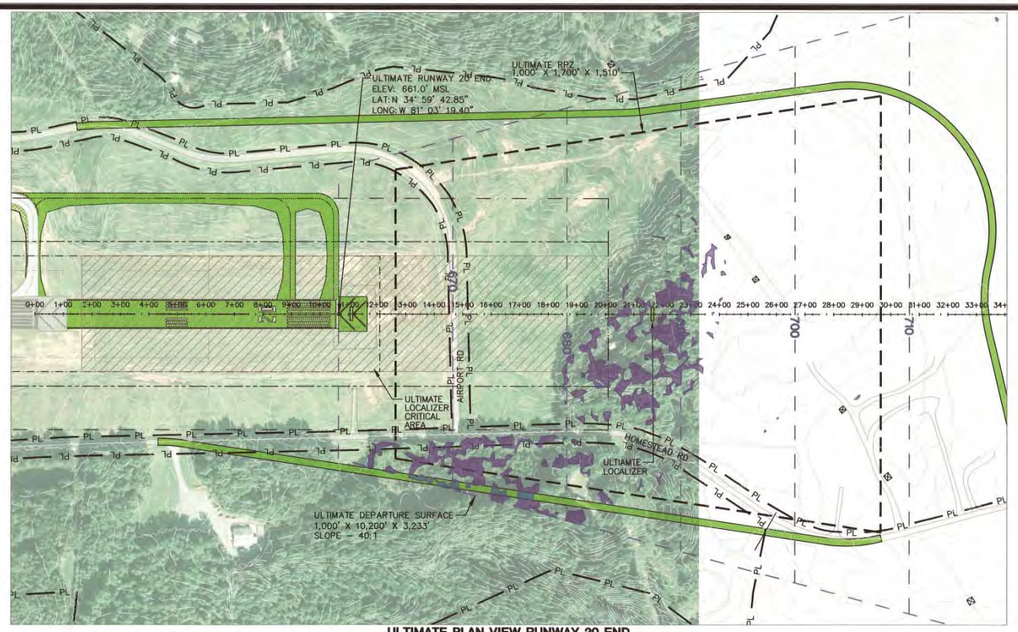
**ROCK HILL/
YORK COUNTY AIRPORT
BRYANT FIELD**

RUNWAY 02-20 DEPARTURE SURFACE PLAN AND PROFILE (SHEET 1 OF 2)

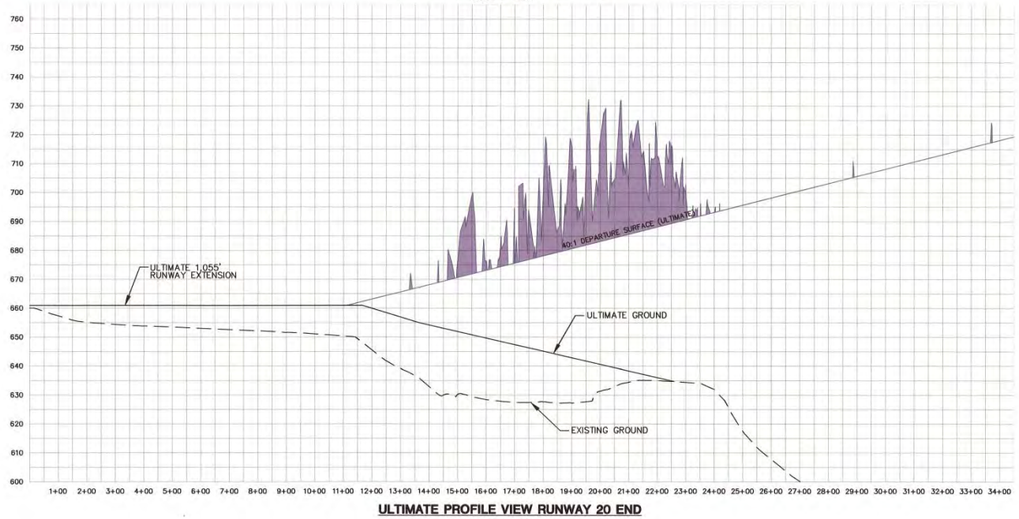
AIRPORT LAYOUT PLAN UPDATE

FILE NAME: FILE NAME: 1402-RNAPP.dwg | SCALE: AS SHOWN

SHT. 7
OF 14



ULTIMATE PLAN VIEW RUNWAY 20 END
SCALE: 1" = 200'



ULTIMATE PROFILE VIEW RUNWAY 20 END

200' 100' 0 200' 400' 600'
SCALE IN FEET
1" = 200' HORIZONTAL

20' 10' 0 20' 40' 60'
SCALE IN FEET
1" = 20' VERTICAL

MAGNETIC DECLINATION
07°29' WEST, 7/29/2015
SOURCE: NOAA NGDC
TRUE NORTH

LEGEND	
ITEM	
GROUND CONTOURS	690
ROADS (PAVED)	
EXISTING AIRFIELD PAVEMENT	
PROPOSED AIRFIELD PAVEMENT	
AIRPORT PROPERTY LINE (PL)	PL
EXISTING GROUND	
DEPARTURE SURFACE	
DEPARTURE SURFACE OBSTRUCTION AREA	

NOTES
1. LIDAR OBSTRUCTION DATA WAS PROVIDED BY THE CITY OF ROCK HILL.
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PHONE: 704-426-6070 FAX: 704-426-6080

REVISIONS		DATE
1	FAA AND SCAC COMMENTS	03/08/16
2		
3		
4		
5		

DESIGNED BY: JEL
PROJECT ENG.: CBS
PROJECT NO.: 3709-1402
DRAWN BY: MWP
CHECKED BY: CBS
DATE ISSUED: SEPT. 2015

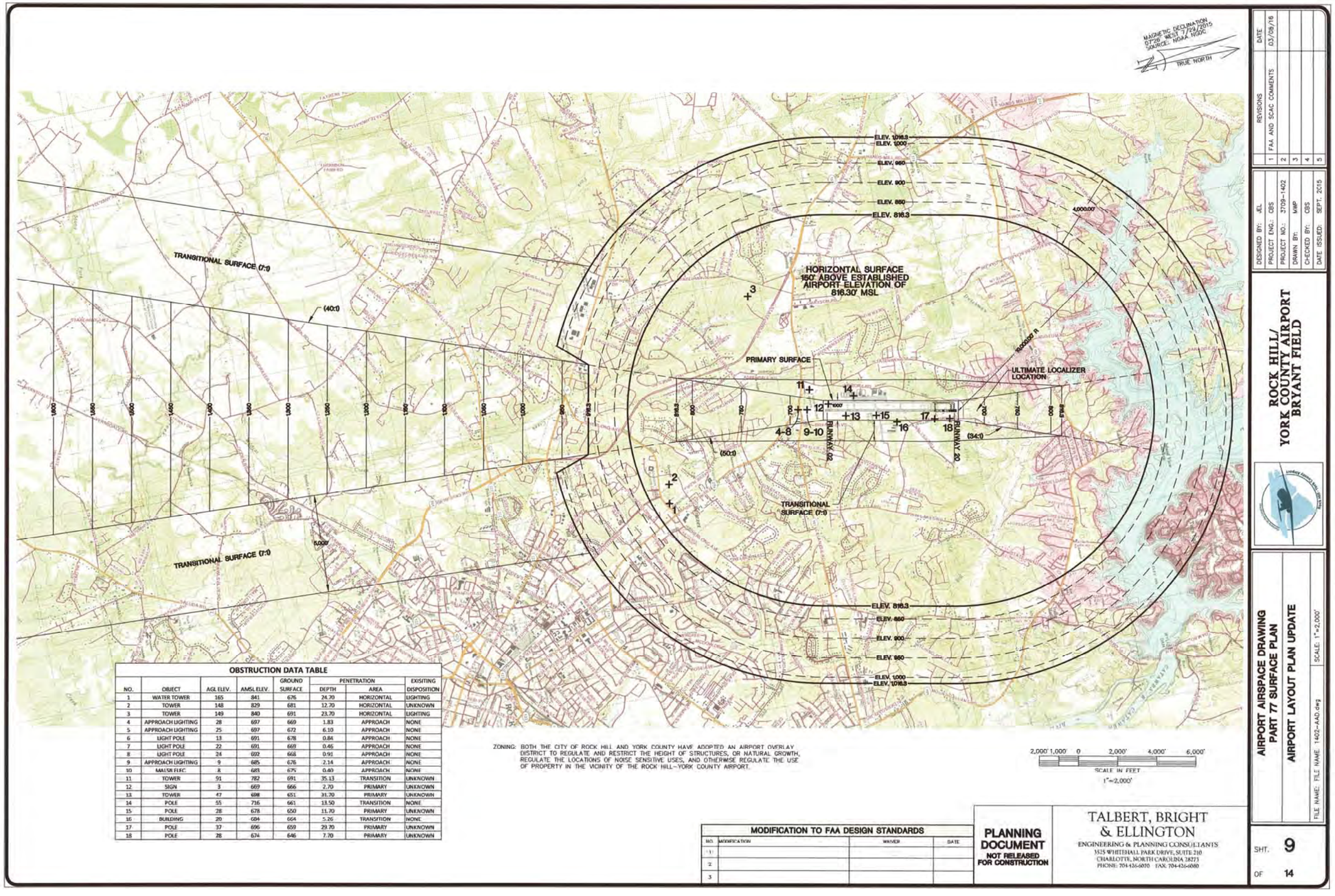
**ROCK HILL/
YORK COUNTY AIRPORT
BRYANT FIELD**

RUNWAY 02-20 DEPARTURE SURFACE PLAN AND PROFILE (SHEET 2 OF 2)

AIRPORT LAYOUT PLAN UPDATE

SCALE: AS SHOWN
FILE NAME: FILE NAME: 1402-INNAPP.dwg

SHT. 8
OF 14



OBSTRUCTION DATA TABLE

NO.	OBJECT	AGL ELEV.	AMSL ELEV.	GROUND SURFACE	PENETRATION DEPTH	PENETRATION AREA	EXISITING DISPOSITION
1	WATER TOWER	165	841	676	24.70	HORIZONTAL	LIGHTING
2	TOWER	148	829	681	12.70	HORIZONTAL	UNKNOWN
3	TOWER	149	840	691	23.70	HORIZONTAL	LIGHTING
4	APPROACH LIGHTING	28	697	669	1.83	APPROACH	NONE
5	APPROACH LIGHTING	25	697	672	6.10	APPROACH	NONE
6	LIGHT POLE	13	691	678	0.84	APPROACH	NONE
7	LIGHT POLE	22	691	669	0.46	APPROACH	NONE
8	LIGHT POLE	24	692	668	0.91	APPROACH	NONE
9	APPROACH LIGHTING	9	685	676	2.14	APPROACH	NONE
10	MALSR FLEC	8	683	675	0.40	APPROACH	NONE
11	TOWER	91	782	691	35.13	TRANSITION	UNKNOWN
12	SIGN	3	669	666	2.70	PRIMARY	UNKNOWN
13	TOWER	47	698	651	31.70	PRIMARY	UNKNOWN
14	POLE	55	716	661	13.50	TRANSITION	NONE
15	POLE	28	678	650	11.70	PRIMARY	UNKNOWN
16	BUILDING	20	684	664	5.26	TRANSITION	NONE
17	POLE	37	696	659	29.70	PRIMARY	UNKNOWN
18	POLE	28	674	646	7.70	PRIMARY	UNKNOWN

ZONING: BOTH THE CITY OF ROCK HILL AND YORK COUNTY HAVE ADOPTED AN AIRPORT OVERLAY DISTRICT TO REGULATE AND RESTRICT THE HEIGHT OF STRUCTURES, OR NATURAL GROWTH, REGULATE THE LOCATIONS OF NOISE SENSITIVE USES, AND OTHERWISE REGULATE THE USE OF PROPERTY IN THE VICINITY OF THE ROCK HILL–YORK COUNTY AIRPORT.

MODIFICATION TO FAA DESIGN STANDARDS

NO.	MODIFICATION	WAIVER	DATE
1			
2			
3			

PLANNING DOCUMENT
NOT RELEASED FOR CONSTRUCTION

TALBERT, BRIGHT & ELLINGTON
ENGINEERING & PLANNING CONSULTANTS
3525 WHITEHALL PARK DRIVE, SUITE 210
CHARLOTTE, NORTH CAROLINA 28273
PHONE: 704-426-6070 FAX: 704-426-6080

REVISIONS		DATE
1	FAA AND SCAC COMMENTS	03/08/16
2		
3		
4		
5		

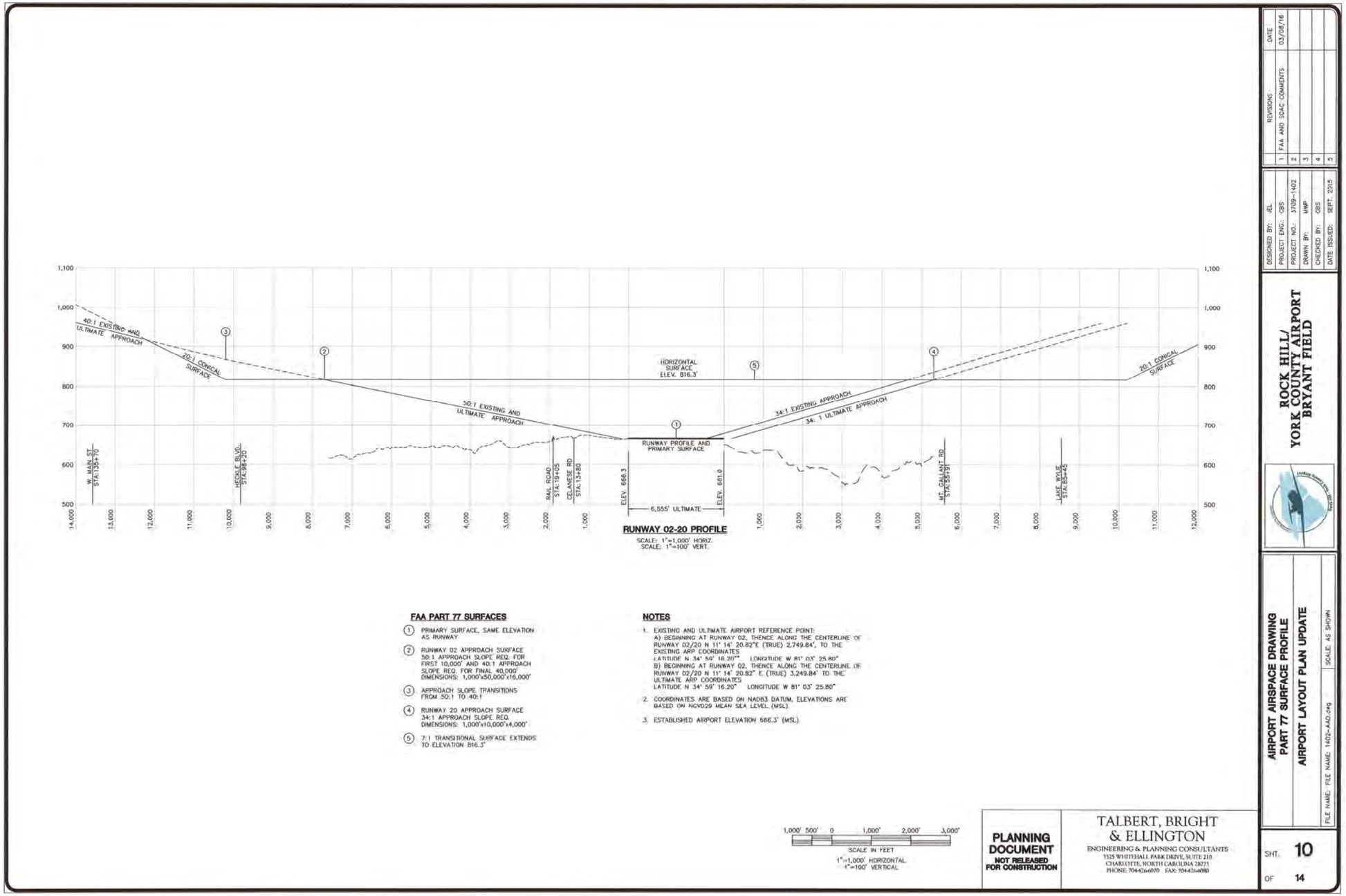
DESIGNED BY: AEL
PROJECT ENG.: CBS
PROJECT NO.: 3709-1402
DRAWN BY: MMP
CHECKED BY: CBS
DATE ISSUED: SEPT. 2015

ROCK HILL/ YORK COUNTY AIRPORT BRYANT FIELD

AIRPORT AIRSPACE DRAWING PART 77 SURFACE PLAN
AIRPORT LAYOUT PLAN UPDATE

FILE NAME: FILE NAME: 1402-AA0.dwg
SCALE: 1"=2,000'

SHT. 9
OF 14



RUNWAY 02-20 PROFILE
SCALE: 1"=1,000' HORIZ.
SCALE: 1"=100' VERT.

FAA PART 77 SURFACES

1. PRIMARY SURFACE, SAME ELEVATION AS RUNWAY
2. RUNWAY 02 APPROACH SURFACE 50:1 APPROACH SLOPE REQ. FOR FIRST 10,000' AND 40:1 APPROACH SLOPE REQ. FOR FINAL 40,000' DIMENSIONS: 1,000'x50,000'x16,000'
3. APPROACH SLOPE TRANSITIONS FROM 50:1 TO 40:1
4. RUNWAY 20 APPROACH SURFACE 34:1 APPROACH SLOPE REQ. DIMENSIONS: 1,000'x10,000'x4,000'
5. 7:1 TRANSITIONAL SURFACE EXTENDS TO ELEVATION 816.3'

NOTES

1. EXISTING AND ULTIMATE AIRPORT REFERENCE POINT:
   A) BEGINNING AT RUNWAY 02, THENCE ALONG THE CENTERLINE OF RUNWAY 02/20 N 11° 14' 20.82"E (TRUE) 2,749.84', TO THE EXISTING ARP COORDINATES
   LATITUDE N 34° 59' 16.20"* LONGITUDE W 81° 03' 25.80"
   B) BEGINNING AT RUNWAY 02, THENCE ALONG THE CENTERLINE OF RUNWAY 02/20 N 11° 14' 20.82" E (TRUE) 3,249.84' TO THE ULTIMATE ARP COORDINATES
   LATITUDE N 34° 59' 16.20" LONGITUDE W 81° 03' 25.80"
2. COORDINATES ARE BASED ON NAD83 DATUM, ELEVATIONS ARE BASED ON NGVD29 MEAN SEA LEVEL (MSL).
3. ESTABLISHED AIRPORT ELEVATION 666.3' (MSL)

1,000' 500' 0 1,000' 2,000' 3,000'
SCALE IN FEET
1"=1,000' HORIZONTAL
1"=100' VERTICAL

PLANNING DOCUMENT
NOT RELEASED FOR CONSTRUCTION

TALBERT, BRIGHT & ELLINGTON
ENGINEERING & PLANNING CONSULTANTS
3525 WHITEHALL PARK DRIVE, SUITE 210
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PHONE: 704-426-6070 FAX: 704-426-6080

REVISIONS:	DATE
1 FAA AND SCAC COMMENTS	03/08/16
2	
3	
4	
5	

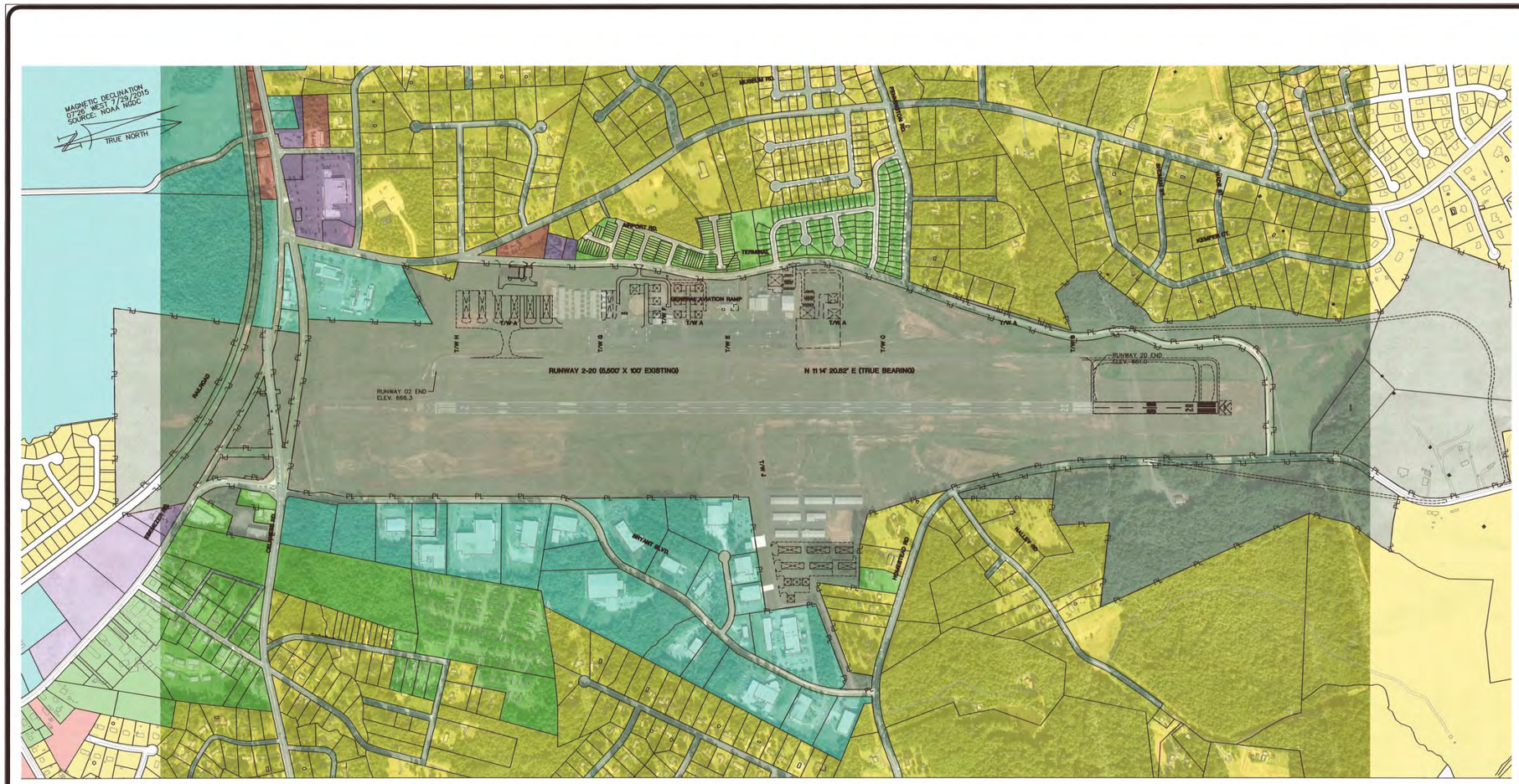
DESIGNED BY: JEL
PROJECT ENG.: CBS
PROJECT NO.: 3709-1402
DRAWN BY: MMP
CHECKED BY: CBS
DATE ISSUED: SEPT. 2015

ROCK HILL/ YORK COUNTY AIRPORT BRYANT FIELD

AIRPORT AIRSPACE DRAWING PART 77 SURFACE PROFILE
AIRPORT LAYOUT PLAN UPDATE

FILE NAME: FILE NAME: 1402-AA0.dwg | SCALE: AS SHOWN

SHT. 10
OF 14



ZONING: BOTH THE CITY OF ROCK HILL AND YORK COUNTY HAVE ADOPTED AN AIRPORT OVERLAY DISTRICT TO REGULATE AND RESTRICT THE HEIGHT OF STRUCTURES, OR NATURAL GROWTH, REGULATE THE LOCATIONS OF NOISE SENSITIVE USES, AND OTHERWISE REGULATE THE USE OF PROPERTY IN THE VICINITY OF THE ROCK HILL–YORK COUNTY AIRPORT.

LAND USE LEGEND	
	AERONAUTICAL
	INDUSTRIAL
	RESIDENTIAL
	COMMERCIAL
	OFFICE/INSTITUTIONAL
	NEIGHBORHOOD

LEGEND	
ITEM	EXISTING
AIRPORT PROPERTY LINE (PL)	PL
PROPERTY LINES	
PROPOSED PROJECTS	

400' 200' 0 400' 800' 1,200'
SCALE IN FEET
1"=400'

PLANNING DOCUMENT
NOT RELEASED FOR CONSTRUCTION

TALBERT, BRIGHT & ELLINGTON
ENGINEERING & PLANNING CONSULTANTS
3525 WHITEHALL PARK DRIVE, SUITE 210
CHARLOTTE, NORTH CAROLINA 28273
PHONE: 704-426-6070 FAX: 704-426-6080

REVISIONS		DATE
1	FAA AND SCAC COMMENTS	03/04/16
2		
3		
4		
5		

DESIGNED BY:	JEL
PROJECT ENG.:	CBS
PROJECT NO.:	3709-1402
DRAWN BY:	MWP
CHECKED BY:	CBS
DATE ISSUED:	SEPT. 2015

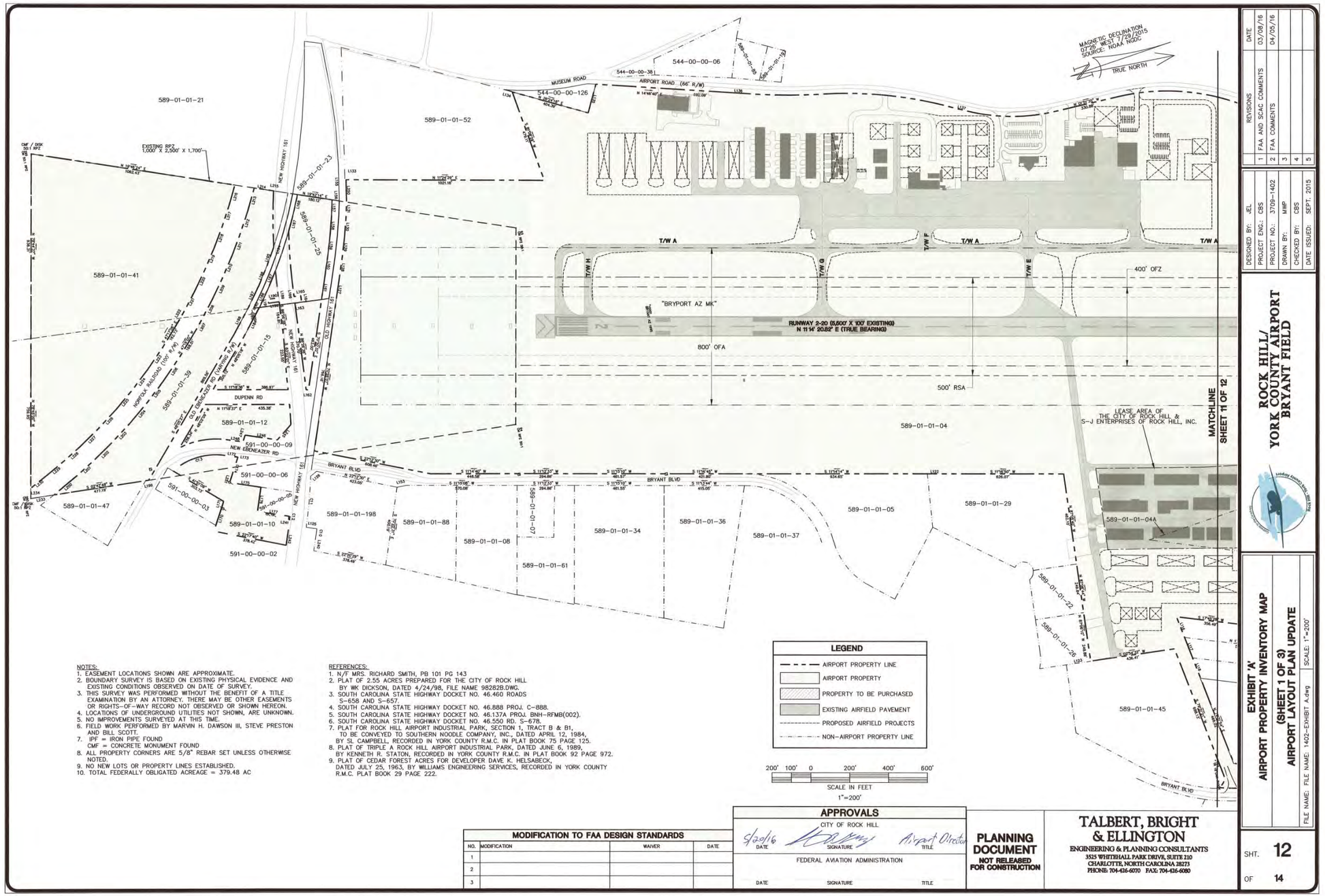
ROCK HILL/ YORK COUNTY AIRPORT BRYANT FIELD

LAND USE PLAN

AIRPORT LAYOUT PLAN UPDATE

FILE NAME: 1402-LUP.dwg
SCALE: 1"=400'

SHT. 11
OF 14



NOTES:
1. EASEMENT LOCATIONS SHOWN ARE APPROXIMATE.
2. BOUNDARY SURVEY IS BASED ON EXISTING PHYSICAL EVIDENCE AND EXISTING CONDITIONS OBSERVED ON DATE OF SURVEY.
3. THIS SURVEY WAS PERFORMED WITHOUT THE BENEFIT OF A TITLE EXAMINATION BY AN ATTORNEY. THERE MAY BE OTHER EASEMENTS OR RIGHTS-OF-WAY RECORD NOT OBSERVED OR SHOWN HEREON.
4. LOCATIONS OF UNDERGROUND UTILITIES NOT SHOWN, ARE UNKNOWN.
5. NO IMPROVEMENTS SURVEYED AT THIS TIME.
6. FIELD WORK PERFORMED BY MARVIN H. DAWSON III, STEVE PRESTON AND BILL SCOTT.
7. IPF = IRON PIPE FOUND
   CMF = CONCRETE MONUMENT FOUND
8. ALL PROPERTY CORNERS ARE 5/8" REBAR SET UNLESS OTHERWISE NOTED.
9. NO NEW LOTS OR PROPERTY LINES ESTABLISHED.
10. TOTAL FEDERALLY OBLIGATED ACREAGE = 379.48 AC

REFERENCES:
1. N/F MRS. RICHARD SMITH, PB 101 PG 143
2. PLAT OF 2.55 ACRES PREPARED FOR THE CITY OF ROCK HILL BY WK DICKSON, DATED 4/24/98, FILE NAME 98282B.DWG.
3. SOUTH CAROLINA STATE HIGHWAY DOCKET NO. 46.460 ROADS S-658 AND S-657.
4. SOUTH CAROLINA STATE HIGHWAY DOCKET NO. 46.888 PROJ. C-888.
5. SOUTH CAROLINA STATE HIGHWAY DOCKET NO. 46.137A PROJ. BNH-RFMB(002).
6. SOUTH CAROLINA STATE HIGHWAY DOCKET NO. 46.550 RD. S-678.
7. PLAT FOR ROCK HILL AIRPORT INDUSTRIAL PARK, SECTION 1, TRACT B & B1, TO BE CONVEYED TO SOUTHERN NOODLE COMPANY, INC., DATED APRIL 12, 1984, BY SL CAMPBELL, RECORDED IN YORK COUNTY R.M.C. IN PLAT BOOK 75 PAGE 125.
8. PLAT OF TRIPLE A ROCK HILL AIRPORT INDUSTRIAL PARK, DATED JUNE 6, 1989, BY KENNETH R. STATON, RECORDED IN YORK COUNTY R.M.C. IN PLAT BOOK 92 PAGE 972.
9. PLAT OF CEDAR FOREST ACRES FOR DEVELOPER DAVE K. HELSABECK, DATED JULY 25, 1963, BY WILLIAMS ENGINEERING SERVICES, RECORDED IN YORK COUNTY R.M.C. PLAT BOOK 29 PAGE 222.

LEGEND
- AIRPORT PROPERTY LINE
- AIRPORT PROPERTY
- PROPERTY TO BE PURCHASED
- EXISTING AIRFIELD PAVEMENT
- PROPOSED AIRFIELD PROJECTS
- NON-AIRPORT PROPERTY LINE

200' 100' 0 200' 400' 600'
SCALE IN FEET
1"=200'

MODIFICATION TO FAA DESIGN STANDARDS

NO.	MODIFICATION	WAIVER	DATE
1			
2			
3			

APPROVALS

CITY OF ROCK HILL
5/20/16 — DATE — SIGNATURE — Airport Director — TITLE

FEDERAL AVIATION ADMINISTRATION
DATE — SIGNATURE — TITLE

PLANNING DOCUMENT
NOT RELEASED FOR CONSTRUCTION

TALBERT, BRIGHT & ELLINGTON
ENGINEERING & PLANNING CONSULTANTS
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CHARLOTTE, NORTH CAROLINA 28273
PHONE: 704-426-6070 FAX: 704-426-6080

REVISIONS		DATE
1	FAA AND SCAC COMMENTS	03/08/16
2	FAA COMMENTS	04/05/16
3		
4		
5		

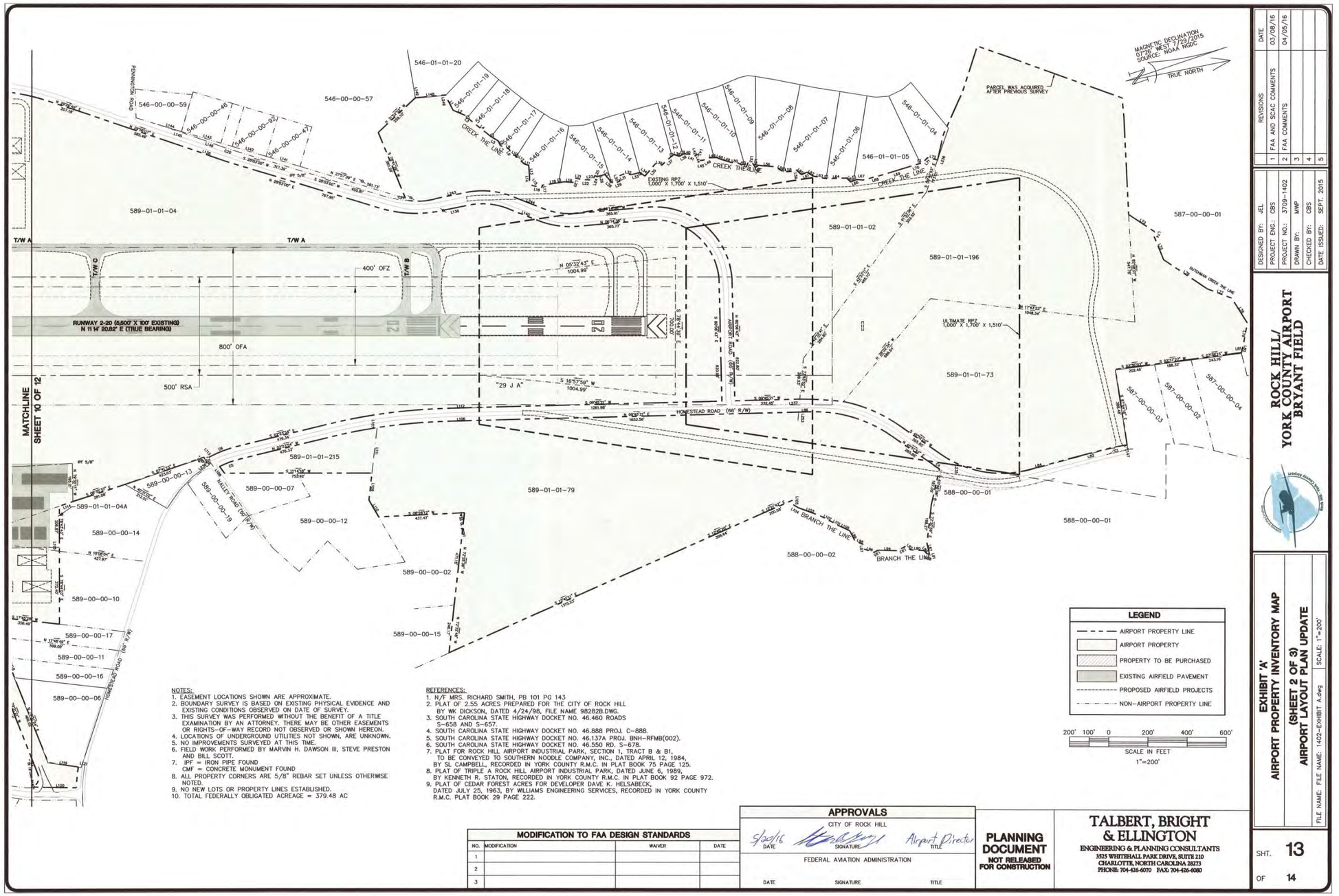
DESIGNED BY:	JEL
PROJECT ENG.:	CBS
PROJECT NO.:	3709-1402
DRAWN BY:	MWP
CHECKED BY:	CBS
DATE ISSUED:	SEPT. 2015

ROCK HILL/
YORK COUNTY AIRPORT
BRYANT FIELD

EXHIBIT 'A'
AIRPORT PROPERTY INVENTORY MAP
(SHEET 1 OF 3)
AIRPORT LAYOUT PLAN UPDATE

FILE NAME: FILE NAME: 1402-EXHIBIT A.dwg | SCALE: 1"=200'

SHT. 12
OF 14



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1. EASEMENT LOCATIONS SHOWN ARE APPROXIMATE.
2. BOUNDARY SURVEY IS BASED ON EXISTING PHYSICAL EVIDENCE AND EXISTING CONDITIONS OBSERVED ON DATE OF SURVEY.
3. THIS SURVEY WAS PERFORMED WITHOUT THE BENEFIT OF A TITLE EXAMINATION BY AN ATTORNEY. THERE MAY BE OTHER EASEMENTS OR RIGHTS-OF-WAY RECORD NOT OBSERVED OR SHOWN HEREON.
4. LOCATIONS OF UNDERGROUND UTILITIES NOT SHOWN, ARE UNKNOWN.
5. NO IMPROVEMENTS SURVEYED AT THIS TIME.
6. FIELD WORK PERFORMED BY MARVIN H. DAWSON III, STEVE PRESTON AND BILL SCOTT.
7. IPF = IRON PIPE FOUND
   CMF = CONCRETE MONUMENT FOUND
8. ALL PROPERTY CORNERS ARE 5/8" REBAR SET UNLESS OTHERWISE NOTED.
9. NO NEW LOTS OR PROPERTY LINES ESTABLISHED.
10. TOTAL FEDERALLY OBLIGATED ACREAGE = 379.48 AC

REFERENCES:
1. N/F MRS. RICHARD SMITH, PB 101 PG 143
2. PLAT OF 2.55 ACRES PREPARED FOR THE CITY OF ROCK HILL BY WK DICKSON, DATED 4/24/98, FILE NAME 98282B.DWG.
3. SOUTH CAROLINA STATE HIGHWAY DOCKET NO. 46.460 ROADS S-658 AND S-657.
4. SOUTH CAROLINA STATE HIGHWAY DOCKET NO. 46.888 PROJ. C-888.
5. SOUTH CAROLINA STATE HIGHWAY DOCKET NO. 46.137A PROJ. BNH-RFMB(002).
6. SOUTH CAROLINA STATE HIGHWAY DOCKET NO. 46.550 RD. S-678.
7. PLAT FOR ROCK HILL AIRPORT INDUSTRIAL PARK, SECTION 1, TRACT B & B1, TO BE CONVEYED TO SOUTHERN NOODLE COMPANY, INC., DATED APRIL 12, 1984, BY SL CAMPBELL, RECORDED IN YORK COUNTY R.M.C. IN PLAT BOOK 75 PAGE 125.
8. PLAT OF TRIPLE A ROCK HILL AIRPORT INDUSTRIAL PARK, DATED JUNE 6, 1989, BY KENNETH R. STATON, RECORDED IN YORK COUNTY R.M.C. IN PLAT BOOK 92 PAGE 972.
9. PLAT OF CEDAR FOREST ACRES FOR DEVELOPER DAVE K. HELSABECK, DATED JULY 25, 1963, BY WILLIAMS ENGINEERING SERVICES, RECORDED IN YORK COUNTY R.M.C. PLAT BOOK 29 PAGE 222.

LEGEND
- AIRPORT PROPERTY LINE
- AIRPORT PROPERTY
- PROPERTY TO BE PURCHASED
- EXISTING AIRFIELD PAVEMENT
- PROPOSED AIRFIELD PROJECTS
- NON-AIRPORT PROPERTY LINE

200' 100' 0 200' 400' 600'
SCALE IN FEET
1"=200'

MODIFICATION TO FAA DESIGN STANDARDS

NO.	MODIFICATION	WAIVER	DATE
1			
2			
3			

APPROVALS
CITY OF ROCK HILL
5/26/16 DATE — SIGNATURE — Airport Director TITLE
FEDERAL AVIATION ADMINISTRATION
DATE — SIGNATURE — TITLE

PLANNING DOCUMENT
NOT RELEASED FOR CONSTRUCTION

TALBERT, BRIGHT & ELLINGTON
ENGINEERING & PLANNING CONSULTANTS
3525 WHITEHALL PARK DRIVE, SUITE 210
CHARLOTTE, NORTH CAROLINA 28273
PHONE: 704-426-6070 FAX: 704-426-6080

REVISIONS		DATE
1	FAA AND SCAC COMMENTS	03/08/16
2	FAA COMMENTS	04/05/16
3		
4		
5		

DESIGNED BY:	JEL
PROJECT ENG.:	CBS
PROJECT NO.:	3709-1402
DRAWN BY:	MMP
CHECKED BY:	CBS
DATE ISSUED:	SEPT. 2015

ROCK HILL/ YORK COUNTY AIRPORT BRYANT FIELD

EXHIBIT 'A'
AIRPORT PROPERTY INVENTORY MAP
(SHEET 2 OF 3)
AIRPORT LAYOUT PLAN UPDATE

FILE NAME: FILE NAME: 1402-EXHIBIT A.dwg — SCALE: 1"=200'

SHT. 13
OF 14

TAX MAP #	OWNERSHIP	DEED BOOK	PLAT BOOK	ACQUIRED	AIP NUMBER	ACRES
544-00-00-06	EL MILLS PROPERTIES LLC	DB 9141 PG 1	NONE	-	-	2.00
544-00-00-38	UTILITIES SERVICES OF SC INC.	DB 4662 PG 18	NOT RECORDED	-	-	0.61
544-00-00-126	COMPORIUM INC.	DB 877 PG 194	NONE	-	-	UNKNOWN
546-00-00-46	DENNIS R. & NANCY K. MEAD	DB 13053 PG 137	PB 26 PG 53	-	-	UNKNOWN
546-00-00-47	TIFFANY ELLIOT	DB 11534 PG 204	PB 65 PG 137	-	-	0.84
546-00-00-57	SCOTT W. & LORI M. HAHM	DB 13276 PG 272	PB 127 PG 176	-	-	14.52
546-00-00-59	RUSSELL FARRIS	DB 3887 PG 171	PB 111 PG 37	-	-	0.96
546-00-00-92	JAMES E. & SANDRA R. NIES	DB 663 PG 198	PB 65 PG 137	-	-	0.85
546-01-01-04	EDWARD GRAY WILLIAMS	DB 11022 PG 162	PB 29 PG 222	-	-	UNKNOWN
546-01-01-05	DALE C. JOHNSON	DB 649 PG 153	PB 114 PG 199	-	-	UNKNOWN
546-01-01-06	CHARLES & TRACEY BATTAGLIA	DB 1478 PG 113	PB 29 PG 222	-	-	UNKNOWN
546-01-01-07	CHARLES & TRACEY BATTAGLIA	DB 1478 PG 113	PB 29 PG 222	-	-	UNKNOWN
546-01-01-08	BOBBY DEAN BROOME	DB 368 PG 401	PB 29 PG 222	-	-	UNKNOWN
546-01-01-09	BOBBY DEAN BROOME	DB 390 PG 259	PB 29 PG 222	-	-	UNKNOWN
546-01-01-10	JOAN YUKOB	DB 418 PG 97	PB 29 PG 222	-	-	UNKNOWN
546-01-01-11	LARRY ALLEN LITTLE	DB 768 PG 156	PB 117 PG 59	-	-	UNKNOWN
546-01-01-12	ROBERT C. STROUD	DB 657 PG 143	PB 29 PG 222	-	-	UNKNOWN
546-01-01-13	ROBERT CLAYTON STROUD	DB 743 PG 176	PB 29 PG 222	-	-	UNKNOWN
546-01-01-14	FLOYD & REBECCA O. HUGHES	DB 484 PG 158	PB 29 PG 222	-	-	UNKNOWN
546-01-01-15	CHRISTOPHER RYAN BARRETT	DB 7997 PG 188	PB 120 PG 59	-	-	UNKNOWN
546-01-01-16	JOHNNY B. ROBINSON	DB 364 PG 566	PB 29 PG 222	-	-	UNKNOWN
546-01-01-17	JAMES R. & ANGELA D. PRESTWOOD	DB 1226 PG 296	PB 29 PG 222	-	-	UNKNOWN
546-01-01-18	GLEN C. SCHECHTER	DB 13542 PG 86	PB 29 PG 222	-	-	UNKNOWN
546-01-01-19	MICHAEL W. COLLINS	DB 11484 PG 160	PB 103 PG 166	-	-	UNKNOWN
546-01-01-20	RALPH B. & ANN R. McGUIRT	DB 365 PG 7	PB 29 PG 222	-	-	UNKNOWN
587-00-00-01	JIMMIE LEE HOAGLAND	DB 443 PG 397	NONE	-	-	67.80
587-00-00-02	RONALD W. PARRISH	DB 384 PG 272	PB 85 PG 130	-	-	1.97
587-00-00-03	RONALD W. PARRISH	DB 929 PG 115	PB 85 PG 130	-	-	1.97
587-00-00-04	RONALD WILLIAM PARRISH	DB 384 PG 269	PB 85 PG 130	-	-	1.99
588-00-00-01	OLA L. DUFFELS	DB 192 PG 298	PB 34 PG 234	-	-	30.86
588-00-00-02	W. A. QUALLS EST.	DB 79 PG 43	NONE	-	-	60.00
589-00-00-02	WILLIAM DOUG WILLIAMSON	DB 647 PG 279	PB 8 PG 71	-	-	6.09
589-00-00-06	TERESA A. BERGERSON	DB 11846 PG 324	PB 110 PG 172	-	-	3.00
589-00-00-07	JAMES H. & BARBARA H. ST. CLAIR	DB 592 PG 298	PB 57 PG 150	-	-	1.52
589-00-00-10	GRACE EVANGELISTIC PENTECOSTAL	DB 596 PG 1003	NONE	-	-	3.16
589-00-00-11	GRADY A. YEARGIN JR.	DB 649 PG 246	NONE	-	-	1.29
589-00-00-12	JAMES H. & BARBARA H. ST. CLAIR	DB 675 PG 129	NONE	-	-	6.00
589-00-00-13	PAULINE A. PLAMONDON	DB 10264 PG 313	PB 117 PG 211	-	-	1.00
589-00-00-14	JOSEPH O. & SUE D. TAYLOR	DB 6495 PG 220	NONE	-	-	3.66
589-00-00-15	MICHAEL J. & SHEILA S. MALONEY	DB 620 PG 693	NONE	-	-	1.00
589-00-00-16	ALVIS L. & LASAINE M. YATES	DB 1096 PG 124	PB 97 PG 161	-	-	1.15
589-00-00-17	DANNY EDWARD & GLENDA LEAR	DB 1040 PG 332	PB 72 PG 222	-	-	1.40
589-00-00-19	VICTOR & CAROLYN C. DUDLEY	DB 494 PG 97	PB C263 PG 6	-	-	1.27
589-01-01-02	CITY OF ROCK HILL	DB 793 PG 78	PB D222 PG 7 & 8	12/12/1984	3-45-0049-01	28.30
589-01-01-04	CITY OF ROCK HILL	DB 185 PG 243	PB 14 PG 190	3/16/1957	9-38-004-5901	307.34
589-01-01-04A	CITY OF ROCK HILL	DB 185 PG 243	PB 14 PG 190	12/3/1997	3-45-0049-16	1.34
589-01-01-05	POSSEHL CONNECTOR SERVICES SC INC.	DB 12764 PG 134	PB 81 PG 148	-	-	6.72
589-01-01-07	STRAIGHTLINE OPTICAL SERVICES	DB 7142 PG 201	PB B290 PG 6	-	-	1.49
589-01-01-08	GREENLINE SC PROPERTIES LLC	DB 5867 PG 294	PB C228 PG 8	-	-	3.59
589-01-01-10	CITY OF ROCK HILL	DB 1071 PG 108	PB D222 PG 7 & 8	1/4/1989	3-45-0049-06	2.77
589-01-01-12	CITY OF ROCK HILL	DB 1071 PG 108	PB D222 PG 7 & 8	1/4/1989	3-45-0049-06	1.87
589-01-01-15	CITY OF ROCK HILL	DB 378 PG 10	PB D222 PG 7 & 8	1/23/1992	3-45-0049-08	2.55
589-01-01-21	REFORMED THEOLOGICAL SEMINARY	DB 1486 PG 327	NONE	-	-	97.63
589-01-01-22	GREGORY & DEBORAH WIENER TRUSTEE	DB 6790 PG 289	PB C348 PG 10	-	-	1.42
589-01-01-23	UNITED OIL OF THE CAROLINAS	DB 1468 PG 275	PB 87 PG 104	-	-	0.96
589-01-01-25	CITY OF ROCK HILL	DB 967 PG 184	PB D222 PG 7 & 8	9/30/1998	3-45-0049-05	2.97
589-01-01-26	JOHN MITCHELL ABERMAN	DB 840 PG 252	PB 95 PG 116	-	-	1.45
589-01-01-29	KEITH R. SPENCER	DB 6413 PG 242	PB 92 PG 649	-	-	6.67
589-01-01-34	EPS LIMITED LLC	DB 7996 PG 371	PB 64 PG 4	-	-	6.75
589-01-01-36	OPR PARTNERS	DB 1498 PG 173	NONE	-	-	5.84
589-01-01-37	THERESA C. HALL	DB 888 PG 8	PB 98 PG 103	-	-	2.67
589-01-01-39	CITY OF ROCK HILL	DB 233 PG 39	PB D222 PG 7 & 8	5/2/1991	3-45-0049-07	7.73
589-01-01-41	CITY OF ROCK HILL	DB 366 PG 237	PB D222 PG 7 & 8	12/18/1991	3-45-0049-08	24.61
589-01-01-45	LEXINGTON COMPONENTS, INC.	DB 122 PG 241	PB 74 PG 489	-	-	8.38
589-01-01-47	VIRGINIA & ELIAS PROPERTIES LLC	DB 13761 PG 233	PB E217 PG 2	-	-	2.30
589-01-01-52	STATE OF SOUTH CAROLINA	DB 317 PG 417	PB 20 PG 6	-	-	11.57
589-01-01-61	INNOVATIVE GROUP LLC	DB 3355 PG 183	PB B209 PG 6	-	-	2.61
589-01-01-73	CITY OF ROCK HILL	DB 2110 PG 357	PB D222 PG 7 & 8	1/19/1998	3-45-0049-11	27.59
589-01-01-79	CITY OF ROCK HILL	DB 2070 PG 231	PB D222 PG 7 & 8	12/12/1997	3-45-0049-11	43.73
589-01-01-85	ANTHONY JOSEPH LIVORNESE	DB 8155 PG 150	PB 101 PG 143	-	-	0.73
589-01-01-88	D & J PROPERTIES	DB 9358 PG 39	PB C228 PG 8	-	-	3.66
589-01-01-196	CITY OF ROCK HILL	DB 8413 PG 304	PB D141 PG 9	9/19/2006	3-45-0049-15/18	35.00
589-01-01-197	WAYNE L. ADKINS	DB 11681 PG 15	PB 145 PG 53	-	-	0.42
589-01-01-198	QUICKTRIP CORPORATION	DB 13868 PG 282	PG E266 PG 4	-	-	3.60
589-01-01-215	CITY OF ROCK HILL	NONE	NONE	-	-	2.70
591-00-00-02	MARY C. WALLACE ETAL.	DB 14214 PG 94	NONE	-	-	20.00
591-00-00-03	WRBR LIMITED LLC	DB 5986 PG 34	NONE	-	-	UNKNOWN
591-00-00-05	JOHN D. & GERALDINE R. RINEHART	DB 599 PG 286	PB 27 PG 190	-	-	0.48
591-00-00-06	CONRAD CATHLEEN ESTES	DB 970 PG 1	PB 27 PG 190	-	-	1.00
591-00-00-09	SOUTH CAROLINA DEPT. OF TRANSPORTATION	DB 2154 PG 33	PB 27 PG 190	-	-	UNKNOWN

LINE	LENGTH	BEARING
L1	81.71	N 73°39'53" E
L2	67.11	N 34°14'02" E
L3	42.05	N 53°36'49" E
L4	126.04	N 49°37'10" E
L5	46.81	N 43°02'16" E
L6	24.63	N 78°31'33" E
L7	29.02	N 31°59'23" E
L8	18.51	N 33°30'13" E
L9	28.68	N 71°29'30" E
L10	21.31	N 37°57'18" E
L11	24.32	N 29°25'46" E
L12	81.13	N 54°27'36" E
L13	61.09	S 82°43'57" E
L14	17.65	S 75°56'30" E
L15	27.73	N 68°46'01" E
L16	50.93	N 21°50'07" E
L17	11.10	N 77°35'09" W
L18	112.69	N 02°21'22" E
L19	48.03	N 14°16'10" E
L20	21.97	N 59°45'36" W
L21	36.39	N 21°57'28" E
L22	43.89	N 14°02'21" E
L23	12.20	N 06°23'35" E
L24	23.46	N 54°42'55" W
L25	11.98	N 41°28'01" E
L26	42.10	N 03°29'23" W
L27	43.78	N 59°06'50" E
L28	20.23	N 50°56'31" E
L29	35.41	N 10°24'04" W
L30	25.55	S 80°41'36" W
L31	33.71	N 11°46'29" W
L32	36.84	N 18°28'46" E
L33	44.34	N 02°27'29" W
L34	31.07	N 46°32'50" E
L35	82.39	N 38°43'50" W
L36	33.07	N 25°04'16" E
L37	81.17	N 31°25'30" W
L38	31.88	N 27°40'50" E
L39	25.06	N 18°05'18" W
L40	34.89	N 14°56'58" E
L41	23.66	N 34°20'10" E
L42	15.23	N 23°57'40" W
L43	12.01	N 40°13'20" E
L44	25.05	N 89°03'22" E
L45	16.12	N 08°36'56" E
L46	27.75	N 15°47'06" W
L47	42.33	N 09°50'00" E
L48	25.25	N 32°26'34" E
L49	53.52	N 28°56'27" E
L50	35.52	N 15°45'19" E
L51	46.92	N 39°54'39" E
L52	28.39	N 57°08'06" W
L53	23.29	N 22°24'17" E
L54	26.80	N 71°07'06" E
L55	17.90	N 31°48'27" W
L56	89.58	N 16°04'17" E
L57	49.68	N 43°17'15" E
L58	50.48	N 06°53'34" E
L59	16.03	N 13°01'59" W
L60	35.71	N 53°52'09" E
L61	30.97	N 12°52'11" W
L62	36.54	N 43°46'14" E
L63	65.49	N 22°32'24" E
L64	107.11	N 09°49'02" E
L65	27.14	N 57°11'21" E
L66	33.64	N 09°29'07" W
L67	33.81	N 15°12'23" E
L68	105.49	N 03°37'15" W
L69	124.10	N 05°51'12" W
L70	87.09	N 05°19'14" W
L71	34.44	N 36°16'07" W
L72	51.97	N 20°53'23" E
L73	159.50	N 45°33'39" E
L74	14.39	S 53°54'03" E
L75	140.60	N 79°07'11" E
L76	266.46	N 44°41'44" E
L77	134.39	N 31°58'44" E
L78	149.51	N 69°04'40" E
L79	101.56	S 68°11'03" E
L80	52.16	S 86°25'55" E
L81	15.70	S 03°28'23" W
L82	129.62	S 03°25'58" E
L83	161.37	S 04°00'27" E
L84	98.87	S 03°45'37" E
L85	186.45	S 00°04'29" E
L86	64.02	N 09°42'21" E
L87	46.68	N 88°35'29" E
L88	14.34	S 27°19'09" W
L89	19.85	S 59°35'17" W
L90	69.92	S 14°54'51" W
L91	9.67	N 88°24'13" E
L92	28.81	S 52°55'05" W
L93	51.17	S 16°52'41" E
L94	99.13	S 12°41'25" W
L95	23.47	S 17°42'35" E
L96	51.32	S 30°22'46" W
L97	22.84	N 84°20'41" W
L98	49.88	S 33°16'50" W
L99	58.10	S 74°23'19" W
L100	59.84	S 36°12'23" W
L101	40.09	S 40°17'26" W
L102	65.18	S 38°56'02" W
L103	122.16	S 31°33'12" W
L104	37.76	S 41°41'49" W
L105	18.67	S 73°14'02" W
L106	138.66	N 09°44'01" E
L107	12.96	N 72°18'47" W
L108	42.52	S 65°30'00" W
L109	138.47	N 72°18'43" W

LINE	LENGTH	BEARING
L110	99.29	S 70°42'31" W
L111	232.81	N 72°20'23" W
L112	138.62	S 09°44'01" W
L113	13.39	S 63°27'42" W
L114	73.24	S 07°36'49" E
L115	20.92	S 78°42'51" E
L116	111.48	N 79°23'39" E
L117	111.35	N 79°30'08" E
L118	111.47	N 79°33'54" E
L119	155.98	N 19°47'15" E
L120	163.26	S 12°01'44" W
L121	7.81	N 19°47'15" E
L122	74.92	S 11°13'22" W
L123	124.96	S 02°53'26" W
L125	55.00	S 19°00'21" W
L126	38.41	N 27°59'06" W
L127	126.85	N 70°30'35" W
L128	101.77	N 70°47'07" W
L129	104.41	N 72°13'08" W
L130	103.83	N 74°29'25" W
L131	80.16	N 77°04'19" W
L133	6.11	S 17°23'19" W
L134	45.55	S 26°22'18" W
L135	151.33	N 63°36'35" W
L136	88.45	N 14°46'42" E
L137	72.34	N 24°30'32" E
L138	110.67	N 30°40'54" E
L139	147.93	N 00°07'57" W
L140	147.09	N 32°34'34" E
L141	180.26	N 27°41'37" E
L142	179.91	N 27°44'59" E
L143	270.06	N 27°28'42" E
L144	125.28	S 27°56'03" W
L145	226.13	S 30°00'56" W
L146	111.53	S 30°40'58" W
L147	2.24	S 89°24'41" E
L148	154.67	N 05°56'33" E
L149	64.67	N 88°45'41" W
L150	195.62	N 62°25'49" W
L151	282.51	N 16°42'58" E
L152	125.25	N 74°17'16" W
L153	49.40	S 00°45'11" W
L154	193.55	S 82°58'58" E
L155	186.00	S 80°11'29" E
L156	37.57	S 20°22'42" W
L157	81.18	S 76°51'37" E
L158	100.78	S 74°29'25" E
L159	101.98	S 72°13'08" E
L160	100.65	S 70°47'07" E
L161	126.67	S 70°30'35" E
L162	12.62	S 11°18'49" W
L163	35.00	N 03°33'22" E
L164	33.33	N 86°26'38" W
L165	35.00	S 03°33'22" W
L166	27.81	N 86°26'38" W
L167	91.13	N 63°35'50" W
L168	102.06	N 66°16'18" W
L170	132.91	N 60°36'44" W
L171	26.50	S 60°36'21" E
L172	66.83	N 19°07'12" E
L173	9.27	S 60°34'42" E
L174	99.01	S 60°37'42" E
L175	162.30	N 19°35'50" E
L176	124.87	S 70°48'59" E
L177	164.51	N 19°31'05" E
L184	158.15	N 50°33'06" W
L185	17.39	N 51°34'02" W
L186	100.57	N 53°45'04" W
L187	103.35	N 56°12'12" W
L189	23.81	S 86°26'38" E
L190	55.00	S 03°33'22" W
L191	20.00	S 86°26'38" E
L192	55.00	N 03°33'22" E
L194	13.88	S 61°01'51" E
L195	98.77	S 58°43'43" E
L196	98.88	S 56°11'43" E
L197	132.07	S 53°12'52" E
L198	138.73	S 50°15'27" E
L199	16.13	S 02°40'31" W
L200	157.50	N 28°06'03" W
L201	109.11	N 30°32'18" W
L202	130.44	N 32°53'18" W
L203	138.09	N 35°33'02" W
L204	136.39	N 38°28'54" W
L205	137.57	N 41°18'55" W
L206	144.12	N 44°12'09" W
L207	49.62	N 49°20'37" W
L208	124.11	N 50°53'00" W
L209	123.54	N 53°11'16" W
L210	122.82	N 55°33'38" W
L211	121.36	N 57°59'21" W
L212	122.02	N 60°30'36" W
L213	117.57	N 62°54'59" W
L214	75.19	N 19°46'24" E
L215	25.14	N 19°46'24" E
L216	102.64	S 62°54'59" E
L217	117.71	S 60°30'36" E
L218	117.04	S 57°59'21" E
L219	118.63	S 55°33'38" E
L220	119.46	S 53°11'16" E
L221	120.76	S 50°53'00" E
L222	46.65	S 49°20'37" E
L223	140.02	S 44°12'09" E
L224	132.58	S 41°18'55" E
L225	131.35	S 38°28'54" E
L226	133.21	S 35°33'02" E
L227	126.06	S 32°53'18" E
L228	104.89	S 30°32'18" E
L229	142.47	S 28°07'47" E
L230	84.69	S 26°34'31" E
L231	236.16	S 03°27'30" W
L232	149.71	N 03°27'46" E
L233	121.53	S 02°42'12" W
L234	51.76	N 78°58'16" W
L235	7.41	S 77°02'11" E
L236	15.24	N 59°40'53" W
L237	6.85	S 73°53'52" E
L238	31.13	N 63°27'42" E
L240	74.21	N 70°26'43" W
L241	5.00	N 18°14'57" E
L242	67.85	S 70°26'38" E
L243	147.86	S 00°07'57" E
L244	145.39	S 32°34'34" W
L245	104.92	S 37°01'17" E
L246	167.16	S 19°39'57" W
L247	36.65	S 59°50'40" E
L248	81.42	S 19°02'12" W
L249	6.09	S 87°20'22" E
L250	107.58	N 80°11'29" W
L251	27.86	S 60°35'37" E
L252	21.20	N 00°02'43" W
L253	38.22	N 73°48'42" W

CURVE	DELTA	RADIUS	LENGTH	CHORD BEARING	CHORD LENGTH
C1	6°10'56"	1179.00	127.21	S 00°39'31" E	127.15'
C2	12°01'53"	540.00	113.39	N 39°50'48" E	113.19'
C3	12°37'42"	746.36	164.50	S 16°03'21" W	164.17'
C4	3°15'51"	606.00	34.52	N 44°18'45" E	34.52'
C5	12°01'19"	540.00	113.31	S 08°24'53" E	113.10'
C6	16°44'55"	606.00	177.14	S 10°46'41" E	176.51'
C7	6°45'06"	901.19	106.19	S 73°19'44" E	106.13'
C8	3°34'12"	970.00	60.44	N 13°48'43" E	60.43'
C9	89°54'35"	50.00	78.46	N 55°55'36" W	70.65'
C10	0°44'28"	2969.79	38.41	N 70°48'51" W	38.41'
C11	5°08'23"	2914.79	261.47	N 73°45'30" W	261.38'
C12	0°20'25"	2819.79	16.75	N 71°55'16" W	16.75'
C13	48°19'58"	341.97	288.47	S 05°07'49" E	280.00'
C14	34°17'28"	421.97	252.55	S 01°53'26" W	248.79'
C15	2°04'56"	2812.79	102.22	N 82°37'32" W	102.21'
C16	1°14'29"	2812.79	60.95	N 85°49'22" W	60.95'
C17	1°26'58"	2904.79	73.48	N 85°43'09" W	73.48'
C18	5°57'29"	2904.79	285.10	S 78°56'59" E	284.99'
C19	3°28'49"	1710.22	103.88	N 29°21'27" E	103.86'
C20	3°29'20"	1644.22	100.12	N 29°21'12" E	100.10'
C21	28°10'27"	570.13	280.35	N 13°57'46" E	277.54'
C22	2°16'07"	2904.79	115.02	S 85°18'34" E	115.01'
C23	1°18'25"	2824.79	64.44	N 71°05'50" W	64.44'

NOTES:
1. EASEMENT LOCATIONS SHOWN ARE APPROXIMATE.
2. BOUNDARY SURVEY IS BASED ON EXISTING PHYSICAL EVIDENCE AND EXISTING CONDITIONS OBSERVED ON DATE OF SURVEY.
3. THIS SURVEY WAS PERFORMED WITHOUT THE BENEFIT OF A TITLE EXAMINATION BY AN ATTORNEY. THERE MAY BE OTHER EASEMENTS OR RIGHTS-OF-WAY RECORD NOT OBSERVED OR SHOWN HEREON.
4. LOCATIONS OF UNDERGROUND UTILITIES NOT SHOWN, ARE UNKNOWN.
5. NO IMPROVEMENTS SURVEYED AT THIS TIME.
6. FIELD WORK PERFORMED BY MARVIN H. DAWSON III, STEVE PRESTON AND BILL SCOTT.
7. IPF = IRON PIPE FOUND
   CMF = CONCRETE MONUMENT FOUND
8. ALL PROPERTY CORNERS ARE 5/8" REBAR SET UNLESS OTHERWISE NOTED.
9. NO NEW LOTS OR PROPERTY LINES ESTABLISHED.
10. TOTAL FEDERALLY OBLIGATED ACREAGE = 379.48 AC

REFERENCES:
1. N/F MRS. RICHARD SMITH, PB 101 PG 143
2. PLAT OF 2.55 ACRES PREPARED FOR THE CITY OF ROCK HILL BY WK DICKSON, DATED 4/24/98, FILE NAME 98282B.DWG.
3. SOUTH CAROLINA STATE HIGHWAY DOCKET NO. 46.460 ROADS S-658 AND S-657.
4. SOUTH CAROLINA STATE HIGHWAY DOCKET NO. 46.888 PROJ. C-888.
5. SOUTH CAROLINA STATE HIGHWAY DOCKET NO. 46.137A PROJ. BNH-RFMB(002).
6. SOUTH CAROLINA STATE HIGHWAY DOCKET NO. 46.550 RD. S-678.
7. PLAT FOR ROCK HILL AIRPORT INDUSTRIAL PARK, SECTION 1, TRACT B & B1, TO BE CONVEYED TO SOUTHERN NOODLE COMPANY, INC., DATED APRIL 12, 1984, BY SL CAMPBELL, RECORDED IN YORK COUNTY R.M.C. IN PLAT BOOK 75 PAGE 125.
8. PLAT OF TRIPLE A ROCK HILL AIRPORT INDUSTRIAL PARK, DATED JUNE 6, 1989, BY KENNETH R. STATON, RECORDED IN YORK COUNTY R.M.C. IN PLAT BOOK 92 PAGE 972.
9. PLAT OF CEDAR FOREST ACRES FOR DEVELOPER DAVE K. HELSABECK, DATED JULY 25, 1963, BY WILLIAMS ENGINEERING SERVICES, RECORDED IN YORK COUNTY R.M.C. PLAT BOOK 29 PAGE 222.

MODIFICATION TO FAA DESIGN STANDARDS			
NO.	MODIFICATION	WAIVER	DATE
1			
2			
3			

APPROVALS

CITY OF ROCK HILL

9/20/16 (DATE) (SIGNATURE) Airport Director (TITLE)

FEDERAL AVIATION ADMINISTRATION

(DATE) (SIGNATURE) (TITLE)

PLANNING DOCUMENT
NOT RELEASED FOR CONSTRUCTION

TALBERT, BRIGHT & ELLINGTON
ENGINEERING & PLANNING CONSULTANTS
3525 WHITEHALL PARK DRIVE, SUITE 210
CHARLOTTE, NORTH CAROLINA 28273
PHONE: 704-426-6070 FAX: 704-426-6080

REVISIONS		DATE
1	FAA AND SCAC COMMENTS	03/08/16
2	REVISED PARCEL DATA TABLE	04/01/16
3	UPDATE AIP NUMBER DATA	04/05/16
4		
5		

DESIGNED BY: JEL
PROJECT ENG.: CBS
PROJECT NO.: 3709-1402
DRAWN BY: MWP
CHECKED BY: CBS
DATE ISSUED: SEPT. 2015

ROCK HILL/
YORK COUNTY AIRPORT
BRYANT FIELD

EXHIBIT 'A'
AIRPORT PROPERTY INVENTORY MAP
(SHEET 3 OF 3)
AIRPORT LAYOUT PLAN UPDATE

FILE NAME: FILE NAME: 1402-EXHIBIT A.dwg | SCALE: 1"=200'

SHT. 14
OF 14

FACILITIES IMPLEMENTATION PLAN

This section details the various projects required for continued improvement and operation of Rock Hill – York County Airport for a period of 20 years (2016-2035). These projects, by phase (time period), include estimates of probable construction costs in constant 2015 dollars. These planning cost estimates are intended as order of magnitude costs only. More detailed project definitions and associated estimates must be developed prior to implementation of any project identified herein.

The 20-year airport improvement program is broken into one of the three following development phases:

- Phase I (2016-2021)
- Phase II (2022-2026)
- Phase III (2027-2035)

A brief description of each improvement is provided for each development phase, as illustrated on the ALP. The recommended staging is not absolute, and changes in demand, priorities, economy, or funding may alter the need or timing of each proposed development.

The estimated costs include various equipment, construction, and development items scheduled for each phase, along with estimated costs at 2015 constant dollars. These costs should be periodically reviewed and updated to account for inflation and other changing conditions. Each figure represents an order of magnitude estimate of the total project cost for each item, including not only construction, but also incidental expenses such as engineering, planning, construction administration, surveying, and testing. Since these are preliminary order of magnitude estimates for planning purposes, a contingency amount was added to each cost item to cover unforeseen conditions, which may occur during actual development. This approach is an industry standard used to prepare preliminary planning estimates and, though somewhat conservative, reduces the likelihood of budget overruns when detailed design is completed and bids received.

6.1 Airport Develoment Program

This section lists each future airport improvement project by phase for the 20-year planning period (2016-2035). It should be noted that no federal or state funding was allocated for the construction of hangars or terminal expansion. Planning estimates of probable construction cost are listed on Table 6.1-1 (page 65), as well as a breakdown of potential FAA, state, and local funding sources, and Appendix D.

Table 6.1-1
Preliminary Engineer's Opinion of Probable Cost
20-Year Planning Program
Rock Hill – York County Airport

Phase	Project	Cost	Federal	State	Local
I	Taxiway Pavement Rehabilitation and Fillet Widening (Construction)	$2,625,200	$2,362,680	$131,260	$131,260
	Homestead Road Relocation	$1,558,875	$0	$935,325	$623,550
	Airport Road Relocation	$3,324,813	$0	$1,994,888	$1,329,925
	1,055' Runway and Taxiway Extension (Grading and Drainage)	$10,103,900	$9,093,510	$505,195	$505,195
	1,055' Runway and Taxiway Extension (Paving and Lighting)	$2,951,880	$2,656,692	$147,594	$147,594
	West Side – 8-Unit T-Hangar (Pre-Existing Site)	$617,725	$0	$0	$617,725
	West Side – 8-Unit T-Hangar (Pre-Existing Site)	$617,725	$0	$0	$617,725
	East Side – 8-Unit T-Hangar – I	$789,950	$343,612	$19,090	$427,248
	East Side – 8-Unit T-Hangar – II	$814,325	$364,879	$20,271	$429,175
	East Side – 6-Unit T-Hangar – III	$681,312	$297,955	$16,553	$366,804
	East Side – 8-Unit T-Hangar – IV	$765,638	$320,233	$17,791	$427,614
	East Side – 8-Unit T-Hangar – V	$792,788	$345,506	$19,195	$428,087
	East Side – 60' x 60' Box Hangars	$1,690,350	$574,640	$31,924	$1,083,786
	West Side – 120' x 100' Corporate Hangar	$1,609,980	$436,047	$24,225	$1,149,708
	West Side – 120' x 100' Corporate Hangar Access Road and Parking Lot	$229,350	$206,415	$11,468	$11,468
	West Side – 80' x 80' Corporate Hangar	$699,500	$0	$0	$699,500
	Demo Fly Carolina Flight School and Relocate Flight School	$329,625	$0	$0	$329,625
	West Side – 60' x 60' Corporate Hangar (Existing Site)	$450,588	$0	$0	$450,588
	West Side – 60' x 60' Corporate Hangar (Existing Site)	$450,588	$0	$0	$450,588
	West Side – 60' x 60' Corporate Hangar (Existing Site)	$450,588	$0	$0	$450,588
	West Side – Box Hangar Access Road and Taxilane	$698,875	$628,988	$34,944	$34,944
	West Side – 60' x 60' Corporate Hangar (New Site)	$411,675	$0	$0	$411,675
	West Side – 60' x 60' Corporate Hangar (New Site)	$411,675	$0	$0	$411,675
	Terminal Building Expansion	$693,550	$0	$0	$693,550
	New 12,000 Gallon Jet-A Fuel Tank	$397,188	$357,469	$0	$39,719
	Subtotal	$34,167,660	$17,988,625	$3,909,722	$12,269,313
II	East Side – 6-Unit T-Hangar	$695,888	$311,163	$17,287	$367,438
	West Side – 8-Unit T-Hangar and Stub Taxiway	$2,017,200	$1,481,749	$82,319	$453,132
	West Side – 60' x 60' Corporate Hangar	$411,675	$0	$0	$411,675
	West Side – 120' x 100' Corporate Hangar	$1,773,288	$583,698	$32,428	$1,157,162
	West Side – 120' x 100' Corporate Hangar Access Road and Parking Lot	$496,663	$446,996	$24,833	$ 24,833
	Terminal Building Expansion	$932,875	$0	$0	$932,875
	Subtotal	$6,327,588	$2,823,606	$156,867	$3,347,115

Table 6.1-1
Preliminary Engineer's Opinion of Probable Cost
20-Year Planning Program
Rock Hill – York County Airport

Phase	Project	Cost	Federal	State	Local
III	West Side – 10-Unit T-Hangar (Site of Port-a-Ports)	$913,272	$0	$0	$913,272
	West Side – 8-Unit T-Hangar	$1,367,424	$862,347	$47,908	$457,169
	West Side – 10-Unit T-Hangar (New Site) – I	$1,532,640	$899,849	$49,992	$582,799
	West Side – 10-Unit T-Hangar (New Site) – II	$1,606,188	$965,647	$53,647	$586,894
	West Side – 60' x 60' Corporate Hangar (New Site)	$411,675	$0	$0	$411,675
	West Side – 60' x 60' Corporate Hangar (New Site)	$411,675	$0	$0	$411,675
	West Side – 60' x 60' Corporate Hangar (New Site)	$411,675	$0	$0	$411,675
	West Side – Box Hangar Access Road, Apron Expansion and Taxilane	$1,612,152	$1,450,937	$80,608	$80,608
	West Side – 100' x 80' Corporate Hangar	$1,036,500	$0	$0	$1,036,500
	West Side – 80' x 80' Corporate Hangar	$647,000	$0	$0	$647,000
	Terminal Building Expansion	$709,875	$0	$0	$709,875
	Subtotal	$10,660,076	$4,178,780	$232,155	$6,249,142
TOTAL 20-YEAR PROGRAM		$51,155,324	$24,991,011	$4,298,743	$21,865,569

Source: Talbert, Bright & Ellington, Inc., September 2015 (revised March 2016).

A

VISIONING MEETING

VISIONING MEETING

ROCK HILL-YORK COUNTY AIRPORT
AIRPORT LAYOUT PLAN

Welcome

Introduction

Particpants:

- Philip Chandler, Airport Commission
- Jim Munch, Airport Commission
- Lynn Mlincek, Airport Commission
- William Grannis, Airport Commission
- Frank Walker, Airport Commission
- Ann Williamson, City Council
- Sandra Oborokumo, City Council
- Mike Fitzgerald, SkyTech
- Richard Maury, Airport
- Manning Kimmel, York County Economic Development
- Rick Norwood, Rock Hill Economic Development
- Bill Shanahan, County Manager
- Steve Gould, Airport Manager
- Paul Werts, SCAC
- Carl Ellington, TBE
- Roy Johnson, TBE
- Brian Salyers, TBE
- Michael Player, TBE
- Judy Elder, TBE

Purpose of Meeting

- Visioning session looking to the future - "Blue Sky Session" - what is possible for the airport
- All ideas are friendly
- Whose plan is it?

Expectations

What are your expectations?

- Develop new industrial parks - how does airport land support this?
- Encourage growth included aviation-related industry
- Direction, motivation, and purpose
- City be more pro-active
- Adjacent land use - needs to be compatible
- Longer runway to handle aircraft - 1,000-foot

ROCK HILL-YORK COUNTY AIRPORT
AIRPORT LAYOUT PLAN

- Financial support from City, County, State - where does airport stand - priority
- Listen and support airport
- Promote airport as a reliever to CLT - more self-promotion
- Airport vital in emergency situation
- Larger FBO presence - more training activity
- Potential for economic development and growth
- Airport promotion/events
- Get a sense of what direction City, County, State expects
- How do we compete with NC and their resources
- How do we fit in?
- What do we need to do to help attract and grow jobs
- Land use encroachment Learn more, clarity
- Needs of the airport Land use around airport Passenger service Impact on roads
- City pay, County credit

Strengths

What has the airport achieved?

- Location
- Connectivity
- Above average facility
- Instrumentation
- CLT approach control
- Progressive community
- City/County joint airport commission
- Land available on- and off-airport for development
- Customer service
- SkyTech - regional business (13 state territory) - attractant to the airport
- Good place to live and work
- Reasonable tax structure
- Professional Airport Manager
- Knowledge Park
- Technology Incubator
- I-77 Alliance (regional economic association)
- Existing businesses
- York Technical College (Center for Advanced Manufacturing)
- Applied Technology Center (High School)
- Winthrop College

ROCK HILL-YORK COUNTY AIRPORT
AIRPORT LAYOUT PLAN

Weaknesses

What still needs to happen?

- Location - airspace and proximity to NC economy
- Aircraft approach from the north is unusable
- Encroachment of incompatible land use
- Political Courage
- Poor public relations
- Public awareness
- Lack of City Management support
- Insufficient rentable hangar and office space
- Taxation on tenants of the airport - twice

Opportunities

What do we see for the airport?

- Website update
- Social media - strengthen
- Engage vision statement
- Closer working relationships between airport and governing bodies
- Lease terms and conditions need to be reevaluated
- Value of lease rate (fair market value)
- Sales tax exemption on parts
- Attract additional businesses
- Utilize asset - connectivity
- Heliport operation
- Good roads, utilities, and land to build on - infrastructure
- Events based at airport (air show)
- Chamber event in hangar

Threats

What are the obstacles that pose a risk?

- CLT - airspace, development of another runway
- JQF - runway length
- EQY - runway length
- Satisfied with status quo
- Misperception of public that airport is a threat
- Zoning

ROCK HILL-YORK COUNTY AIRPORT
AIRPORT LAYOUT PLAN

- Failure to be address public lack of knowledge about airport
- Lack of a communication plan about the future and benefit of airport growth
- Issue of an airport needing to be self-supporting

Final Thoughts

What did you get out of the session?

- Grateful for support of City/County
- Talk to neighborhood groups about the good side
- Establish priorities

ROCK HILL-YORK COUNTY AIRPORT
AIRPORT LAYOUT PLAN

ROCK HILL-YORK COUNTY

AIRPORT LAYOUT PLAN UPDATE - VISIONING MEETING

AGENDA

1. Welcome
2. Introductions/Opening Remarks
3. Purpose of Meeting
4. Expectations – What do attendees want from visioning session?
5. Strengths – What has airport meant to region over the past 25 years?
6. Weaknesses – Issues that need to be addressed?
7. Opportunities – Future opportunities for Airport and region?
8. Threats – What are threats to the Airport?
9. Final Thoughts – What did you get out of this session? Any surprises for you?

SCHEDULE	
2:00 PM	START
3:30 PM	BREAK
5:00 PM	END

ROCK HILL-YORK COUNTY AIRPORT
AIRPORT LAYOUT PLAN

Name	Affiliation	E-mail
Asst. Phil Chandler	RH York Co Airport Commission	pchandler96@gmail.com
Brian Salyers	TBE	bsalyers@tbeclt.com
Carl Ellington	"	cellington@tbeclt.com
Michael Player	"	mplayer@tbeclt.com
Judy Elder	"	jelder@tbeclt.com
Roy Johnson	"	royjohnsn@aol.com
Jim Munch	A/P Comm	jpmunch@gmail.com
John McNeely	A/P Comm	[illegible]
William Grannis	Airport Comm	[illegible]
Ann Williamson	City Council	[illegible]
Sandra Oburakuma	City Council	soboroKumo@comporium.net
Steve Gould	Airport	steven.gould@cityofrockhill.com
CARL ELLINGTON	"	
MIKE FITZGERALD	SKYTECH	MFITZGERALD@SKYTECHINC.COM
Richard Maury	Airport	maury4@comporium.net
[illegible]	OTS/FAA	[illegible]
Raul Puerto	SCAC	puerto@aero.sc.gov
Rick Norwood	City of Rock Hill	rick.norwood@cityofrockhill.com
Frank Walt	Apt Comm	
Bill Shanahan	County Manager	bill.shanahan@yorkcountygov.com

ROCK HILL-YORK COUNTY AIRPORT
AIRPORT LAYOUT PLAN

ROCK HILL
SOUTH CAROLINA

VISION STATEMENT

Rock Hill and York County will work together to provide for an exceptional general aviation center that will help us achieve our shared goals of becoming a premier community, serving as a gateway to South Carolina and linked with the global economy

Strategies To Realize Vision Statement

We will act responsibly to achieve our vision by:

- Building a strong public and governmental consensus as to the essential value of an economically vibrant airport that serves the community safely and effectively and preserves quality of life in the surrounding community
  - Establish a standing airport advisory committee comprised of a diverse mix of neighbors and community leaders to represent the general community, its interests and concerns about the airport
  - Complete a Business Plan that will analyze the airport's current and potential economic impact on the community and serve as a marketing tool for the airport
- Improving the current Airport infrastructure
  - Consider acquisition of land consistent with the Airport Master Plan and that promotes compatibility with the surrounding community
  - Extend the runway to at least 6,500'
  - Provide corporate and other types of hangar facilities as needed
  - Enhance the airfield electrical system, navigational aids and other safety measures pursuant to advances in technology
  - Provide facilities and services that will make RH-YC Airport the general aviation airport of choice in the region
- Working aggressively to remove obstacles that hinder appropriate and balanced Airport development
  - Maintain compatible land uses on adjacent property
  - Promote compatible revenue generating businesses and activities on site
- Assuring that the Airport remains fully capable of serving as the FAA designated general aviation reliever for Charlotte Douglas International Airport

This Vision Statement was adopted by the Rock Hill-York County Airport Commission on January 2, 2003, by Rock Hill City Council on January 13, 2003, and by York County Council on January 21, 2003.

Revised January 20, 2005, by the Rock Hill-York County Airport Commission after consultation with City and County Councils at the November 3, 2004 Annual Meeting.

Revised May 14, 2009 by the Rock Hill-York County Airport Commission based upon an April 29, 2009 Public Workshop. Approved by Rock Hill City Council on June 22, 2009. Approved by York County Council on July 20, 2009

INSTRUMENT FLIGHT RULES (IFR) DATA

B

INSTRUMENT FLIGHT RULES (IFR) DATA

January 2000 – December 2014

Single-Engine Piston Aircraft			Multi-Engine Piston Aircraft		
Aircraft ID	Manufacturer	Model	Aircraft ID	Manufacturer	Model
A28A	Cessna	172RG Skyhawk	AC50	Rockwell	500 Commander
AA1	Grumman	AA1 Yankee	AC6L	Rockwell	680FL Commander
AA5	Grumman	AA5 Tiger	AEST	Piper	AP-60 Aerostar
AA5A	Grumman	AA5A Cheetah	BE18	Beechcraft	18
AA5B	Grumman	AA5B Tiger	BE50	Beechcraft	50 Twin Bonanza
AC11	Rockwell	AC-11 Commander	BE55	Beechcraft	E55 Baron
AC12	Rockwell	AC-12 Commander	BE56	Beechcraft	56 Baron
AC14	Rockwell	114 Commander	BE58	Beechcraft	58 Baron
AC23	Beechcraft	23	BE60	Beechcraft	58P Baron
B36	Beechcraft	36 Bonanza	BE65	Beechcraft	65 Queen Air
BE19	Beechcraft	19 Musketeer	BE76	Beechcraft	76 Duchess
BE23	Beechcraft	23 Musketeer	BE95	Beechcraft	95 Travel Air
BE24	Beechcraft	24 Musketeer	BE99	Beechcraft	99 Airliner
BE33	Beechcraft	33 Debonair	C303	Cessna	303 Crusader
BE35	Beechcraft	35 Bonanza	C310	Cessna	310
BE36	Beechcraft	36 Bonanza	C320	Cessna	320 Skynight
BL17	Bellanca	17 Viking	C335	Cessna	335
BL8	Bellanca	8 Decathlon	C337	Cessna	337 Skymaster
C10T	Cessna	210T Centurion	C340	Cessna	340
C150	Cessna	150	C401	Cessna	401
C152	Cessna	152	C402	Cessna	402 Utililiner
C172	Cessna	172 Skyhawk	C404	Cessna	404 Titan
C177	Cessna	177 Cardinal	C414	Cessna	414
C180	Cessna	180 Skywagon	C421	Cessna	421 Golden Eagle
C182	Cessna	182 Skylane	CE25	Chernov	Che-25
C185	Cessna	185 Skywagon	DA42	Diamond	DA-42 Twin Star
C195	Cessna	195	DEF1	Britten-Norman	Defender
C205	Cessna	205 Super Skywagon	GA7	Grumman	GA-7 Cougar
C206	Cessna	206 Stationair	P34	Piper	PA-34 Seneca
C207	Cessna	207 Skywagon	P44	Piper	PA-44 Seminole
C210	Cessna	210 Centurion	P68	Partenavia	P68 Observer
C72R	Cessna	172R Skyhawk	PA23	Piper	PA-23 Appache/Aztec
C77R	Cessna	177 Cardinal	PA27	Piper	PA-27 Aztec
C82	Cessna	182 Skylane	PA30	Piper	PA-30 Twin Comanche
C82R	Cessna	182R Skylane	PA31	Piper	PA-31 Chieftain
C82T	Cessna	182T Skylane	PA34	Piper	PA-34 Seneca
CH2T	Zenair	CH2T	PA39	Piper	PA-39 Twin Comanche
COL3	Cirrus	SR22	PA43	Piper	PA-43 Seminole
COL4	Cessna	172S Skyhawk	PA44	Piper	PA-44 Seminole
COUR	Helio	H-295 Courier	PA58	Piper	PA-60 Aerostar
DA40	Diamond	DA40 Katana	PA60	Piper	PA-60 Aerostar
E400	Extra	E400	PASE	Piper	PA-34 Seneca
F33A	Beechcraft	F33A Bonanza	T303	Cessna	T303 Crusader
F8L	Aviamilano	F-8L Falco			
FDCT	Flight Design	CTSW			
GA8	Gippsland	GA8 Airvan			

Single-Engine Piston Aircraft			Turboprop Aircraft		
Aircraft ID	Aircraft ID	Aircraft ID	Aircraft ID	Aircraft ID	Aircraft ID
GC1	Globe	GC-1 Swift	AC43	Rockwell	Turbo Commander
GLAS	Glasair	III	AC80	Rockwell	680 Turbo Commander
HUSK	Aviat	A-1 Husky	AC90	Rockwell	690 Turbo Commander
HXB	Experimental Aircraft	Cruise IAS > 100 and < 201 Kt.	AC95	Rockwell	695 Jetprop Commander
HXP	Zenith Aircraft	CH 601XL	AN12	Antonov	AN12
LA25	Lake Aircraft	LA-250	AN24	Antonov	AN24
LA4	Lake	LA-4 Buccaneer	AT42	Alenia	ATR-42
LA25	Lake	LA-250 Renegade	AT43	Alenia	ATR-42-300
LANC	Lancair	IV	AT72	Alenia	ATR-72
LC42	Columbia	400	ATR4	Alenia	ATR-42
LEG2	Lancair	Legacy	B10	Beechcraft	B200 King Air
LGEZ	Rutan	Long-EZ	B190	Beechcraft	1900
LNC2	Lancair	200	B200	Beechcraft	B200 King Air
LNC4	Lancair	4	B300	Beechcraft	B300 King Air
LNCE	Lancair	Super ES	B350	Beechcraft	B350 King Air
M020	Mooney	M20	B36T	Beechcraft	36 Turbine Bonanza
M20	Mooney	M20	B90	Beechcraft	B90 King Air
M20A	Mooney	M20A	B9L	Beechcraft	C90 King Air
M20C	Mooney	M20C	BE3L	Beechcraft	B300 King Air
M20F	Mooney	M20F	BE10	Mitsubishi	MU-2 Marquis
M20J	Mooney	M20J	BE20	Beechcraft	B200 King Air
M20K	Mooney	M20K	BE30	Beechcraft	B300 Super King Air
M20M	Mooney	M20M Bravo	BE9	Beechcraft	B90 King Air
M20P	Mooney	M20P	BE90	Beechcraft	B90 King Air
M20R	Mooney	M20R Ovation	BE9L	Beechcraft	C90 King Air
M20T	Mooney	M20T Acclaim	BE9T	Beechcraft	F90 King Air
M22	Mooney	M22 Mustang	BL9	Beechcraft	B200 King Air
M5	Maule	M5	C130	Lockheed	C-130 Hercules
M7	Maule	M7	C2	Grumman	C-2 Greyhound
MO20	Mooney	M20F	C208	Cessna	208 Caravan
MO21	Pegasus	503 Sport	C212	Casa	212 Aviocar
MO2C	Mooney	M20C	C425	Piper	PA-31 Navajo
MO2P	Mooney	M20P	C441	Cessna	441 Conquest
NAV	Ryan	L-17 Navion	CA12	Comp Air	CA-12
NAV1	Ryan	L-17 Navion	CN35	Casa	CN-235
P210	Cessna	P210 Centurion	CV58	Convair	CV-580
P28	Piper	PA-28 Cherokee	CVLT	Convair	CV-580
P28A	Piper	PA-28A Cherolee	D328	Dornier	DO-328
P28B	Piper	PA-28B Dakota	DH8A	DeHavilland (Bombardier)	DH8A Dash 8
P28P	Piper	PA-28B Dakota	DH8B	DeHavilland (Bombardier)	DH8A Dash 8
P28R	Piper	PA-28R Cherokee Arrow	DH8C	DeHavilland (Bombardier)	DH8A Dash 8
P28T	Piper	PA-28T	DHC6	DeHavilland (Bombardier)	DHC-6 Twin Otter
P32	Piper	PA-32A Cherokee Six	DO28	Dornier	DO-228
P32A	Piper	PA-32A Cherokee Six	DO32	Dornier	DO-328
P32R	Piper	PA-32R Lance	E110	Embraer	EMB-110 Bandeirante
P32T	Piper	PA-32T Lance	E120	Embraer	EMB-120 Brasilia

Single-Engine Piston Aircraft			Turboprop Aircraft		
Aircraft ID	Aircraft ID	Aircraft ID	Aircraft ID	Aircraft ID	Aircraft ID
P46T	Piper	PA-46T Malibu Meridian	E2	Grumman	E-2 Hawkeye
PA2	Piper	PA-2 Super Cruiser	E2C	Grumman	E-2C Hawkeye
PA22	Piper	PA-22 Tri-Pacer	F27	Fairchild	F-27 Freindship
PA24	Piper	PA-24 Commanche	F406	Reims	F-406
PA28	Piper	PA-28 Cherokee	F50	Fokker	F50
PA2T	Piper	PA-2T Archer II	HXC	Hall Wendell	WH-4 Harpoon
PA32	Piper	PA-32 Saratoga	JS31	Bae	JS-31 Jetstream
PA46	Piper	PA-46 Malibu	JS32	Bae	JS-32 Jetstream
PARO	Beechcraft	F33A Bonanza	MU2	Mitsubishi	MU-2 Marquis
R20	Taylorcraft	12	P180	Piaggio	P180 Avanti
R90R	Ruschmeyer	R90R	P3	Lockheed	P-3 Orion
RANG	Navion	Rangemaster	P46	Piper	PA-46 Malibu Mirage
RV10	Van's	RV-10	P46T	Piper	PA-46 Malibu Mirage
RV6	Van's	RV-6	PAY1	Piper	Cheyenne 1
RV7	Van's	RV-7	PAY2	Piper	Cheyenne 2
RV8	Van's	RV-8	PAY3	Piper	Cheyenne 3
SR20	Cirrus	SR20	PAY4	Piper	Cheyenne 400
SR22	Cirrus	SR22	PAYE	Bae	JS-31 Jetstream
SRT2	Cirrus	SR22	PC12	Pilatus	PC-12
STIN	Stinson	Reliant	PC6T	Pilatus	PC-6T Porter
SYMP	Symphony	OMF	RC70	Rockwell	Commander
T18	Thorp	T-18 Tiger	SC7	Shorts	SC-7 Skyvan
T206	Cessna	Turbo 206	SF34	Saab	340
T34	Beechcraft	T-34 Mentor	SH33	Shorts	330 Sherpa
T34P	Beechcraft	T-34 Mentor	SH36	Shorts	360
TB10	Socata	TB10 Tobago	SW3	Fairchild	Metro III
TB20	Socata	TB20 Trinidad	SW4	Fairchild	Merlin
TOBA	Socata	TB10 Tobago	T34P	Beechcraft	T-34 Turbo Mentor
TRIN	Socata	TB20 Trinidad	T34T	Beechcraft	T-34 Turbo Mentor
VELO	Velocity	XL	T6	Beechcraft	T-6 Texan II
VFR	Bellanca	17-30 Viking	TBM7	Socata	TBM-700
Z43	Zlin	Z-43	TEX2	Beechcraft	T-6 Texan II

Jet Aircraft			Jet Aircraft		
Aircraft ID	Aircraft ID	Aircraft ID	Aircraft ID	Aircraft ID	Aircraft ID
A10	Fairchild-Republic	A-10	E45X	Embraer	ERJ-145 XR
A124	Antonov	AN-124 Ruslan	E6	Boeing	707-320
A225	Antonov	AN-225 Mriya	EA50	Eclipse	500
A306	Airbus	A300	EA6	Grumman	EA-6B Prowler
A310	Airbus	A310	F15	McDonnell Douglas (Boeing)	F-15 Eagle
A318	Airbus	A318	F16	General Dynamics (Lockheed Martin)	F-16 Fighting Falcon
A319	Airbus	A319	F18	McDonnell Douglas (Boeing)	F/A-18 Hornet
A320	Airbus	A320	F260	Dassault	Falcon 2000
A321	Airbus	A321	F2TH	Dassault	Falcon 2000

Jet Aircraft			Jet Aircraft		
Aircraft ID	Aircraft ID	Aircraft ID	Aircraft ID	Aircraft ID	Aircraft ID
AGEN	unknown	unknown	F900	Dassault	Falcon 900
AS65	Hawker Beechcraft	Beechjet 400A	FA10	Dassault	Falcon 10
ASTR	Astra	SPX	FA18	McDonnell Douglas (Boeing)	F/A-18 Hornet
B230	Boeing	707-300	FA20	Dassault	Falcon 20
B703	Boeing	707-300	FA2O	Dassault	Falcon 20
B712	Boeing	717-200	FA50	Dassault	Falcon 50
B721	Boeing	727-100	FA90	Dassault	Falcon 900
B722	Boeing	727-200	G150	Gulfstream	G150
B72Q	Boeing	727-100(QF)	G159	Gulfstream	G150
B732	Boeing	737-200	G2	Gulfstream	G-II
B733	Boeing	737-300	G200	Gulfstream	G200
B734	Boeing	737-400	G4	Gulfstream	G-IV
B735	Boeing	737-500	G400	Gulfstream	G-IV
B737	Boeing	737-700	G5	Gulfstream	G-V
B738	Boeing	737-800	GALX	Gulfstream	G200
B73Q	Boeing	737-200	GL4	Gulfstream	G-IV
B741	Boeing	747-100	GL5T	Bombardier	Global Express 5000
B742	Boeing	747-200	GLAX	Gulfstream	G200
B743	Boeing	747-300	GLEX	Bombardier	Global Express
B744	Boeing	747-400	GLF2	Gulfstream	G-II
B747	Boeing	747-200	GLF3	Gulfstream	G-III
B752	Boeing	757-200	GLF4	Gulfstream	G-IV
B753	Boeing	757-300	GLF5	Gulfstream	G-V
B762	Boeing	767-200	GLX	Bombardier	Global Express
B763	Boeing	767-300	H25	Hawker Siddeley	HS25
BE40	Hawker Beechcraft	Beechjet 400	H25A	Hawker Siddeley	HS25A
C17	McDonnell Douglas (Boeing)	C-17	H25B	Hawker Siddeley	HS25B
C21	Bombardier (Learjet)	35A	H25C	Hawker Siddeley	HS25C
C25A	Cessna	CitationJet CJ2	HAR	McDonnell Douglas	AV-8B Harrier
C25B	Cessna	CitationJet CJ3	HS25	Hawker Siddeley	HS25A
C40	Boeing	737-700	J328	Dornier	Do-328 Jet
C500	Cessna	Citation 1	JET	Generic Jet	Generic Jet
C501	Cessna	Citation 1-SP	K35R	Boeing	KC-135R Stratotanker
C510	Cessna	Citation Mustang	L29B	Aero	L-29 Delfin
C525	Cessna	CitationJet CJ1	L39	Aero	L-39 Albatros
C526	Cessna	CitationJet CJ1	LGE2	Bombardier (Learjet)	24
C550	Cessna	Citation 2 Bravo	LJ24	Bombardier (Learjet)	24
C551	Cessna	Citation 2-SP	LJ25	Bombardier (Learjet)	25
C560	Cessna	Citaion 5 Ultra	LJ31	Bombardier (Learjet)	31
C56X	Cessna	Citation Excel	LJ35	Bombardier (Learjet)	35
C650	Cessna	Citation 3/6/7	LJ40	Bombardier (Learjet)	40
C680	Cessna	Citation Soverign	LJ45	Bombardier (Learjet)	45
C722	unknown	unknown	LJ55	Bombardier (Learjet)	55
C750	Cessna	Citation X	LJ60	Bombardier (Learjet)	60
CARJ	Bombardier (Canadair)	CRJ-200	LR25	Bombardier (Learjet)	25
CH35	unknown	unknown	LR35	Bombardier (Learjet)	35

Jet Aircraft		
Aircraft ID	Aircraft ID	Aircraft ID
CL30	Bombardier (Canadair)	Challenger 300
CL60	Bombardier (Canadair)	Challenger 600
CL6T	unknown	unknown
CRG2	Bombardier (Canadair)	CRJ-200
CRJ	Bombardier (Canadair)	Regional Jet
CRJ1	Bombardier (Canadair)	CRJ-100
CRJ2	Bombardier (Canadair)	CRJ-200
CRJ7	Bombardier (Canadair)	CRJ-700
CRJ9	Bombardier (Canadair)	CRJ-900
CRL2	Bombardier (Canadair)	CRJ-200
DC10	Douglas	DC-10
DC86	Douglas	DC-8-60
DC87	Douglas	DC-8-70
DC9	Douglas	DC-9
DC91	Douglas	DC-10
DC93	Douglas	DC-9-30
DC94	Douglas	DC-9-40
DC95	Douglas	DC-9-50
DC9Q	Douglas	DC-9-30
DV20	unknown	unknown
E135	Embraer	ERJ-135
E145	Embraer	ERJ-145
E170	Embraer	ERJ-170
E175	Embraer	ERJ-175

Jet Aircraft		
Aircraft ID	Aircraft ID	Aircraft ID
LR40	Bombardier (Learjet)	40
LR45	Bombardier (Learjet)	45
LR60	Bombardier (Learjet)	60
MD11	McDonnell Douglas (Boeing)	MD-11
MD80	McDonnell Douglas (Boeing)	MD-80
MD82	McDonnell Douglas (Boeing)	MD-82
MD83	McDonnell Douglas (Boeing)	MD-83
MD87	McDonnell Douglas (Boeing)	MD-87
MD88	McDonnell Douglas (Boeing)	MD-88
MU30	Mitsubishi	MU-300 Diamond
PR1	Hawker Beechcraft	Premier I
PRM1	Hawker Beechcraft	Premier I
R722	Boeing	727-200 Super 27
SB20	North American	Saberliner
SBR1	North American	Saberliner 50
SBR2	North American	Saberliner 75
T1	Hawker Beechcraft	Beechjet 400A
T2	North American	T-2 Buckeye
T2P	North American	T-2 Buckeye
T24C	unknown	unknown
T37	Cessna	T-37 Tweet
T38	Northrop	T-38 Talon
WW24	IAI	1124 Westwind
XL2	unknown	unknown

Helicopters		
Aircraft ID	Aircraft ID	Aircraft ID
AS33	Eurocopter	AS-350 Astar
UH60	Sikorsky	UH-60 Blackhawk
H47	Boeing	CH-47 Chinook
H60	Sikorsky	UH-60 Blackhawk
V22	Bell/Boeing	V-22 Osprey
HU65	Eurocopter	HU-65 Dolphin
A109	Agusta	A-109
B06	Kawasaki	BK117
HELO	Generic	Generic

INSTRUMENT FLIGHT RULE OPERATIONS - YEAR 2000
Rock Hill-York County Airport (UZA)
Total IFR Ops: 2,929

Single-Engine Piston						Mulit-Engine Piston		Turboprop Aircraft			
A28A	0	F8L	0	P28R	31	AC50	5	AC43	0	DO32	0
AA1	0	FDCT	0	P28T	1	AC8L	0	AC80	0	E110	0
AA5	13	GA8	0	P32	0	AEST	1	AC90	10	E120	0
AA5A	0	GC1	0	P32A	0	BE18	0	AC95	0	E2	0
AA5B	17	GLAS	3	P32G	0	BE50	0	AN12	0	E2C	0
AC11	8	HUSK	0	P32R	5	BE55	39	AN24	0	F27	0
AC12	8	HXB	0	P32T	3	BE56	0	AT42	0	F406	0
AC14	0	HXP	0	PA2	0	BE58	68	AT43	0	F50	0
AC23	0	LA25	0	PA22	0	BE60	7	AT72	0	HXC	2
B36	1	LA4	0	PA24	4	BE65	4	ATR4	0	JS31	1
BE19	0	LANC	0	PA28	46	BE76	0	B10	0	JS32	3
BE23	16	LC40	0	PA2T	0	BE95	10	B190	0	MU2	12
BE24	6	LC42	0	PA32	82	BE99	0	B200	0	P180	0
BE33	29	LEG2	0	PA46	91	C303	0	B300	0	P3	0
BE35	74	LGEZ	0	PARO	5	C310	75	B350	9	P46	0
BE36	116	LNC2	0	R20	0	C320	0	B36T	0	P46T	0
BL17	0	LNC4	0	R90R	0	C335	2	B90	0	PAY1	4
BL8	0	LNCE	0	RANG	0	C337	14	B9L	0	PAY2	24
C10T	0	M020	1	RV10	0	C340	24	BE3L	0	PAY3	0
C150	2	M20	21	RV6	0	C401	0	BE10	10	PAY4	0
C152	0	M20A	0	RV7	0	C402	0	BE20	108	PAYE	3
C172	290	M20C	3	RV8	0	C404	0	BE30	14	PC12	28
C177	12	M20F	1	SR20	0	C414	75	BE9	0	PC6T	0
C180	16	M20J	10	SR22	0	C421	41	BE90	14	RC70	0
C182	214	M20K	1	SRT2	0	CE25	0	BE9L	92	SC7	0
C185	1	M20M	0	STIN	0	DA42	0	BE9T	26	SF34	0
C195	0	M20P	132	SYMP	0	DEF1	0	BL9	0	SH33	0
C205	0	M20R	0	T18	0	GA7	0	C130	0	SH36	0
C206	3	M20T	4	T206	0	P34	1	C2	0	SW3	0
C207	0	M22	0	T34	7	P44	0	C208	0	SW4	0
C210	34	M5	0	T34P	0	P68	0	C212	0	T34P	0
C72R	2	M7	0	TB10	0	PA23	1	C425	6	T34T	7
C77R	5	MO20	20	TB20	14	PA27	6	C441	8	T6	0
C82	1	MO21	0	TOBA	0	PA30	88	CA12	0	TBM7	0
C82R	3	MO2C	0	TRIN	0	PA31	57	CN35	0	TEX2	0
C82T	0	MO2P	0	VELO	0	PA34	48	CV58	0		
CH2T	0	NAV	0	VFR	0	PA39	1	CVLT	0		
COL3	0	NAV1	0	Z43	0	PA43	0	D328	0		
COL4	0	P210	0			PA44	9	DH8A	0		
COUR	1	P28	4			PA58	0	DH8B	0		
DA40	0	P28A	20			PA60	2	DH8C	0		
E400	0	P28B	5			PASE	4	DHC6	0		
F33A	0	P28P	0			T303	0	DO28	0		
			Total Single Engine		1,386		Total Multi-Engine	582		Total Turboprops	381
			% of Total Ops		47.3%		% of Total Ops	19.9%		% of Total Ops	13.0%

INSTRUMENT FLIGHT RULE OPERATIONS - YEAR 2000
Rock Hill-York County Airport (UZA)
Total IFR Ops: 2,929

Jet Aircraft						Helicopters	
A10	0	CARJ	0	GLEX	0	A109	0
A124	0	CH35	0	GLF2	8	AS33	0
A225	0	CL30	0	GLF3	2	B06	0
A306	0	CL60	0	GLF4	12	CH53	0
A310	0	CL6T	0	GLF5	0	H47	0
A318	0	CRG2	0	GLX	0	H60	1
A319	0	CRJ	0	H25	2	HELO	0
A320	0	CRJ1	0	H25A	1	HU65	0
A321	0	CRJ2	0	H25B	26	S76	0
AGEN	0	CRJ7	0	H25C	0	S92	0
AS65	0	CRJ9	0	HAR	0	UH60	0
ASTR	0	CRL2	0	HS25	1	V22	0
B230	0	DC10	0	J328	0		
B703	0	DC86	0	JET	0		
B712	0	DC87	0	K35R	0		
B721	0	DC9	0	L29B	0		
B722	0	DC91	0	L39	0		
B72Q	0	DC93	0	LGE2	0		
B732	0	DC94	0	LJ24	0		
B733	0	DC95	0	LJ25	17		
B734	0	DC9Q	0	LJ31	18		
B735	0	DV20	0	LJ35	10		
B737	0	E135	0	LJ40	0		
B738	0	E145	0	LJ45	0		
B73Q	0	E170	0	LJ55	0		
B741	0	E175	0	LJ60	0		
B742	0	E45X	0	LR25	1		
B743	0	E6	0	LR35	4		
B744	0	EA50	0	LR40	0		
B747	0	EA6	0	LR45	0		
B752	0	F15	0	LR60	0		
B753	0	F16	1	MD11	0		
B762	0	F18	0	MD80	0		
B763	0	F260	0	MD82	0		
BE40	76	F2TH	2	MD83	0		
C17	0	F900	0	MD87	0		
C21	0	FA10	18	MD88	0		
C25A	0	FA18	0	MU30	2		
C25B	0	FA20	6	PR1	0		
C40	0	FA2O	0	PRM1	0		
C500	4	FA50	0	R722	0		
C501	8	FA90	0	SB20	0		
C510	0	G150	0	SBR1	12		
C525	10	G159	0	SBR2	0		
C526	0	G2	6	T1	0		
C550	119	G200	0	T2	0		
C551	4	G4	0	T2P	0		
C560	142	G400	0	T24C	0		
C56X	5	G5	0	T37	0		
C650	12	GALX	0	T38	0		
C680	0	GL4	0	WW24	50		
C722	0	GL5T	0	XL2	0		
C750	0	GLAX	0				
				Total Jets	**579**	**Total Helos**	**1**
				% of Total Ops	**19.8%**	**% of Total Ops**	**0.0%**

INSTRUMENT FLIGHT RULE OPERATIONS - YEAR 2001
Rock Hill- York County Airport (UZA)
Total IFR Ops: 3,867

Single-Engine Piston						Muilt-Engine Piston		Turboprop Aircraft			
A28A	0	F8L	0	P28R	35	AC50	2	AC43	0	DO32	0
AA1	0	FDCT	0	P28T	0	AC6L	0	AC80	0	E110	0
AA5	51	GA8	0	P32	7	AEST	9	AC90	24	E120	0
AA5A	5	GC1	2	P32A	1	BE18	0	AC95	0	E2	0
AA5B	26	GLAS	0	P32G	0	BE50	0	AN12	0	E2C	0
AC11	4	HUSK	0	P32R	88	BE55	56	AN24	0	F27	0
AC12	0	HXB	0	P32T	0	BE56	0	AT42	0	F406	0
AC14	2	HXP	0	PA2	0	BE58	122	AT43	0	F50	0
AC23	0	LA25	0	PA22	1	BE60	4	AT72	0	HXC	0
B36	3	LA4	0	PA24	3	BE65	19	ATR4	0	JS31	0
BE19	0	LANC	0	PA28	76	BE76	0	B10	0	JS32	0
BE23	7	LC40	0	PA2T	0	BE95	4	B190	0	MU2	12
BE24	24	LC42	0	PA32	167	BE99	0	B200	0	P180	0
BE33	51	LEG2	0	PA46	134	C303	0	B300	0	P3	0
BE35	136	LGEZ	0	PARO	3	C310	122	B350	19	P46	2
BE36	215	LNC2	0	R20	0	C320	0	B36T	0	P46T	22
BL17	4	LNC4	0	R90R	0	C335	10	B90	0	PAY1	2
BL8	0	LNCE	0	RANG	0	C337	29	B9L	0	PAY2	16
C10T	0	M020	0	RV10	0	C340	25	BE3L	0	PAY3	0
C150	4	M20	5	RV6	0	C401	0	BE10	16	PAY4	2
C152	0	M20A	1	RV7	0	C402	6	BE20	87	PAYE	1
C172	254	M20C	2	RV8	2	C404	0	BE30	7	PC12	158
C177	16	M20F	0	SR20	4	C414	25	BE9	0	PC6T	0
C180	8	M20J	10	SR22	7	C421	48	BE90	8	RC70	0
C182	248	M20K	3	SRT2	0	CE25	0	BE9L	85	SC7	0
C185	2	M20M	0	STIN	0	DA42	0	BE9T	13	SF34	0
C195	0	M20P	125	SYMP	0	DEF1	0	BL9	0	SH33	0
C205	3	M20R	4	T18	0	GA7	0	C130	5	SH36	0
C206	12	M20T	7	T206	0	P34	1	C2	0	SW3	0
C207	0	M22	0	T34	9	P44	0	C208	16	SW4	0
C210	18	M5	0	T34P	0	P68	0	C212	0	T34P	0
C72R	1	M7	34	TB10	0	PA23	3	C425	0	T34T	4
C77R	2	MO20	18	TB20	5	PA27	4	C441	15	T6	0
C82	0	MO21	0	TOBA	0	PA30	82	CA12	0	TBM7	2
C82R	6	MO2C	0	TRIN	1	PA31	60	CN35	0	TEX2	0
C82T	0	MO2P	1	VELO	0	PA34	305	CV58	0		
CH2T	0	NAV	0	VFR	0	PA39	6	CVLT	0		
COL3	0	NAV1	0	Z43	0	PA43	0	D328	0		
COL4	0	P210	0			PA44	11	DH8A	0		
COUR	0	P28	12			PA58	0	DH8B	0		
DA40	0	P28A	46			PA60	0	DH8C	0		
E400	0	P28B	3			PASE	4	DHC6	0		
F33A	0	P28P	0			T303	0	DO28	0		
				Total Single Engine	1,919		Total Multi-Engine	957		Total Turboprops	516
				% of Total Ops	49.6%		% of Total Ops	24.7%		% of Total Ops	13.3%

INSTRUMENT FLIGHT RULE OPERATIONS - YEAR 2001
Rock Hill- York County Airport (UZA)
Total IFR Ops: 3,867

Jet Aircraft						Helicopters	
A10	0	CARJ	0	GLEX	0	A109	0
A124	0	CH35	0	GLF2	26	AS33	0
A225	0	CL30	0	GLF3	2	B06	0
A306	0	CL60	1	GLF4	8	CH53	0
A310	0	CL6T	0	GLF5	0	H47	0
A318	0	CRG2	0	GLX	0	H60	10
A319	0	CRJ	0	H25	0	HELO	0
A320	0	CRJ1	0	H25A	4	HU65	0
A321	0	CRJ2	0	H25B	38	S76	0
AGEN	0	CRJ7	0	H25C	4	S92	0
AS65	1	CRJ9	0	HAR	0	UH60	1
ASTR	0	CRL2	0	HS25	1	V22	0
B230	0	DC10	0	J328	0		
B703	0	DC86	0	JET	0		
B712	0	DC87	0	K35R	0		
B721	0	DC9	0	L29B	21		
B722	0	DC91	0	L39	0		
B72Q	0	DC93	0	LGE2	0		
B732	0	DC94	0	LJ24	5		
B733	0	DC95	0	LJ25	11		
B734	2	DC9Q	0	LJ31	19		
B735	0	DV20	0	LJ35	6		
B737	0	E135	0	LJ40	0		
B738	0	E145	0	LJ45	2		
B73Q	0	E170	0	LJ55	2		
B741	0	E175	0	LJ60	2		
B742	0	E45X	0	LR25	0		
B743	0	E6	0	LR35	1		
B744	0	EA50	0	LR40	0		
B747	0	EA6	0	LR45	0		
B752	0	F15	0	LR60	0		
B753	0	F16	0	MD11	0		
B762	0	F18	0	MD80	0		
B763	0	F260	0	MD82	0		
BE40	59	F2TH	0	MD83	0		
C17	0	F900	4	MD87	0		
C21	0	FA10	10	MD88	0		
C25A	0	FA18	0	MU30	6		
C25B	0	FA20	17	PR1	0		
C40	0	FA2O	0	PRM1	0		
C500	2	FA50	2	R722	0		
C501	2	FA90	0	SB20	0		
C510	0	G150	0	SBR1	0		
C525	20	G159	0	SBR2	0		
C526	0	G2	0	T1	0		
C550	18	G200	0	T2	0		
C551	0	G4	0	T2P	0		
C560	116	G400	0	T24C	0		
C56X	12	G5	0	T37	0		
C650	7	GALX	0	T38	0		
C680	0	GL4	0	WW24	29		
C722	0	GL5T	0	XL2	0		
C750	4	GLAX	0				
				Total Jets	**464**	**Total Helos**	**11**
				% of Total Ops	**12.0%**	**% of Total Ops**	**0.3%**

INSTRUMENT FLIGHT RULE OPERATIONS - YEAR 2002
Rock Hill- York County Airport (UZA)
Total IFR Ops: 5,778

Single-Engine Piston						Muilt-Engine Piston		Turboprop Aircraft			
A28A	0	FBL	0	P28R	33	AC50	6	AC43	0	DO32	0
AA1	0	FDCT	0	P28T	3	AC6L	0	AC80	0	E110	2
AA5	92	GA8	0	P32	1	AEST	5	AC90	9	E120	0
AA5A	0	GC1	0	P32A	0	BE18	0	AC95	0	E2	0
AA5B	12	GLAS	1	P32G	0	BE50	0	AN12	0	E2C	0
AC11	5	HUSK	0	P32R	88	BE55	42	AN24	0	F27	0
AC12	1	HXB	0	P32T	9	BE56	0	AT42	0	F406	0
AC14	7	HXP	0	PA2	0	BE58	248	AT43	0	F50	0
AC23	0	LA25	0	PA22	0	BE60	3	AT72	0	HXC	0
B36	1	LA4	0	PA24	14	BE65	20	ATR4	0	JS31	2
BE19	0	LANC	0	PA28	45	BE76	8	B10	0	JS32	6
BE23	6	LC40	0	PA2T	0	BE95	3	B190	0	MU2	11
BE24	32	LC42	0	PA32	516	BE99	0	B200	0	P180	0
BE33	26	LEG2	0	PA46	244	C303	0	B300	0	P3	0
BE35	143	LGEZ	0	PARO	0	C310	380	B350	78	P46	6
BE36	233	LNC2	0	R20	0	C320	4	B36T	0	P46T	41
BL17	1	LNC4	0	R90R	0	C335	8	B90	0	PAY1	2
BL8	0	LNCE	0	RANG	0	C337	13	B9L	0	PAY2	15
C10T	0	M020	0	RV10	0	C340	20	BE3L	0	PAY3	2
C150	2	M20	9	RV6	0	C401	2	BE10	11	PAY4	2
C152	1	M20A	0	RV7	0	C402	73	BE20	144	PAYE	0
C172	245	M20C	0	RV8	0	C404	2	BE30	36	PC12	289
C177	6	M20F	0	SR20	4	C414	107	BE8	2	PC6T	0
C180	2	M20J	5	SR22	31	C421	40	BE90	13	RC70	0
C182	251	M20K	0	SRT2	0	CE25	0	BE9L	138	SC7	0
C185	0	M20M	0	STIN	0	DA42	0	BE9T	30	SF34	0
C195	0	M20P	129	SYMP	0	DEF1	0	BL9	0	SH33	0
C205	0	M20R	0	T18	0	GA7	0	C130	0	SH36	0
C206	9	M20T	12	T206	0	P34	1	C2	0	SW3	0
C207	0	M22	0	T34	1	P44	2	C208	10	SW4	0
C210	31	M5	3	T34P	1	P68	0	C212	0	T34P	1
C72R	1	M7	5	TB10	0	PA23	11	C425	9	T34T	0
C77R	0	MO20	8	TB20	38	PA27	6	C441	21	T6	0
C82	1	MO21	0	TOBA	1	PA30	49	CA12	0	TBM7	4
C82R	7	MO2C	0	TRIN	28	PA31	36	CN35	0	TEX2	0
C82T	0	MO2P	0	VELO	0	PA34	721	CV58	0		
CH2T	0	NAV	0	VFR	0	PA39	0	CVLT	0		
COL3	0	NAV1	0	Z43	0	PA43	0	D328	0		
COL4	0	P210	0			PA44	11	DH8A	0		
COUR	2	P28	9			PA58	0	DH8B	0		
DA40	0	P28A	88			PA60	0	DH8C	0		
E400	0	P28B	7			PASE	0	DHC6	0		
F33A	0	P28P	0			T303	0	DO28	0		
				Total Single Engine	2,450		Total Multi-Engine 1,821			Total Turboprops	884
				% of Total Ops	42.4%		% of Total Ops 31.5%			% of Total Ops	15.3%

INSTRUMENT FLIGHT RULE OPERATIONS - YEAR 2002
Rock Hill- York County Airport (UZA)
Total IFR Ops: 5,778

Jet Aircraft						Helicopters	
A10	0	CARJ	0	GLEX	0	A109	0
A124	0	CH35	0	GLF2	11	AS33	0
A225	0	CL30	0	GLF3	2	B06	0
A306	0	CL60	4	GLF4	4	CH53	0
A310	0	CL6T	0	GLF5	0	H47	0
A318	0	CRG2	0	GLX	0	H60	0
A319	0	CRJ	0	H25	2	HELO	0
A320	0	CRJ1	0	H25A	20	HU65	0
A321	0	CRJ2	0	H25B	15	S76	0
AGEN	0	CRJ7	0	H25C	4	S92	0
AS65	0	CRJ9	0	HAR	0	UH60	0
ASTR	2	CRL2	0	HS25	1	V22	0
B230	0	DC10	0	J328	0		
B703	0	DC86	0	JET	0		
B712	0	DC87	0	K35R	0		
B721	0	DC9	0	L29B	0		
B722	0	DC91	0	L39	0		
B72Q	0	DC93	0	LGE2	0		
B732	0	DC94	0	LJ24	6		
B733	0	DC95	0	LJ25	8		
B734	0	DC9Q	0	LJ31	49		
B735	0	DV20	0	LJ35	14		
B737	0	E135	0	LJ40	0		
B738	0	E145	0	LJ45	6		
B73Q	0	E170	0	LJ55	5		
B741	0	E175	0	LJ60	0		
B742	0	E45X	0	LR25	0		
B743	0	E6	0	LR35	0		
B744	0	EA50	0	LR40	0		
B747	0	EA6	0	LR45	0		
B752	0	F15	0	LR60	0		
B753	0	F16	1	MD11	0		
B762	0	F18	2	MD80	0		
B763	0	F260	0	MD82	0		
BE40	83	F2TH	4	MD83	0		
C17	0	F900	0	MD87	0		
C21	0	FA10	8	MD88	0		
C25A	0	FA18	0	MU30	6		
C25B	0	FA20	8	PR1	0		
C40	0	FA2O	0	PRM1	0		
C500	16	FA50	10	R722	0		
C501	2	FA90	0	SB20	0		
C510	0	G150	0	SBR1	0		
C525	64	G159	0	SBR2	0		
C526	1	G2	0	T1	0		
C550	41	G200	0	T2	0		
C551	4	G4	0	T2P	0		
C560	84	G400	0	T24C	0		
C56X	63	G5	0	T37	0		
C650	15	GALX	0	T38	0		
C680	0	GL4	0	WW24	50		
C722	0	GL5T	0	XL2	0		
C750	8	GLAX	0				
				Total Jets	**623**	**Total Helos**	**0**
				% of Total Ops	**10.8%**	**% of Total Ops**	**0.0%**

INSTRUMENT FLIGHT RULE OPERATIONS - YEAR 2003
Rock Hill- York County Airport (UZA)
Total IFR Ops: 6,082

Single-Engine Piston						Muilt-Engine Piston		Turboprop Aircraft			
A28A	0	F8L	0	P28R	40	AC50	0	AC43	0	DO32	0
AA1	0	FDCT	0	P28T	4	AC6L	0	AC80	0	E110	5
AA5	79	GA8	0	P32	1	AEST	6	AC90	11	E120	0
AA5A	0	GC1	0	P32A	1	BE18	0	AC95	0	E2	0
AA5B	1	GLAS	6	P32G	0	BE50	0	AN12	0	E2C	0
AC11	15	HUSK	0	P32R	61	BE55	40	AN24	0	F27	0
AC12	0	HXB	0	P32T	0	BE56	0	AT42	0	F406	0
AC14	3	HXP	0	PA2	0	BE58	303	AT43	0	F50	1
AC23	0	LA25	0	PA22	0	BE60	10	AT72	0	HXC	0
B36	0	LA4	0	PA24	11	BE65	4	ATR4	0	JS31	0
BE19	0	LANC	0	PA28	24	BE76	0	B10	0	JS32	0
BE23	6	LC40	0	PA2T	0	BE95	0	B190	0	MU2	6
BE24	34	LC42	0	PA32	948	BE99	0	B200	0	P180	2
BE33	16	LEG2	0	PA46	247	C303	0	B300	0	P3	0
BE35	95	LGEZ	0	PARO	0	C310	64	B350	45	P46	3
BE36	453	LNC2	0	R20	0	C320	2	B36T	0	P46T	89
BL17	3	LNC4	0	R90R	0	C335	6	B90	0	PAY1	11
BL8	0	LNCE	0	RANG	1	C337	27	B9L	0	PAY2	29
C10T	0	M020	0	RV10	0	C340	16	BE3L	0	PAY3	2
C150	1	M20	7	RV6	0	C401	0	BE10	25	PAY4	0
C152	0	M20A	1	RV7	0	C402	103	BE20	66	PAYE	0
C172	228	M20C	1	RV8	0	C404	0	BE30	118	PC12	207
C177	7	M20F	0	SR20	9	C414	64	BE9	3	PC6T	0
C180	0	M20J	0	SR22	146	C421	42	BE90	11	RC70	0
C182	248	M20K	0	SRT2	0	CE25	0	BE9L	169	SC7	0
C185	0	M20M	0	STIN	0	DA42	0	BE9T	21	SF34	0
C195	0	M20P	135	SYMP	0	DEF1	0	BL9	0	SH33	0
C205	0	M20R	2	T18	0	GA7	0	C130	0	SH36	0
C206	14	M20T	7	T206	0	P34	0	C2	0	SW3	41
C207	0	M22	0	T34	0	P44	0	C208	7	SW4	0
C210	20	M5	1	T34P	0	P68	0	C212	0	T34P	0
C72R	2	M7	0	TB10	0	PA23	9	C425	18	T34T	0
C77R	1	MO20	6	TB20	13	PA27	10	C441	20	T6	0
C82	0	MO21	0	TOBA	1	PA30	97	CA12	0	TBM7	8
C82R	12	MO2C	0	TRIN	32	PA31	53	CN35	0	TEX2	0
C82T	1	MO2P	0	VELO	0	PA34	551	CV58	0		
CH2T	0	NAV	0	VFR	0	PA39	0	CVLT	0		
COL3	0	NAV1	0	Z43	0	PA43	0	D328	0		
COL4	0	P210	1			PA44	1	DH8A	0		
COUR	1	P28	1			PA58	0	DH8B	0		
DA40	0	P28A	60			PA60	0	DH8C	0		
E400	0	P28B	2			PASE	0	DHC6	1		
F33A	0	P28P	1			T303	0	DO28	0		
				Total Single Engine	3,010		Total Multi-Engine	1,408		Total Turboprops	919
				% of Total Ops	49.5%		% of Total Ops	23.2%		% of Total Ops	15.1%

INSTRUMENT FLIGHT RULE OPERATIONS - YEAR 2003
Rock Hill- York County Airport (UZA)
Total IFR Ops: 6,082

Jet Aircraft						Helicopters	
A10	1	CARJ	0	GLEX	0	A109	0
A124	0	CH35	0	GLF2	3	AS33	0
A225	0	CL30	0	GLF3	0	B06	0
A306	0	CL60	0	GLF4	0	CH53	0
A310	0	CL6T	0	GLF5	0	H47	0
A318	0	CRG2	0	GLX	0	H60	0
A319	0	CRJ	0	H25	0	HELO	0
A320	0	CRJ1	0	H25A	11	HU65	0
A321	0	CRJ2	0	H25B	29	S76	0
AGEN	0	CRJ7	0	H25C	0	S92	0
AS65	2	CRJ9	0	HAR	0	UH60	0
ASTR	5	CRL2	0	HS25	0	V22	0
B230	0	DC10	0	J328	0		
B703	0	DC86	0	JET	0		
B712	0	DC87	0	K35R	0		
B721	0	DC9	0	L29B	0		
B722	0	DC91	0	L39	0		
B72Q	0	DC93	0	LGE2	0		
B732	0	DC94	0	LJ24	2		
B733	0	DC95	0	LJ25	0		
B734	0	DC9Q	0	LJ31	42		
B735	0	DV20	0	LJ35	7		
B737	0	E135	0	LJ40	0		
B738	0	E145	0	LJ45	6		
B73Q	0	E170	0	LJ55	2		
B741	0	E175	0	LJ60	4		
B742	0	E45X	0	LR25	0		
B743	0	E6	0	LR35	0		
B744	0	EA50	0	LR40	0		
B747	0	EA6	0	LR45	0		
B752	0	F15	0	LR60	0		
B753	0	F16	0	MD11	0		
B762	0	F18	0	MD80	0		
B763	0	F260	0	MD82	0		
BE40	60	F2TH	0	MD83	0		
C17	0	F900	0	MD87	0		
C21	0	FA10	6	MD88	0		
C25A	4	FA18	0	MU30	4		
C25B	0	FA20	6	PR1	0		
C40	0	FA2O	0	PRM1	0		
C500	18	FA50	19	R722	0		
C501	12	FA90	0	SB20	0		
C510	0	G150	0	SBR1	2		
C525	45	G159	0	SBR2	0		
C526	0	G2	0	T1	0		
C550	43	G200	4	T2	0		
C551	2	G4	0	T2P	0		
C560	239	G400	0	T24C	0		
C56X	75	G5	0	T37	2		
C650	35	GALX	3	T38	0		
C680	0	GL4	0	WW24	29		
C722	0	GL5T	0	XL2	0		
C750	22	GLAX	0				
				Total Jets	**745**	**Total Helos**	**0**
				% of Total Ops	**12.2%**	**% of Total Ops**	**0.0%**

INSTRUMENT FLIGHT RULE OPERATIONS - YEAR 2004
Rock Hill- York County Airport (UZA)
Total IFR Ops: 6,711

Single-Engine Piston						Muilt-Engine Piston		Turboprop Aircraft			
A28A	0	F8L	0	P28R	52	AC50	2	AC43	0	DO32	0
AA1	0	FDCT	0	P28T	13	AC6L	0	AC80	0	E110	2
AA5	67	GA8	0	P32	2	AEST	9	AC90	19	E120	0
AA5A	0	GC1	0	P32A	0	BE18	1	AC95	0	E2	0
AA5B	1	GLAS	4	P32G	0	BE50	0	AN12	0	E2C	0
AC11	11	HUSK	0	P32R	22	BE55	51	AN24	0	F27	0
AC12	0	HXB	0	P32T	3	BE56	0	AT42	0	F406	0
AC14	1	HXP	0	PA2	0	BE58	283	AT43	0	F50	0
AC23	0	LA25	0	PA22	0	BE60	6	AT72	0	HXC	0
B36	4	LA4	0	PA24	4	BE65	0	ATR4	0	JS31	2
BE19	0	LANC	0	PA28	41	BE76	5	B10	0	JS32	0
BE23	1	LC40	0	PA2T	0	BE95	3	B190	0	MU2	23
BE24	28	LC42	1	PA32	1,090	BE99	0	B200	0	P180	2
BE33	34	LEG2	0	PA46	176	C303	2	B300	2	P3	0
BE35	104	LGEZ	0	PARO	1	C310	38	B350	76	P46	7
BE36	431	LNC2	1	R20	0	C320	14	B36T	1	P46T	81
BL17	0	LNC4	6	R90R	0	C335	2	B90	0	PAY1	17
BL8	0	LNCE	1	RANG	0	C337	6	B9L	0	PAY2	47
C10T	0	M020	0	RV10	0	C340	22	BE3L	0	PAY3	8
C150	0	M20	4	RV6	2	C401	0	BE10	12	PAY4	0
C152	0	M20A	0	RV7	0	C402	87	BE20	124	PAYE	1
C172	181	M20C	0	RV8	0	C404	1	BE30	121	PC12	294
C177	32	M20F	0	SR20	16	C414	34	BE9	0	PC6T	0
C180	4	M20J	1	SR22	270	C421	57	BE90	9	RC70	0
C182	333	M20K	1	SRT2	0	CE25	0	BE9L	311	SC7	0
C185	2	M20M	0	STIN	0	DA42	0	BE9T	21	SF34	0
C195	0	M20P	122	SYMP	0	DEF1	0	BL9	0	SH33	1
C205	0	M20R	0	T18	0	GA7	0	C130	0	SH36	0
C206	27	M20T	18	T206	0	P34	0	C2	0	SW3	94
C207	0	M22	0	T34	0	P44	0	C208	6	SW4	2
C210	37	M5	0	T34P	0	P68	0	C212	0	T34P	0
C72R	2	M7	1	TB10	0	PA23	2	C425	15	T34T	0
C77R	4	MO20	7	TB20	1	PA27	10	C441	1	T6	0
C82	1	MO21	1	TOBA	0	PA30	88	CA12	0	TBM7	30
C82R	11	MO2C	0	TRIN	43	PA31	106	CN35	0	TEX2	0
C82T	0	MO2P	0	VELO	0	PA34	39	CV58	0		
CH2T	14	NAV	0	VFR	0	PA39	3	CVLT	0		
COL3	11	NAV1	0	Z43	0	PA43	1	D328	0		
COL4	0	P210	0			PA44	10	DH8A	0		
COUR	0	P28	6			PA58	0	DH8B	0		
DA40	3	P28A	106			PA60	0	DH8C	0		
E400	0	P28B	6			PASE	0	DHC6	0		
F33A	0	P28P	0			T303	0	DO28	0		
				Total Single Engine	3,366		Total Multi-Engine	882		Total Turboprops	1,329
				% of Total Ops	50.2%		% of Total Ops	13.1%		% of Total Ops	19.8%

INSTRUMENT FLIGHT RULE OPERATIONS - YEAR 2004
Rock Hill- York County Airport (UZA)
Total IFR Ops: 6,711

Jet Aircraft						Helicopters	
A10	0	CARJ	0	GLEX	0	A109	0
A124	0	CH35	0	GLF2	1	AS33	0
A225	0	CL30	4	GLF3	0	B06	0
A306	0	CL60	6	GLF4	0	CH53	0
A310	0	CL6T	0	GLF5	0	H47	0
A318	0	CRG2	0	GLX	0	H60	6
A319	0	CRJ	0	H25	1	HELO	1
A320	0	CRJ1	1	H25A	4	HU65	0
A321	0	CRJ2	0	H25B	74	S76	0
AGEN	0	CRJ7	0	H25C	2	S92	0
AS65	0	CRJ9	0	HAR	0	UH60	0
ASTR	49	CRL2	0	HS25	5	V22	0
B230	0	DC10	0	J328	1		
B703	0	DC86	0	JET	0		
B712	0	DC87	0	K35R	0		
B721	0	DC9	0	L29B	0		
B722	0	DC91	0	L39	0		
B72Q	0	DC93	0	LGE2	0		
B732	0	DC94	0	LJ24	4		
B733	0	DC95	0	LJ25	10		
B734	0	DC9Q	0	LJ31	32		
B735	0	DV20	0	LJ35	14		
B737	0	E135	2	LJ40	0		
B738	0	E145	0	LJ45	10		
B73Q	0	E170	0	LJ55	2		
B741	0	E175	0	LJ60	19		
B742	0	E45X	0	LR25	0		
B743	0	E6	0	LR35	0		
B744	0	EA50	0	LR40	0		
B747	0	EA6	0	LR45	0		
B752	0	F15	0	LR60	0		
B753	0	F16	1	MD11	0		
B762	0	F18	2	MD80	0		
B763	0	F260	0	MD82	0		
BE40	40	F2TH	0	MD83	0		
C17	0	F900	6	MD87	0		
C21	0	FA10	6	MD88	0		
C25A	59	FA18	0	MU30	8		
C25B	0	FA20	14	PR1	0		
C40	0	FA2O	0	PRM1	2		
C500	0	FA50	19	R722	0		
C501	8	FA90	0	SB20	0		
C510	0	G150	0	SBR1	0		
C525	122	G159	0	SBR2	0		
C526	2	G2	1	T1	0		
C550	60	G200	6	T2	0		
C551	2	G4	0	T2P	0		
C560	273	G400	0	T24C	0		
C56X	140	G5	0	T37	2		
C650	39	GALX	20	T38	0		
C680	0	GL4	0	WW24	34		
C722	0	GL5T	0	XL2	0		
C750	18	GLAX	2				
				Total Jets	**1,127**	**Total Helos**	**7**
				% of Total Ops	**16.8%**	**% of Total Ops**	**0.1%**

INSTRUMENT FLIGHT RULE OPERATIONS - YEAR 2005
Rock Hill- York County Airport (UZA)
Total IFR Ops: 6,443

Single-Engine Piston						Muilt-Engine Piston		Turboprop Aircraft			
A28A	0	F8L	0	P28R	56	AC50	0	AC43	0	DO32	0
AA1	0	FDCT	0	P28T	2	AC6L	0	AC80	0	E110	2
AA5	92	GA8	0	P32	0	AEST	27	AC90	14	E120	0
AA5A	0	GC1	0	P32A	5	BE18	2	AC95	0	E2	0
AA5B	0	GLAS	0	P32G	0	BE50	0	AN12	0	E2C	0
AC11	3	HUSK	0	P32R	33	BE55	27	AN24	0	F27	0
AC12	0	HXB	1	P32T	3	BE56	0	AT42	0	F406	0
AC14	0	HXP	0	PA2	0	BE58	317	AT43	5	F50	0
AC23	0	LA25	0	PA22	2	BE60	23	AT72	0	HXC	0
B36	1	LA4	0	PA24	15	BE65	0	ATR4	0	JS31	0
BE19	0	LANC	0	PA28	26	BE76	1	B10	0	JS32	0
BE23	1	LC40	2	PA2T	1	BE95	1	B190	3	MU2	9
BE24	18	LC42	0	PA32	501	BE99	0	B200	0	P180	4
BE33	18	LEG2	0	PA46	222	C303	4	B300	0	P3	0
BE35	111	LGEZ	0	PARO	0	C310	40	B350	47	P46	1
BE36	528	LNC2	0	R20	0	C320	6	B36T	0	P46T	143
BL17	0	LNC4	0	R90R	0	C335	0	B90	0	PAY1	8
BL8	0	LNCE	0	RANG	0	C337	6	B9L	1	PAY2	26
C10T	0	M020	0	RV10	0	C340	82	BE3L	0	PAY3	12
C150	0	M20	7	RV6	1	C401	0	BE10	8	PAY4	2
C152	1	M20A	0	RV7	0	C402	4	BE20	132	PAYE	0
C172	260	M20C	2	RV8	0	C404	0	BE30	106	PC12	404
C177	12	M20F	4	SR20	18	C414	24	BE9	0	PC6T	0
C180	0	M20J	2	SR22	328	C421	20	BE90	6	RC70	0
C182	329	M20K	0	SRT2	0	CE25	0	BE9L	254	SC7	0
C185	0	M20M	3	STIN	0	DA42	0	BE9T	15	SF34	0
C195	0	M20P	139	SYMP	0	DEF1	0	BL9	0	SH33	0
C205	0	M20R	3	T18	0	GA7	0	C130	0	SH36	0
C206	25	M20T	27	T206	1	P34	0	C2	0	SW3	9
C207	0	M22	0	T34	0	P44	0	C208	18	SW4	14
C210	32	M5	0	T34P	0	P68	0	C212	0	T34P	0
C72R	1	M7	1	TB10	0	PA23	8	C425	40	T34T	0
C77R	5	MO20	4	TB20	0	PA27	31	C441	6	T6	0
C82	3	MO21	0	TOBA	0	PA30	52	CA12	0	TBM7	12
C82R	6	MO2C	0	TRIN	15	PA31	100	CN35	0	TEX2	0
C82T	2	MO2P	0	VELO	0	PA34	40	CV58	0		
CH2T	9	NAV	0	VFR	0	PA39	0	CVLT	0		
COL3	14	NAV1	0	Z43	0	PA43	0	D328	0		
COL4	0	P210	1			PA44	0	DH8A	0		
COUR	1	P28	2			PA58	0	DH8B	0		
DA40	6	P28A	152			PA60	0	DH8C	0		
E400	0	P28B	6			PASE	0	DHC6	0		
F33A	0	P28P	0			T303	0	DO28	0		
				Total Single Engine	3,063		Total Multi-Engine	815		Total Turboprops	1,301
				% of Total Ops	47.5%		% of Total Ops	12.6%		% of Total Ops	20.2%

INSTRUMENT FLIGHT RULE OPERATIONS - YEAR 2005
Rock Hill- York County Airport (UZA)
Total IFR Ops: 6,443

Jet Aircraft						Helicopters	
A10	0	CARJ	0	GLEX	0	A109	0
A124	0	CH35	0	GLF2	0	AS33	0
A225	0	CL30	12	GLF3	0	B06	0
A306	0	CL60	8	GLF4	2	CH53	0
A310	0	CL6T	0	GLF5	0	H47	0
A318	0	CRG2	0	GLX	0	H60	0
A319	0	CRJ	0	H25	1	HELO	0
A320	0	CRJ1	0	H25A	2	HU65	0
A321	0	CRJ2	0	H25B	134	S76	1
AGEN	0	CRJ7	0	H25C	0	S92	0
AS65	0	CRJ9	0	HAR	0	UH60	0
ASTR	110	CRL2	0	HS25	2	V22	0
B230	0	DC10	0	J328	0		
B703	0	DC86	0	JET	0		
B712	0	DC87	0	K35R	0		
B721	0	DC9	0	L29B	0		
B722	0	DC91	0	L39	0		
B72Q	0	DC93	0	LGE2	0		
B732	0	DC94	0	LJ24	2		
B733	0	DC95	0	LJ25	5		
B734	0	DC9Q	0	LJ31	28		
B735	0	DV20	16	LJ35	43		
B737	0	E135	0	LJ40	0		
B738	0	E145	1	LJ45	10		
B73Q	0	E170	0	LJ55	0		
B741	0	E175	0	LJ60	2		
B742	0	E45X	0	LR25	0		
B743	0	E6	0	LR35	2		
B744	0	EA50	0	LR40	0		
B747	0	EA6	0	LR45	0		
B752	0	F15	0	LR60	0		
B753	0	F16	1	MD11	0		
B762	0	F18	1	MD80	0		
B763	0	F260	0	MD82	0		
BE40	8	F2TH	14	MD83	0		
C17	0	F900	0	MD87	0		
C21	0	FA10	12	MD88	0		
C25A	50	FA18	0	MU30	0		
C25B	1	FA20	10	PR1	0		
C40	0	FA2O	0	PRM1	4		
C500	7	FA50	16	R722	0		
C501	6	FA90	0	SB20	0		
C510	0	G150	0	SBR1	0		
C525	96	G159	0	SBR2	0		
C526	0	G2	0	T1	0		
C550	224	G200	0	T2	0		
C551	2	G4	0	T2P	0		
C560	236	G400	0	T24C	0		
C56X	114	G5	0	T37	0		
C650	14	GALX	17	T38	0		
C680	1	GL4	0	WW24	39		
C722	0	GL5T	0	XL2	0		
C750	10	GLAX	0				
				Total Jets	**1,263**	**Total Helos**	**1**
				% of Total Ops	**19.6%**	**% of Total Ops**	**0.0%**

INSTRUMENT FLIGHT RULE OPERATIONS - YEAR 2006
Rock Hill- York County Airport (UZA)
Total IFR Ops: 6,497

Single-Engine Piston						Muilt-Engine Piston		Turboprop Aircraft			
A28A	0	F8L	0	P28R	72	AC50	0	AC43	0	DO32	0
AA1	0	FDCT	0	P28T	8	AC6L	0	AC80	0	E110	50
AA5	29	GA8	0	P32	1	AEST	27	AC90	6	E120	0
AA5A	0	GC1	0	P32A	0	BE18	0	AC95	0	E2	0
AA5B	0	GLAS	0	P32G	0	BE50	0	AN12	0	E2C	0
AC11	3	HUSK	0	P32R	58	BE55	59	AN24	0	F27	0
AC12	0	HXB	6	P32T	3	BE56	0	AT42	0	F406	0
AC14	0	HXP	0	PA2	0	BE58	302	AT43	0	F50	0
AC23	0	LA25	0	PA22	2	BE60	12	AT72	0	HXC	0
B36	1	LA4	0	PA24	19	BE65	0	ATR4	0	JS31	0
BE19	0	LANC	0	PA28	28	BE76	0	B10	0	JS32	0
BE23	0	LC40	0	PA2T	0	BE95	0	B190	3	MU2	4
BE24	7	LC42	0	PA32	325	BE99	0	B200	0	P180	2
BE33	33	LEG2	0	PA46	200	C303	0	B300	0	P3	1
BE35	80	LGEZ	0	PARO	1	C310	51	B350	27	P46	0
BE36	564	LNC2	1	R20	0	C320	9	B36T	0	P46T	165
BL17	3	LNC4	2	R90R	0	C335	8	B90	0	PAY1	8
BL8	0	LNCE	0	RANG	0	C337	6	B9L	0	PAY2	31
C10T	1	M020	0	RV10	0	C340	88	BE3L	0	PAY3	18
C150	0	M20	6	RV6	3	C401	0	BE10	46	PAY4	0
C152	3	M20A	0	RV7	2	C402	5	BE20	159	PAYE	0
C172	257	M20C	0	RV8	0	C404	0	BE30	143	PC12	463
C177	15	M20F	0	SR20	13	C414	36	BE9	0	PC6T	0
C180	1	M20J	0	SR22	453	C421	20	BE90	7	RC70	2
C182	249	M20K	0	SRT2	0	CE25	0	BE9L	210	SC7	0
C185	0	M20M	0	STIN	0	DA42	0	BE9T	10	SF34	0
C195	2	M20P	152	SYMP	1	DEF1	0	BL9	0	SH33	0
C205	0	M20R	0	T18	0	GA7	0	C130	0	SH36	6
C206	23	M20T	25	T206	0	P34	0	C2	0	SW3	5
C207	0	M22	0	T34	0	P44	0	C208	16	SW4	4
C210	26	M5	0	T34P	0	P68	0	C212	0	T34P	0
C72R	2	M7	0	TB10	0	PA23	3	C425	10	T34T	2
C77R	1	MO20	10	TB20	0	PA27	12	C441	6	T6	0
C82	2	MO21	0	TOBA	0	PA30	39	CA12	0	TBM7	4
C82R	3	MO2C	0	TRIN	45	PA31	78	CN35	0	TEX2	0
C82T	2	MO2P	0	VELO	7	PA34	43	CV58	0		
CH2T	4	NAV	0	VFR	0	PA39	0	CVLT	4		
COL3	55	NAV1	0	Z43	0	PA43	0	D328	0		
COL4	18	P210	1			PA44	5	DH8A	0		
COUR	2	P28	2			PA58	0	DH8B	0		
DA40	3	P28A	151			PA60	3	DH8C	0		
E400	5	P28B	9			PASE	0	DHC6	0		
F33A	0	P28P	1			T303	0	DO28	0		
				Total Single Engine	3,001		Total Multi-Engine	806		Total Turboprops	1,412
				% of Total Ops	46.2%		% of Total Ops	12.4%		% of Total Ops	21.7%

INSTRUMENT FLIGHT RULE OPERATIONS - YEAR 2006
Rock Hill- York County Airport (UZA)
Total IFR Ops: 6,497

Jet Aircraft						Helicopters	
A10	0	CARJ	0	GLEX	0	A109	0
A124	0	CH35	0	GLF2	0	AS33	0
A225	0	CL30	16	GLF3	2	B06	0
A306	0	CL60	8	GLF4	28	CH53	0
A310	0	CL6T	0	GLF5	2	H47	0
A318	0	CRG2	0	GLX	0	H60	1
A319	0	CRJ	0	H25	0	HELO	0
A320	0	CRJ1	0	H25A	0	HU65	0
A321	0	CRJ2	1	H25B	13	S76	0
AGEN	0	CRJ7	0	H25C	3	S92	0
AS65	1	CRJ9	0	HAR	0	UH60	0
ASTR	48	CRL2	0	HS25	0	V22	0
B230	0	DC10	1	J328	0		
B703	0	DC86	0	JET	0		
B712	0	DC87	0	K35R	0		
B721	0	DC9	0	L29B	0		
B722	0	DC91	0	L39	0		
B72Q	0	DC93	0	LGE2	0		
B732	0	DC94	0	LJ24	0		
B733	0	DC95	0	LJ25	2		
B734	0	DC9Q	0	LJ31	54		
B735	0	DV20	1	LJ35	9		
B737	0	E135	0	LJ40	0		
B738	0	E145	0	LJ45	10		
B73Q	0	E170	0	LJ55	2		
B741	0	E175	0	LJ60	2		
B742	0	E45X	0	LR25	0		
B743	0	E6	0	LR35	1		
B744	0	EA50	0	LR40	0		
B747	0	EA6	0	LR45	0		
B752	0	F15	0	LR60	0		
B753	0	F16	1	MD11	0		
B762	0	F18	0	MD80	0		
B763	0	F260	0	MD82	0		
BE40	54	F2TH	20	MD83	0		
C17	0	F900	4	MD87	0		
C21	0	FA10	0	MD88	0		
C25A	37	FA18	0	MU30	10		
C25B	9	FA20	107	PR1	0		
C40	0	FA2O	0	PRM1	2		
C500	0	FA50	17	R722	0		
C501	12	FA90	0	SB20	0		
C510	0	G150	0	SBR1	0		
C525	82	G159	0	SBR2	0		
C526	2	G2	0	T1	0		
C550	293	G200	0	T2	0		
C551	0	G4	0	T2P	0		
C560	199	G400	0	T24C	0		
C56X	92	G5	0	T37	0		
C650	6	GALX	32	T38	1		
C680	4	GL4	0	WW24	34		
C722	0	GL5T	0	XL2	0		
C750	55	GLAX	0				
				Total Jets	**1,277**	**Total Helos**	**1**
				% of Total Ops	**19.7%**	**% of Total Ops**	**0.0%**

INSTRUMENT FLIGHT RULE OPERATIONS - YEAR 2007
Rock Hill- York County Airport (UZA)
Total IFR Ops: 5,870

Single-Engine Piston						Muilt-Engine Piston		Turboprop Aircraft			
A28A	0	F8L	2	P28R	58	AC50	0	AC43	0	DO32	0
AA1	0	FDCT	0	P28T	6	AC6L	0	AC80	0	E110	6
AA5	35	GA8	1	P32	2	AEST	8	AC90	19	E120	6
AA5A	0	GC1	0	P32A	0	BE18	3	AC95	6	E2	0
AA5B	0	GLAS	0	P32G	0	BE50	0	AN12	0	E2C	0
AC11	1	HUSK	0	P32R	93	BE55	33	AN24	0	F27	0
AC12	0	HXB	6	P32T	1	BE56	0	AT42	0	F406	0
AC14	0	HXP	0	PA2	0	BE58	279	AT43	0	F50	0
AC23	0	LA25	0	PA22	1	BE60	16	AT72	0	HXC	0
B36	0	LA4	0	PA24	17	BE65	0	ATR4	0	JS31	8
BE19	0	LANC	0	PA28	13	BE76	6	B10	0	JS32	0
BE23	2	LC40	0	PA2T	0	BE95	6	B190	2	MU2	4
BE24	5	LC42	0	PA32	180	BE99	0	B200	0	P180	6
BE33	49	LEG2	0	PA46	228	C303	0	B300	2	P3	0
BE35	79	LGEZ	0	PARO	1	C310	44	B350	42	P46	1
BE36	532	LNC2	0	R20	0	C320	5	B36T	0	P46T	182
BL17	1	LNC4	3	R90R	0	C335	7	B90	0	PAY1	17
BL8	0	LNCE	0	RANG	0	C337	0	B9L	0	PAY2	19
C10T	0	M020	1	RV10	0	C340	58	BE3L	0	PAY3	9
C150	1	M20	4	RV6	5	C401	0	BE10	21	PAY4	0
C152	0	M20A	0	RV7	2	C402	4	BE20	258	PAYE	1
C172	216	M20C	0	RV8	0	C404	0	BE30	120	PC12	505
C177	61	M20F	0	SR20	60	C414	18	BE9	0	PC6T	0
C180	0	M20J	3	SR22	418	C421	40	BE90	6	RC70	0
C182	167	M20K	2	SRT2	0	CE25	0	BE9L	293	SC7	0
C185	2	M20M	0	STIN	0	DA42	0	BE9T	10	SF34	0
C195	1	M20P	130	SYMP	0	DEF1	0	BL9	0	SH33	0
C205	0	M20R	4	T18	0	GA7	0	C130	0	SH36	0
C206	16	M20T	42	T206	0	P34	0	C2	0	SW3	0
C207	0	M22	0	T34	0	P44	0	C208	6	SW4	2
C210	26	M5	0	T34P	0	P68	2	C212	0	T34P	0
C72R	0	M7	0	TB10	0	PA23	4	C425	4	T34T	0
C77R	1	MO20	3	TB20	0	PA27	12	C441	19	T6	0
C82	1	MO21	0	TOBA	0	PA30	15	CA12	0	TBM7	8
C82R	3	MO2C	0	TRIN	13	PA31	76	CN35	0	TEX2	0
C82T	2	MO2P	0	VELO	13	PA34	43	CV58	0		
CH2T	0	NAV	0	VFR	0	PA39	2	CVLT	0		
COL3	21	NAV1	1	Z43	0	PA43	0	D328	0		
COL4	18	P210	0			PA44	0	DH8A	0		
COUR	0	P28	2			PA58	0	DH8B	0		
DA40	21	P28A	118			PA60	0	DH8C	0		
E400	1	P28B	11			PASE	1	DHC6	0		
F33A	0	P28P	0			T303	0	DO28	0		
				Total Single Engine	2,706		Total Multi-Engine	682		Total Turboprops	1,582
				% of Total Ops	46.1%		% of Total Ops	11.6%		% of Total Ops	27.0%

INSTRUMENT FLIGHT RULE OPERATIONS - YEAR 2007
Rock Hill- York County Airport (UZA)
Total IFR Ops: 5,870

Jet Aircraft						Helicopters	
A10	0	CARJ	0	GLEX	0	A109	0
A124	0	CH35	0	GLF2	0	AS33	0
A225	0	CL30	20	GLF3	0	B06	0
A306	0	CL60	17	GLF4	13	CH53	0
A310	0	CL6T	0	GLF5	0	H47	0
A318	0	CRG2	0	GLX	0	H60	0
A319	0	CRJ	0	H25	0	HELO	0
A320	0	CRJ1	0	H25A	0	HU65	0
A321	0	CRJ2	0	H25B	5	S76	1
AGEN	0	CRJ7	1	H25C	0	S92	0
AS65	0	CRJ9	0	HAR	0	UH60	0
ASTR	26	CRL2	0	HS25	0	V22	0
B230	0	DC10	0	J328	0		
B703	0	DC86	0	JET	0		
B712	0	DC87	0	K35R	0		
B721	0	DC9	0	L29B	0		
B722	0	DC91	0	L39	0		
B72Q	0	DC93	0	LGE2	0		
B732	0	DC94	0	LJ24	0		
B733	0	DC95	0	LJ25	5		
B734	0	DC9Q	0	LJ31	43		
B735	0	DV20	0	LJ35	16		
B737	0	E135	0	LJ40	8		
B738	0	E145	0	LJ45	0		
B73Q	0	E170	0	LJ55	1		
B741	0	E175	0	LJ60	0		
B742	0	E45X	0	LR25	1		
B743	0	E6	0	LR35	0		
B744	0	EA50	0	LR40	0		
B747	0	EA6	0	LR45	0		
B752	0	F15	0	LR60	1		
B753	0	F16	0	MD11	0		
B762	0	F18	0	MD80	0		
B763	0	F260	0	MD82	0		
BE40	58	F2TH	5	MD83	0		
C17	0	F900	0	MD87	0		
C21	0	FA10	8	MD88	1		
C25A	48	FA18	0	MU30	2		
C25B	6	FA20	14	PR1	0		
C40	0	FA2O	0	PRM1	8		
C500	2	FA50	13	R722	0		
C501	4	FA90	0	SB20	0		
C510	0	G150	0	SBR1	0		
C525	49	G159	0	SBR2	0		
C526	0	G2	0	T1	0		
C550	118	G200	0	T2	0		
C551	0	G4	0	T2P	0		
C560	161	G400	0	T24C	0		
C56X	87	G5	0	T37	0		
C650	11	GALX	88	T38	0		
C680	14	GL4	0	WW24	33		
C722	0	GL5T	0	XL2	0		
C750	12	GLAX	0				
				Total Jets	**899**	**Total Helos**	**1**
				% of Total Ops	**15.3%**	**% of Total Ops**	**0.0%**

INSTRUMENT FLIGHT RULE OPERATIONS - YEAR 2008
Rock Hill- York County Airport (UZA)
Total IFR Ops: 6,286

Single-Engine Piston						Mulit-Engine Piston		Turboprop Aircraft			
A28A	0	F8L	0	P28R	64	AC50	4	AC43	0	DO32	0
AA1	0	FDCT	0	P28T	2	AC6L	0	AC80	0	E110	8
AA5	46	GA8	0	P32	1	AEST	10	AC90	16	E120	8
AA5A	1	GC1	2	P32A	6	BE18	0	AC95	0	E2	0
AA5B	0	GLAS	1	P32G	0	BE50	0	AN12	0	E2C	0
AC11	1	HUSK	0	P32R	95	BE55	53	AN24	0	F27	0
AC12	1	HXB	10	P32T	1	BE56	0	AT42	0	F406	0
AC14	0	HXP	0	PA2	0	BE58	307	AT43	0	F50	0
AC23	0	LA25	0	PA22	5	BE60	2	AT72	0	HXC	0
B36	0	LA4	0	PA24	18	BE65	0	ATR4	0	JS31	2
BE19	0	LANC	0	PA28	76	BE76	7	B10	0	JS32	0
BE23	4	LC40	5	PA2T	0	BE95	1	B190	2	MU2	2
BE24	1	LC42	0	PA32	280	BE99	0	B200	0	P180	2
BE33	81	LEG2	0	PA46	293	C303	4	B300	0	P3	0
BE35	82	LGEZ	0	PARO	10	C310	25	B350	64	P46	3
BE36	286	LNC2	2	R20	0	C320	0	B36T	0	P46T	259
BL17	5	LNC4	0	R90R	0	C335	3	B90	0	PAY1	10
BL8	0	LNCE	21	RANG	0	C337	2	B9L	0	PAY2	10
C10T	0	M020	1	RV10	0	C340	29	BE3L	0	PAY3	4
C150	14	M20	8	RV6	8	C401	0	BE10	22	PAY4	0
C152	2	M20A	0	RV7	23	C402	2	BE20	159	PAYE	1
C172	325	M20C	0	RV8	0	C404	0	BE30	72	PC12	641
C177	19	M20F	0	SR20	49	C414	25	BE9	0	PC6T	0
C180	3	M20J	1	SR22	618	C421	25	BE90	2	RC70	0
C182	248	M20K	5	SRT2	0	CE25	0	BE9L	206	SC7	0
C185	7	M20M	0	STIN	0	DA42	4	BE9T	8	SF34	0
C195	6	M20P	135	SYMP	0	DEF1	0	BL9	0	SH33	0
C205	0	M20R	0	T18	0	GA7	0	C130	0	SH36	2
C206	31	M20T	59	T206	0	P34	0	C2	0	SW3	0
C207	0	M22	0	T34	0	P44	0	C208	14	SW4	2
C210	95	M5	0	T34P	0	P68	2	C212	0	T34P	0
C72R	4	M7	0	TB10	0	PA23	0	C425	5	T34T	0
C77R	0	MO20	40	TB20	1	PA27	10	C441	7	T6	0
C82	0	MO21	3	TOBA	0	PA30	10	CA12	1	TBM7	15
C82R	0	MO2C	0	TRIN	6	PA31	52	CN35	0	TEX2	0
C82T	1	MO2P	1	VELO	12	PA34	31	CV58	0		
CH2T	0	NAV	0	VFR	0	PA39	0	CVLT	0		
COL3	10	NAV1	0	Z43	0	PA43	0	D328	0		
COL4	20	P210	0			PA44	4	DH8A	0		
COUR	1	P28	3			PA58	0	DH8B	0		
DA40	95	P28A	65			PA60	0	DH8C	0		
E400	8	P28B	0			PASE	0	DHC6	1		
F33A	0	P28P	0			T303	0	DO28	0		
				Total Single Engine	3,329		Total Multi-Engine	612		Total Turboprops	1,548
				% of Total Ops	53.0%		% of Total Ops	9.7%		% of Total Ops	24.6%

INSTRUMENT FLIGHT RULE OPERATIONS - YEAR 2008
Rock Hill- York County Airport (UZA)
Total IFR Ops: 6,286

Jet Aircraft						Helicopters	
A10	0	CARJ	0	GLEX	0	A109	0
A124	0	CH35	0	GLF2	2	AS33	0
A225	0	CL30	14	GLF3	0	B06	0
A306	0	CL60	16	GLF4	3	CH53	0
A310	0	CL6T	0	GLF5	1	H47	0
A318	0	CRG2	0	GLX	0	H60	0
A319	0	CRJ	0	H25	0	HELO	6
A320	0	CRJ1	0	H25A	7	HU65	0
A321	0	CRJ2	0	H25B	11	S76	0
AGEN	0	CRJ7	1	H25C	0	S92	0
AS65	0	CRJ9	0	HAR	0	UH60	0
ASTR	9	CRL2	0	HS25	0	V22	0
B230	3	DC10	0	J328	0		
B703	0	DC86	0	JET	0		
B712	0	DC87	0	K35R	0		
B721	0	DC9	0	L29B	0		
B722	0	DC91	0	L39	0		
B72Q	0	DC93	0	LGE2	0		
B732	0	DC94	0	LJ24	2		
B733	0	DC95	0	LJ25	6		
B734	0	DC9Q	0	LJ31	68		
B735	0	DV20	6	LJ35	11		
B737	0	E135	0	LJ40	3		
B738	0	E145	0	LJ45	0		
B73Q	0	E170	0	LJ55	2		
B741	0	E175	1	LJ60	2		
B742	0	E45X	0	LR25	1		
B743	0	E6	0	LR35	0		
B744	0	EA50	8	LR40	0		
B747	0	EA6	0	LR45	0		
B752	0	F15	0	LR60	0		
B753	0	F16	0	MD11	0		
B762	0	F18	0	MD80	0		
B763	0	F260	1	MD82	0		
BE40	31	F2TH	6	MD83	0		
C17	0	F900	1	MD87	0		
C21	0	FA10	3	MD88	0		
C25A	36	FA18	0	MU30	6		
C25B	41	FA20	25	PR1	0		
C40	0	FA2O	0	PRM1	14		
C500	7	FA50	8	R722	0		
C501	4	FA90	0	SB20	0		
C510	3	G150	0	SBR1	0		
C525	108	G159	0	SBR2	0		
C526	0	G2	0	T1	0		
C550	34	G200	0	T2	0		
C551	0	G4	0	T2P	0		
C560	169	G400	0	T24C	0		
C56X	48	G5	0	T37	0		
C650	4	GALX	42	T38	0		
C680	5	GL4	0	WW24	10		
C722	0	GL5T	0	XL2	2		
C750	6	GLAX	0				
				Total Jets	**791**	**Total Helos**	**6**
				% of Total Ops	**12.6%**	**% of Total Ops**	**0.1%**

INSTRUMENT FLIGHT RULE OPERATIONS - YEAR 2009
Rock Hill- York County Airport (UZA)
Total IFR Ops: 4,899

Single-Engine Piston						Muilt-Engine Piston		Turboprop Aircraft			
A28A	0	F8L	0	P28R	57	AC50	0	AC43	0	DO32	0
AA1	0	FDCT	0	P28T	9	AC6L	0	AC80	0	E110	0
AA5	28	GA8	0	P32	0	AEST	4	AC90	9	E120	4
AA5A	0	GC1	0	P32A	0	BE18	0	AC95	0	E2	0
AA5B	0	GLAS	0	P32G	0	BE50	0	AN12	0	E2C	0
AC11	1	HUSK	0	P32R	40	BE55	50	AN24	0	F27	0
AC12	0	HXB	13	P32T	2	BE56	0	AT42	0	F406	0
AC14	0	HXP	0	PA2	0	BE58	188	AT43	0	F50	0
AC23	0	LA25	0	PA22	1	BE60	0	AT72	0	HXC	0
B36	0	LA4	0	PA24	26	BE65	0	ATR4	0	JS31	2
BE19	2	LANC	0	PA28	86	BE76	14	B10	0	JS32	0
BE23	6	LC40	10	PA2T	0	BE95	2	B190	0	MU2	11
BE24	8	LC42	0	PA32	152	BE99	0	B200	0	P180	0
BE33	109	LEG2	0	PA46	171	C303	5	B300	1	P3	0
BE35	64	LGEZ	0	PARO	0	C310	32	B350	60	P46	2
BE36	261	LNC2	5	R20	0	C320	0	B36T	2	P46T	262
BL17	2	LNC4	0	R90R	0	C335	0	B90	0	PAY1	0
BL8	0	LNCE	10	RANG	0	C337	0	B9L	0	PAY2	15
C10T	0	M020	0	RV10	0	C340	4	BE3L	0	PAY3	0
C150	21	M20	4	RV6	3	C401	0	BE10	14	PAY4	0
C152	1	M20A	0	RV7	24	C402	0	BE20	136	PAYE	1
C172	267	M20C	0	RV8	5	C404	0	BE30	58	PC12	434
C177	31	M20F	0	SR20	47	C414	17	BE9	0	PC6T	0
C180	2	M20J	0	SR22	531	C421	17	BE90	5	RC70	0
C182	207	M20K	0	SRT2	0	CE25	0	BE9L	184	SC7	0
C185	4	M20M	0	STIN	0	DA42	4	BE9T	6	SF34	0
C195	0	M20P	155	SYMP	0	DEF1	0	BL9	0	SH33	0
C205	0	M20R	0	T18	0	GA7	0	C130	0	SH36	0
C206	11	M20T	47	T206	0	P34	0	C2	0	SW3	1
C207	0	M22	0	T34	0	P44	0	C208	5	SW4	0
C210	31	M5	0	T34P	0	P68	1	C212	0	T34P	0
C72R	0	M7	0	TB10	0	PA23	2	C425	5	T34T	0
C77R	1	MO20	25	TB20	0	PA27	13	C441	10	T6	0
C82	0	MO21	0	TOBA	0	PA30	24	CA12	0	TBM7	25
C82R	2	MO2C	0	TRIN	2	PA31	68	CN35	0	TEX2	0
C82T	3	MO2P	0	VELO	8	PA34	20	CV58	0		
CH2T	0	NAV	0	VFR	0	PA39	8	CVLT	0		
COL3	7	NAV1	0	Z43	0	PA43	0	D328	0		
COL4	15	P210	0			PA44	2	DH8A	0		
COUR	2	P28	3			PA58	0	DH8B	0		
DA40	39	P28A	58			PA60	3	DH8C	0		
E400	7	P28B	1			PASE	2	DHC6	0		
F33A	0	P28P	0			T303	0	DO28	0		
				Total Single Engine	2,628		Total Multi-Engine	480		Total Turboprops	1,252
				% of Total Ops	53.6%		% of Total Ops	9.8%		% of Total Ops	25.6%

INSTRUMENT FLIGHT RULE OPERATIONS - YEAR 2009
Rock Hill- York County Airport (UZA)
Total IFR Ops: 4,899

Jet Aircraft						Helicopters	
A10	0	CARJ	0	GLEX	0	A109	0
A124	0	CH35	0	GLF2	0	AS33	0
A225	0	CL30	8	GLF3	2	B06	0
A306	0	CL60	6	GLF4	4	CH53	0
A310	0	CL6T	0	GLF5	0	H47	0
A318	0	CRG2	0	GLX	0	H60	0
A319	0	CRJ	0	H25	0	HELO	4
A320	0	CRJ1	0	H25A	2	HU65	0
A321	0	CRJ2	0	H25B	18	S76	0
AGEN	0	CRJ7	2	H25C	2	S92	0
AS65	0	CRJ9	1	HAR	0	UH60	0
ASTR	25	CRL2	0	HS25	2	V22	0
B230	10	DC10	0	J328	0		
B703	0	DC86	0	JET	0		
B712	0	DC87	0	K35R	0		
B721	0	DC9	0	L29B	0		
B722	0	DC91	0	L39	0		
B72Q	0	DC93	0	LGE2	0		
B732	0	DC94	0	LJ24	0		
B733	0	DC95	0	LJ25	2		
B734	0	DC9Q	0	LJ31	28		
B735	0	DV20	2	LJ35	5		
B737	0	E135	1	LJ40	2		
B738	0	E145	1	LJ45	7		
B73Q	0	E170	1	LJ55	2		
B741	0	E175	0	LJ60	2		
B742	0	E45X	0	LR25	0		
B743	0	E6	0	LR35	1		
B744	0	EA50	4	LR40	0		
B747	0	EA6	0	LR45	0		
B752	0	F15	0	LR60	0		
B753	0	F16	0	MD11	0		
B762	0	F18	0	MD80	0		
B763	0	F260	0	MD82	0		
BE40	16	F2TH	0	MD83	0		
C17	0	F900	0	MD87	0		
C21	0	FA10	0	MD88	0		
C25A	6	FA18	0	MU30	0		
C25B	42	FA20	1	PR1	0		
C40	0	FA2O	0	PRM1	4		
C500	2	FA50	6	R722	0		
C501	0	FA90	0	SB20	0		
C510	2	G150	2	SBR1	0		
C525	74	G159	0	SBR2	0		
C526	2	G2	0	T1	0		
C550	21	G200	0	T2	0		
C551	0	G4	0	T2P	0		
C560	44	G400	0	T24C	0		
C56X	28	G5	0	T37	0		
C650	6	GALX	62	T38	0		
C680	45	GL4	0	WW24	23		
C722	0	GL5T	0	XL2	1		
C750	8	GLAX	0				
				Total Jets	**535**	**Total Helos**	**4**
				% of Total Ops	**10.9%**	**% of Total Ops**	**0.1%**

INSTRUMENT FLIGHT RULE OPERATIONS - YEAR 2010
Rock Hill- York County Airport (UZA)
Total IFR Ops: 5,301

Single-Engine Piston						Muilt-Engine Piston		Turboprop Aircraft			
A28A	0	F8L	0	P28R	35	AC50	3	AC43	0	DO32	0
AA1	0	FDCT	0	P28T	1	AC6L	0	AC80	0	E110	0
AA5	49	GA8	0	P32	0	AEST	6	AC90	7	E120	4
AA5A	0	GC1	0	P32A	0	BE18	0	AC95	0	E2	0
AA5B	2	GLAS	0	P32G	0	BE50	0	AN12	0	E2C	0
AC11	6	HUSK	1	P32R	28	BE55	33	AN24	0	F27	0
AC12	1	HXB	12	P32T	1	BE56	0	AT42	0	F406	0
AC14	0	HXP	0	PA2	0	BE58	298	AT43	0	F50	0
AC23	0	LA25	0	PA22	0	BE60	0	AT72	0	HXC	2
B36	0	LA4	0	PA24	33	BE65	0	ATR4	0	JS31	0
BE19	24	LANC	0	PA28	87	BE76	14	B10	0	JS32	2
BE23	2	LC40	2	PA2T	0	BE95	2	B190	9	MU2	5
BE24	7	LC42	0	PA32	125	BE99	0	B200	0	P180	4
BE33	112	LEG2	3	PA46	250	C303	12	B300	0	P3	0
BE35	68	LGEZ	0	PARO	9	C310	79	B350	48	P46	2
BE36	392	LNC2	1	R20	0	C320	0	B36T	0	P46T	256
BL17	4	LNC4	2	R90R	0	C335	0	B90	0	PAY1	9
BL8	0	LNCE	2	RANG	2	C337	5	B9L	0	PAY2	9
C10T	2	M020	3	RV10	5	C340	16	BE3L	0	PAY3	0
C150	11	M20	2	RV6	7	C401	3	BE10	12	PAY4	0
C152	6	M20A	0	RV7	17	C402	2	BE20	118	PAYE	0
C172	198	M20C	0	RV8	9	C404	0	BE30	28	PC12	410
C177	34	M20F	0	SR20	72	C414	22	BE9	0	PC6T	0
C180	1	M20J	2	SR22	485	C421	30	BE90	2	RC70	0
C182	232	M20K	0	SRT2	0	CE25	0	BE9L	143	SC7	0
C185	1	M20M	1	STIN	0	DA42	2	BE9T	19	SF34	4
C195	0	M20P	139	SYMP	0	DEF1	0	BL9	0	SH33	0
C205	0	M20R	0	T18	0	GA7	0	C130	0	SH36	0
C206	16	M20T	30	T206	0	P34	0	C2	0	SW3	0
C207	0	M22	0	T34	0	P44	0	C208	10	SW4	0
C210	44	M5	0	T34P	0	P68	1	C212	0	T34P	0
C72R	1	M7	1	TB10	0	PA23	4	C425	3	T34T	0
C77R	4	MO20	23	TB20	0	PA27	25	C441	5	T6	0
C82	0	MO21	5	TOBA	0	PA30	29	CA12	0	TBM7	15
C82R	7	MO2C	0	TRIN	7	PA31	17	CN35	0	TEX2	0
C82T	0	MO2P	0	VELO	2	PA34	22	CV58	0		
CH2T	0	NAV	0	VFR	0	PA39	4	CVLT	0		
COL3	33	NAV1	0	Z43	1	PA43	0	D328	0		
COL4	44	P210	0			PA44	3	DH8A	0		
COUR	0	P28	2			PA58	0	DH8B	0		
DA40	49	P28A	59			PA60	0	DH8C	1		
E400	11	P28B	1			PASE	1	DHC6	0		
F33A	0	P28P	0			T303	0	DO28	0		
				Total Single Engine	2,828		Total Multi-Engine	633		Total Turboprops	1,127
				% of Total Ops	53.3%		% of Total Ops	11.9%		% of Total Ops	21.3%

INSTRUMENT FLIGHT RULE OPERATIONS - YEAR 2010
Rock Hill- York County Airport (UZA)
Total IFR Ops: 5,301

Jet Aircraft						Helicopters	
A10	0	CARJ	0	GLEX	0	A109	0
A124	0	CH35	0	GLF2	0	AS33	0
A225	0	CL30	22	GLF3	0	B06	0
A306	0	CL60	25	GLF4	10	CH53	0
A310	0	CL6T	0	GLF5	0	H47	0
A318	0	CRG2	0	GLX	0	H60	0
A319	1	CRJ	0	H25	0	HELO	3
A320	0	CRJ1	0	H25A	0	HU65	0
A321	0	CRJ2	4	H25B	28	S76	0
AGEN	0	CRJ7	0	H25C	2	S92	0
AS65	0	CRJ9	1	HAR	0	UH60	0
ASTR	10	CRL2	0	HS25	0	V22	0
B230	0	DC10	0	J328	0		
B703	0	DC86	0	JET	0		
B712	0	DC87	0	K35R	0		
B721	0	DC9	0	L29B	0		
B722	0	DC91	0	L39	0		
B72Q	0	DC93	0	LGE2	0		
B732	0	DC94	0	LJ24	0		
B733	0	DC95	0	LJ25	5		
B734	0	DC9Q	0	LJ31	16		
B735	0	DV20	0	LJ35	16		
B737	0	E135	0	LJ40	6		
B738	0	E145	0	LJ45	6		
B73Q	0	E170	0	LJ55	2		
B741	0	E175	0	LJ60	8		
B742	0	E45X	0	LR25	0		
B743	0	E6	0	LR35	0		
B744	0	EA50	1	LR40	0		
B747	0	EA6	0	LR45	0		
B752	0	F15	0	LR60	0		
B753	0	F16	0	MD11	0		
B762	0	F18	0	MD80	0		
B763	0	F260	0	MD82	0		
BE40	53	F2TH	6	MD83	0		
C17	0	F900	2	MD87	0		
C21	0	FA10	2	MD88	0		
C25A	16	FA18	0	MU30	2		
C25B	43	FA20	2	PR1	0		
C40	0	FA2O	0	PRM1	2		
C500	4	FA50	0	R722	0		
C501	0	FA90	0	SB20	0		
C510	0	G150	0	SBR1	2		
C525	84	G159	0	SBR2	0		
C526	0	G2	0	T1	0		
C550	51	G200	0	T2	0		
C551	2	G4	0	T2P	0		
C560	79	G400	0	T24C	0		
C56X	28	G5	0	T37	0		
C650	7	GALX	92	T38	0		
C680	66	GL4	0	WW24	2		
C722	0	GL5T	0	XL2	0		
C750	4	GLAX	0				
				Total Jets	**710**	**Total Helos**	**3**
				% of Total Ops	**13.4%**	**% of Total Ops**	**0.1%**

INSTRUMENT FLIGHT RULE OPERATIONS - YEAR 2011
Rock Hill- York County Airport (UZA)
Total IFR Ops: 4,787

Single-Engine Piston						Muilt-Engine Piston		Turboprop Aircraft			
A28A	0	F8L	0	P28R	30	AC50	2	AC43	0	DO32	0
AA1	0	FDCT	0	P28T	0	AC6L	0	AC80	0	E110	0
AA5	37	GA8	0	P32	0	AEST	1	AC90	4	E120	0
AA5A	2	GC1	8	P32A	0	BE18	0	AC95	2	E2	0
AA5B	0	GLAS	0	P32G	0	BE50	0	AN12	0	E2C	0
AC11	2	HUSK	0	P32R	17	BE55	32	AN24	0	F27	0
AC12	0	HXB	3	P32T	2	BE56	0	AT42	0	F406	0
AC14	0	HXP	0	PA2	0	BE58	260	AT43	0	F50	0
AC23	0	LA25	0	PA22	0	BE60	0	AT72	0	HXC	2
B36	0	LA4	0	PA24	28	BE65	0	ATR4	0	JS31	0
BE19	24	LANC	0	PA28	0	BE76	0	B10	0	JS32	2
BE23	8	LC40	1	PA2T	0	BE95	8	B190	4	MU2	0
BE24	13	LC42	0	PA32	93	BE99	0	B200	0	P180	6
BE33	187	LEG2	0	PA46	239	C303	2	B300	0	P3	0
BE35	77	LGEZ	0	PARO	0	C310	55	B350	79	P46	1
BE36	273	LNC2	0	R20	0	C320	0	B36T	0	P46T	189
BL17	4	LNC4	6	R90R	0	C335	0	B90	0	PAY1	8
BL8	0	LNCE	0	RANG	0	C337	2	B9L	0	PAY2	8
C10T	0	M020	0	RV10	3	C340	10	BE3L	0	PAY3	0
C150	13	M20	0	RV6	10	C401	0	BE10	137	PAY4	0
C152	1	M20A	0	RV7	2	C402	0	BE20	64	PAYE	0
C172	174	M20C	0	RV8	2	C404	0	BE30	29	PC12	373
C177	26	M20F	0	SR20	54	C414	9	BE9	0	PC6T	0
C180	0	M20J	0	SR22	432	C421	11	BE90	1	RC70	0
C182	250	M20K	0	SRT2	0	CE25	0	BE9L	115	SC7	0
C185	0	M20M	0	STIN	0	DA42	2	BE9T	8	SF34	0
C195	2	M20P	140	SYMP	0	DEF1	0	BL9	0	SH33	0
C205	0	M20R	0	T18	0	GA7	0	C130	0	SH36	0
C206	16	M20T	11	T206	0	P34	0	C2	0	SW3	0
C207	0	M22	0	T34	0	P44	0	C208	23	SW4	0
C210	59	M5	0	T34P	0	P68	0	C212	1	T34P	0
C72R	2	M7	0	TB10	0	PA23	11	C425	2	T34T	0
C77R	9	MO20	0	TB20	0	PA27	15	C441	17	T6	0
C82	0	MO21	0	TOBA	0	PA30	23	CA12	0	TBM7	4
C82R	0	MO2C	0	TRIN	0	PA31	52	CN35	0	TEX2	0
C82T	0	MO2P	0	VELO	0	PA34	14	CV58	0		
CH2T	0	NAV	0	VFR	0	PA39	0	CVLT	0		
COL3	16	NAV1	0	Z43	0	PA43	0	D328	0		
COL4	36	P210	4			PA44	6	DH8A	0		
COUR	0	P28	0			PA58	0	DH8B	0		
DA40	47	P28A	131			PA60	0	DH8C	0		
E400	5	P28B	12			PASE	1	DHC6	0		
F33A	0	P28P	0			T303	0	DO28	0		
				Total Single Engine	2,511		Total Multi-Engine	516		Total Turboprops	1,079
				% of Total Ops	52.5%		% of Total Ops	10.8%		% of Total Ops	22.5%

INSTRUMENT FLIGHT RULE OPERATIONS - YEAR 2011
Rock Hill- York County Airport (UZA)
Total IFR Ops: 4,787

Jet Aircraft						Helicopters	
A10	0	CARJ	0	GLEX	0	A109	0
A124	0	CH35	0	GLF2	2	AS33	0
A225	0	CL30	10	GLF3	0	B06	0
A306	0	CL60	19	GLF4	8	CH53	0
A310	0	CL6T	0	GLF5	8	H47	0
A318	0	CRG2	0	GLX	0	H60	0
A319	0	CRJ	0	H25	0	HELO	1
A320	0	CRJ1	1	H25A	0	HU65	0
A321	0	CRJ2	0	H25B	17	S76	0
AGEN	0	CRJ7	0	H25C	0	S92	0
AS65	0	CRJ9	0	HAR	0	UH60	0
ASTR	6	CRL2	0	HS25	0	V22	0
B230	0	DC10	0	J328	0		
B703	0	DC86	0	JET	0		
B712	0	DC87	0	K35R	0		
B721	0	DC9	0	L29B	0		
B722	0	DC91	0	L39	0		
B72Q	0	DC93	0	LGE2	0		
B732	0	DC94	0	LJ24	0		
B733	0	DC95	0	LJ25	2		
B734	0	DC9Q	0	LJ31	24		
B735	0	DV20	1	LJ35	0		
B737	0	E135	7	LJ40	0		
B738	0	E145	0	LJ45	12		
B73Q	0	E170	0	LJ55	2		
B741	0	E175	0	LJ60	7		
B742	0	E45X	0	LR25	0		
B743	0	E6	0	LR35	0		
B744	0	EA50	4	LR40	0		
B747	0	EA6	0	LR45	0		
B752	0	F15	0	LR60	0		
B753	0	F16	0	MD11	0		
B762	0	F18	0	MD80	0		
B763	0	F260	0	MD82	0		
BE40	59	F2TH	4	MD83	0		
C17	0	F900	2	MD87	0		
C21	0	FA10	2	MD88	0		
C25A	4	FA18	0	MU30	12		
C25B	31	FA20	0	PR1	0		
C40	0	FA2O	0	PRM1	2		
C500	6	FA50	16	R722	0		
C501	2	FA90	0	SB20	0		
C510	6	G150	10	SBR1	0		
C525	86	G159	0	SBR2	0		
C526	0	G2	0	T1	0		
C550	37	G200	0	T2	0		
C551	2	G4	0	T2P	0		
C560	92	G400	0	T24C	0		
C56X	48	G5	0	T37	0		
C650	42	GALX	34	T38	0		
C680	29	GL4	0	WW24	18		
C722	0	GL5T	0	XL2	0		
C750	6	GLAX	0				
				Total Jets	**680**	**Total Helos**	**1**
				% of Total Ops	**14.2%**	**% of Total Ops**	**0.0%**

INSTRUMENT FLIGHT RULE OPERATIONS - YEAR 2012
Rock Hill- York County Airport (UZA)
Total IFR Ops: 4,551

Single-Engine Piston						Muilt-Engine Piston		Turboprop Aircraft			
A28A	0	F8L	0	P28R	53	AC50	0	AC43	0	DO32	0
AA1	0	FDCT	0	P28T	7	AC6L	0	AC80	0	E110	0
AA5	79	GA8	0	P32	0	AEST	0	AC90	6	E120	0
AA5A	0	GC1	17	P32A	0	BE18	0	AC95	3	E2	0
AA5B	0	GLAS	0	P32G	0	BE50	10	AN12	0	E2C	0
AC11	0	HUSK	1	P32R	60	BE55	24	AN24	0	F27	0
AC12	0	HXB	0	P32T	0	BE56	0	AT42	0	F406	0
AC14	0	HXP	0	PA2	0	BE58	126	AT43	0	F50	0
AC23	0	LA25	0	PA22	0	BE60	0	AT72	0	HXC	0
B36	0	LA4	0	PA24	24	BE65	0	ATR4	0	JS31	0
BE19	12	LANC	0	PA28	0	BE76	0	B10	0	JS32	0
BE23	0	LC40	0	PA2T	0	BE95	62	B190	4	MU2	10
BE24	1	LC42	0	PA32	132	BE99	0	B200	0	P180	10
BE33	149	LEG2	0	PA46	265	C303	0	B300	0	P3	0
BE35	59	LGEZ	0	PARO	0	C310	76	B350	52	P46	0
BE36	216	LNC2	0	R20	0	C320	0	B36T	0	P46T	133
BL17	2	LNC4	0	R90R	0	C335	2	B90	0	PAY1	2
BL8	0	LNCE	0	RANG	0	C337	1	B9L	0	PAY2	4
C10T	0	M020	0	RV10	4	C340	20	BE3L	0	PAY3	9
C150	7	M20	0	RV6	16	C401	0	BE10	14	PAY4	0
C152	4	M20A	0	RV7	5	C402	0	BE20	75	PAYE	0
C172	126	M20C	0	RV8	3	C404	0	BE30	54	PC12	435
C177	47	M20F	0	SR20	21	C414	24	BE9	0	PC6T	0
C180	1	M20J	0	SR22	357	C421	7	BE90	0	RC70	0
C182	204	M20K	0	SRT2	0	CE25	0	BE9L	132	SC7	0
C185	0	M20M	0	STIN	0	DA42	0	BE9T	2	SF34	0
C195	0	M20P	58	SYMP	0	DEF1	0	BL9	0	SH33	0
C205	0	M20R	0	T18	0	GA7	0	C130	0	SH36	0
C206	18	M20T	2	T206	0	P34	0	C2	0	SW3	0
C207	0	M22	0	T34	0	P44	0	C208	19	SW4	0
C210	66	M5	0	T34P	0	P68	0	C212	0	T34P	0
C72R	3	M7	0	TB10	0	PA23	2	C425	0	T34T	0
C77R	1	MO20	0	TB20	0	PA27	2	C441	8	T6	0
C82	0	MO21	0	TOBA	1	PA30	14	CA12	0	TBM7	0
C82R	12	MO2C	0	TRIN	2	PA31	40	CN35	0	TEX2	0
C82T	0	MO2P	0	VELO	0	PA34	18	CV58	0		
CH2T	0	NAV	0	VFR	0	PA39	0	CVLT	0		
COL3	12	NAV1	0	Z43	0	PA43	0	D328	0		
COL4	37	P210	6			PA44	0	DH8A	0		
COUR	2	P28	0			PA58	0	DH8B	0		
DA40	46	P28A	164			PA60	0	DH8C	0		
E400	5	P28B	34			PASE	0	DHC6	0		
F33A	0	P28P	0			T303	0	DO28	0		
				Total Single Engine	2,340		Total Multi-Engine	428		Total Turboprops	972
				% of Total Ops	51.4%		% of Total Ops	9.4%		% of Total Ops	21.4%

INSTRUMENT FLIGHT RULE OPERATIONS - YEAR 2012
Rock Hill- York County Airport (UZA)
Total IFR Ops: 4,551

Jet Aircraft						Helicopters	
A10	0	CARJ	0	GLEX	0	A109	1
A124	0	CH35	0	GLF2	0	AS33	0
A225	0	CL30	14	GLF3	0	B06	0
A306	0	CL60	12	GLF4	12	CH53	0
A310	0	CL6T	0	GLF5	2	H47	0
A318	0	CRG2	0	GLX	0	H60	0
A319	0	CRJ	0	H25	0	HELO	1
A320	0	CRJ1	0	H25A	0	HU65	0
A321	0	CRJ2	0	H25B	36	S76	0
AGEN	0	CRJ7	0	H25C	0	S92	0
AS65	0	CRJ9	0	HAR	0	UH60	0
ASTR	4	CRL2	0	HS25	0	V22	0
B230	0	DC10	0	J328	0		
B703	0	DC86	0	JET	0		
B712	0	DC87	0	K35R	0		
B721	0	DC9	0	L29B	0		
B722	0	DC91	0	L39	0		
B72Q	0	DC93	0	LGE2	0		
B732	0	DC94	0	LJ24	0		
B733	0	DC95	0	LJ25	2		
B734	0	DC9Q	0	LJ31	8		
B735	0	DV20	0	LJ35	21		
B737	0	E135	2	LJ40	13		
B738	0	E145	0	LJ45	8		
B73Q	0	E170	0	LJ55	0		
B741	0	E175	0	LJ60	12		
B742	0	E45X	0	LR25	0		
B743	0	E6	0	LR35	0		
B744	0	EA50	29	LR40	0		
B747	0	EA6	0	LR45	0		
B752	0	F15	0	LR60	0		
B753	0	F16	0	MD11	0		
B762	0	F18	0	MD80	0		
B763	0	F260	0	MD82	0		
BE40	46	F2TH	74	MD83	0		
C17	0	F900	2	MD87	0		
C21	0	FA10	0	MD88	0		
C25A	82	FA18	0	MU30	6		
C25B	32	FA20	6	PR1	0		
C40	0	FA2O	0	PRM1	0		
C500	8	FA50	8	R722	0		
C501	8	FA90	0	SB20	0		
C510	0	G150	6	SBR1	2		
C525	50	G159	0	SBR2	0		
C526	0	G2	0	T1	0		
C550	48	G200	0	T2	0		
C551	0	G4	0	T2P	0		
C560	120	G400	0	T24C	0		
C56X	50	G5	0	T37	0		
C650	27	GALX	10	T38	0		
C680	23	GL4	0	WW24	12		
C722	0	GL5T	0	XL2	0		
C750	16	GLAX	0				
				Total Jets	**809**	**Total Helos**	**2**
				% of Total Ops	**17.8%**	**% of Total Ops**	**0.0%**

INSTRUMENT FLIGHT RULE OPERATIONS - YEAR 2013
Rock Hill- York County Airport (UZA)
Total IFR Ops: 4,157

Single-Engine Piston						Muilt-Engine Piston		Turboprop Aircraft			
A28A	0	F8L	0	P28R	48	AC50	12	AC43	0	DO32	0
AA1	0	FDCT	0	P28T	0	AC6L	0	AC80	0	E110	1
AA5	36	GA8	2	P32	0	AEST	2	AC90	0	E120	0
AA5A	0	GC1	23	P32A	0	BE18	0	AC95	2	E2	0
AA5B	0	GLAS	0	P32G	0	BE50	0	AN12	0	E2C	0
AC11	3	HUSK	0	P32R	16	BE55	9	AN24	0	F27	0
AC12	0	HXB	7	P32T	0	BE56	0	AT42	0	F406	0
AC14	0	HXP	0	PA2	0	BE58	54	AT43	0	F50	0
AC23	0	LA25	0	PA22	0	BE60	2	AT72	0	HXC	0
B36	0	LA4	0	PA24	26	BE65	0	ATR4	0	JS31	0
BE19	0	LANC	0	PA28	0	BE76	4	B10	0	JS32	0
BE23	1	LC40	0	PA2T	0	BE95	61	B190	2	MU2	4
BE24	14	LC42	0	PA32	129	BE99	0	B200	0	P180	6
BE33	136	LEG2	0	PA46	368	C303	9	B300	0	P3	0
BE35	55	LGEZ	1	PARO	0	C310	64	B350	36	P46	0
BE36	173	LNC2	20	R20	0	C320	0	B36T	0	P46T	102
BL17	2	LNC4	4	R90R	0	C335	0	B90	0	PAY1	2
BL8	0	LNCE	0	RANG	2	C337	0	B9L	0	PAY2	2
C10T	0	M020	0	RV10	0	C340	7	BE3L	0	PAY3	7
C150	12	M20	0	RV6	16	C401	0	BE10	12	PAY4	0
C152	1	M20A	0	RV7	3	C402	0	BE20	78	PAYE	0
C172	148	M20C	0	RV8	21	C404	0	BE30	48	PC12	426
C177	47	M20F	0	SR20	19	C414	15	BE9	0	PC6T	1
C180	1	M20J	0	SR22	305	C421	8	BE90	0	RC70	0
C182	162	M20K	0	SRT2	0	CE25	0	BE9L	170	SC7	0
C185	2	M20M	0	STIN	0	DA42	0	BE9T	13	SF34	0
C195	0	M20P	51	SYMP	0	DEF1	0	BL9	0	SH33	0
C205	0	M20R	0	T18	0	GA7	0	C130	0	SH36	0
C206	17	M20T	9	T206	0	P34	0	C2	0	SW3	0
C207	0	M22	0	T34	0	P44	0	C208	8	SW4	0
C210	30	M5	0	T34P	0	P68	1	C212	0	T34P	0
C72R	0	M7	0	TB10	0	PA23	11	C425	2	T34T	0
C77R	6	MO20	0	TB20	0	PA27	20	C441	11	T6	0
C82	0	MO21	0	TOBA	0	PA30	6	CA12	0	TBM7	14
C82R	3	MO2C	0	TRIN	0	PA31	17	CN35	0	TEX2	0
C82T	0	MO2P	0	VELO	0	PA34	13	CV58	0		
CH2T	0	NAV	0	VFR	0	PA39	0	CVLT	0		
COL3	16	NAV1	0	Z43	0	PA43	0	D328	0		
COL4	17	P210	0			PA44	0	DH8A	0		
COUR	1	P28	0			PA58	0	DH8B	0		
DA40	25	P28A	144			PA60	0	DH8C	0		
E400	0	P28B	12			PASE	0	DHC6	0		
F33A	0	P28P	0			T303	0	DO28	0		
				Total Single Engine	2,134		Total Multi-Engine	315		Total Turboprops	947
				% of Total Ops	51.3%		% of Total Ops	7.6%		% of Total Ops	22.8%

INSTRUMENT FLIGHT RULE OPERATIONS - YEAR 2013
Rock Hill- York County Airport (UZA)
Total IFR Ops: 4,157

Jet Aircraft						Helicopters	
A10	0	CARJ	0	GLEX	0	A109	0
A124	0	CH35	0	GLF2	0	AS33	0
A225	0	CL30	33	GLF3	0	B06	0
A306	0	CL60	17	GLF4	6	CH53	0
A310	0	CL6T	0	GLF5	6	H47	0
A318	0	CRG2	0	GLX	0	H60	0
A319	0	CRJ	0	H25	0	HELO	0
A320	0	CRJ1	0	H25A	0	HU65	0
A321	0	CRJ2	0	H25B	54	S76	0
AGEN	0	CRJ7	0	H25C	0	S92	0
AS65	0	CRJ9	0	HAR	0	UH60	0
ASTR	4	CRL2	0	HS25	0	V22	0
B230	0	DC10	0	J328	0		
B703	0	DC86	0	JET	0		
B712	0	DC87	0	K35R	0		
B721	0	DC9	0	L29B	0		
B722	0	DC91	0	L39	0		
B72Q	0	DC93	0	LGE2	0		
B732	0	DC94	0	LJ24	0		
B733	0	DC95	0	LJ25	0		
B734	0	DC9Q	0	LJ31	14		
B735	0	DV20	1	LJ35	15		
B737	0	E135	2	LJ40	4		
B738	0	E145	0	LJ45	12		
B73Q	0	E170	0	LJ55	0		
B741	0	E175	0	LJ60	10		
B742	0	E45X	0	LR25	0		
B743	0	E6	0	LR35	0		
B744	0	EA50	3	LR40	0		
B747	0	EA6	0	LR45	0		
B752	0	F15	0	LR60	0		
B753	0	F16	0	MD11	0		
B762	0	F18	0	MD80	0		
B763	0	F260	0	MD82	0		
BE40	30	F2TH	86	MD83	0		
C17	0	F900	1	MD87	0		
C21	0	FA10	2	MD88	0		
C25A	97	FA18	0	MU30	0		
C25B	48	FA20	0	PR1	0		
C40	0	FA2O	0	PRM1	8		
C500	0	FA50	15	R722	0		
C501	0	FA90	0	SB20	0		
C510	6	G150	10	SBR1	2		
C525	18	G159	0	SBR2	0		
C526	0	G2	0	T1	0		
C550	13	G200	0	T2	0		
C551	0	G4	0	T2P	0		
C560	83	G400	0	T24C	0		
C56X	97	G5	0	T37	0		
C650	14	GALX	2	T38	0		
C680	26	GL4	0	WW24	14		
C722	0	GL5T	0	XL2	0		
C750	8	GLAX	0				
				Total Jets	**761**	**Total Helos**	**0**
				% of Total Ops	**18.3%**	**% of Total Ops**	**0.0%**

INSTRUMENT FLIGHT RULE OPERATIONS - YEAR 2014
Rock Hill- York County Airport (UZA)
Total IFR Ops: 4,495

Single-Engine Piston						Mulit-Engine Piston		Turboprop Aircraft			
A2BA	0	F8L	0	P28R	49	AC50	0	AC43	0	DO32	0
AA1	0	FDCT	0	P28T	64	AC6L	0	AC80	0	E110	3
AA5	34	GA8	0	P32	0	AEST	9	AC90	0	E120	3
AA5A	0	GC1	19	P32A	0	BE18	1	AC95	0	E2	0
AA5B	0	GLAS	1	P32G	0	BE50	0	AN12	0	E2C	0
AC11	1	HUSK	0	P32R	79	BE55	21	AN24	0	F27	0
AC12	0	HXB	0	P32T	7	BE56	0	AT42	0	F406	0
AC14	0	HXP	0	PA2	0	BE58	64	AT43	0	F50	0
AC23	0	LA25	0	PA22	0	BE60	0	AT72	0	HXC	0
B36	0	LA4	0	PA24	46	BE65	0	ATR4	0	JS31	0
BE19	3	LANC	0	PA28	0	BE76	2	B10	0	JS32	0
BE23	2	LC40	0	PA2T	0	BE95	60	B190	2	MU2	2
BE24	27	LC42	0	PA32	93	BE99	0	B200	0	P180	0
BE33	125	LEG2	1	PA46	241	C303	1	B300	0	P3	0
BE35	99	LGEZ	1	PARO	0	C310	84	B350	35	P46	0
BE36	204	LNC2	25	R20	0	C320	2	B36T	0	P46T	170
BL17	4	LNC4	2	R90R	0	C335	3	B90	0	PAY1	0
BL8	1	LNCE	37	RANG	0	C337	1	B9L	0	PAY2	10
C10T	3	M020	0	RV10	3	C340	8	BE3L	0	PAY3	9
C150	27	M20	0	RV6	5	C401	0	BE10	2	PAY4	0
C152	3	M20A	0	RV7	17	C402	14	BE20	102	PAYE	0
C172	149	M20C	0	RV8	8	C404	0	BE30	5	PC12	387
C177	56	M20F	0	SR20	14	C414	16	BE9	0	PC6T	0
C180	2	M20J	0	SR22	312	C421	17	BE90	2	RC70	0
C182	172	M20K	0	SRT2	0	CE25	0	BE9L	159	SC7	0
C185	0	M20M	0	STIN	0	DA42	1	BE9T	12	SF34	0
C195	0	M20P	107	SYMP	0	DEF1	0	BL9	0	SH33	0
C205	0	M20R	0	T18	0	GA7	0	C130	0	SH36	0
C206	13	M20T	24	T206	0	P34	0	C2	0	SW3	0
C207	0	M22	0	T34	0	P44	0	C208	8	SW4	3
C210	54	M5	0	T34P	13	P68	0	C212	0	T34P	13
C72R	2	M7	9	TB10	0	PA23	3	C425	2	T34T	0
C77R	3	MO20	0	TB20	0	PA27	9	C441	6	T6	0
C82	0	MO21	0	TOBA	0	PA30	1	CA12	0	TBM7	28
C82R	6	MO2C	0	TRIN	0	PA31	34	CN35	0	TEX2	0
C82T	0	MO2P	0	VELO	1	PA34	15	CV58	0		
CH2T	0	NAV	0	VFR	0	PA39	0	CVLT	0		
COL3	15	NAV1	0	Z43	0	PA43	0	D328	0		
COL4	4	P210	6			PA44	0	DH8A	0		
COUR	0	P28	0			PA58	0	DH8B	0		
DA40	0	P28A	100			PA60	0	DH8C	0		
E400	0	P28B	11			PASE	0	DHC6	1		
F33A	0	P28P	0			T303	0	DO28	0		
				Total Single Engine	2,304		Total Multi-Engine	366		Total Turboprops	964
				% of Total Ops	51.3%		% of Total Ops	8.1%		% of Total Ops	21.4%

INSTRUMENT FLIGHT RULE OPERATIONS - YEAR 2014
Rock Hill- York County Airport (UZA)
Total IFR Ops: 4,495

Jet Aircraft						Helicopters	
A10	0	CARJ	0	GLEX	0	A109	0
A124	0	CH35	0	GLF2	0	AS33	0
A225	0	CL30	54	GLF3	0	B06	2
A306	0	CL60	30	GLF4	5	CH53	0
A310	0	CL6T	0	GLF5	3	H47	0
A318	0	CRG2	0	GLX	0	H60	1
A319	0	CRJ	0	H25	0	HELO	1
A320	0	CRJ1	0	H25A	2	HU65	0
A321	0	CRJ2	0	H25B	16	S76	1
AGEN	0	CRJ7	0	H25C	0	S92	1
AS65	0	CRJ9	0	HAR	0	UH60	0
ASTR	2	CRL2	0	HS25	0	V22	0
B230	0	DC10	0	J328	0		
B703	0	DC86	0	JET	0		
B712	0	DC87	0	K35R	0		
B721	0	DC9	0	L29B	0		
B722	0	DC91	0	L39	0		
B72Q	0	DC93	0	LGE2	0		
B732	0	DC94	0	LJ24	0		
B733	0	DC95	0	LJ25	0		
B734	0	DC9Q	0	LJ31	14		
B735	0	DV20	0	LJ35	13		
B737	0	E135	1	LJ40	6		
B738	0	E145	1	LJ45	8		
B73Q	0	E170	0	LJ55	0		
B741	0	E175	0	LJ60	10		
B742	0	E45X	0	LR25	0		
B743	0	E6	0	LR35	0		
B744	0	EA50	12	LR40	0		
B747	0	EA6	0	LR45	0		
B752	0	F15	0	LR60	0		
B753	0	F16	0	MD11	0		
B762	0	F18	0	MD80	0		
B763	0	F260	0	MD82	0		
BE40	75	F2TH	93	MD83	0		
C17	0	F900	0	MD87	0		
C21	0	FA10	2	MD88	0		
C25A	97	FA18	0	MU30	0		
C25B	56	FA20	14	PR1	0		
C40	0	FA2O	0	PRM1	4		
C500	0	FA50	3	R722	0		
C501	4	FA90	0	SB20	2		
C510	15	G150	2	SBR1	0		
C525	22	G159	0	SBR2	0		
C526	0	G2	0	T1	0		
C550	25	G200	0	T2	0		
C551	0	G4	0	T2P	0		
C560	50	G400	0	T24C	0		
C56X	141	G5	0	T37	0		
C650	16	GALX	2	T38	0		
C680	49	GL4	0	WW24	0		
C722	0	GL5T	0	XL2	0		
C750	6	GLAX	0				
				Total Jets	**855**	**Total Helos**	**6**
				% of Total Ops	**19.0%**	**% of Total Ops**	**0.1%**

HANGAR FEASIBILITY ANALYSIS

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HANGAR FEASIBILITY ANALYSIS

January 2014

Rock Hill-York County Airport
Hangar Feasibility Analysis

Prepared For:
Rock Hill-York County Airport

Prepared by:
Talbert & Bright, Inc.

January 2014

HANGAR FEASIBILITY ANALYSIS
TABLE OF CONTENTS

HANGAR FEASIBILITY ANALYSIS

Rock Hill - York County Airport (UZA) is a publicly owned general aviation facility located approximately five miles north of the City of Rock Hill central business district, South Carolina. The Airport is owned and operated by the City of Rock Hill.

PURPOSE OF ANALYSIS

The purpose of this analysis is to determine the demand for T-hangars at the Rock Hill – York County Airport, and to provide input on the feasibility of constructing hangars based on demand, rental rates, and debt service. This was accomplished by reviewing the Rock Hill – York County Airport's existing waiting list for hangars, the number of based aircraft, and rental occupancy of existing hangars. Additionally, the existing market of hangars at nearby airports was evaluated based on the number of hangars, type of hangar, rental rates, occupancy, condition ,and waiting list (if any) at those airports.

EXISTING HANGARS

As shown by Table 1, a variety of T-hangars are provided at the Rock Hill – York County Airport. On the west side of the airport there are 29 shade-ports and 5 port-a-ports (individual T-hangars) located at the south end of the apron. These facilities house primarily single-engine aircraft and on occasion twin-engine aircraft. Taxiway 'J' houses 59 private hangar units primarily for single engine aircraft, and Taxiway 'K' houses an additional 9 private hangar units. The shade ports are in good condition and the port-a-ports are in fair condition. All of the hangar units at Taxiway 'J' and Taxiway 'K' are enclosed and in good condition. One of the 59 hangar units at Taxiway 'J' and 4 of the 9 are 60' x 60' box hangars. There are 111 aircraft registered in York County.

Table 1
T-Hangar/Shade Port Buildings
Rock Hill - York County Airport

Building Description	Square Footage Per Unit	Number of Units	Number of Aircraft Per Unit	Total Aircraft	Building Condition
T-Hangar Shade Ports	12,375	1	10	10	Good
	12,375	1	10	10	Good
	14,025	1	9	9	Good
Subtotal				29	
Port-a-Ports		5	1	5	Fair
T-Hangars (Taxiway "J")	12,650	4	10	40	Good
	10,450	2	8	16	Good
	3,900	1	2	2	Good
	3,600*	1	1	1	Good
Subtotal				59	
T-Hangars (Taxiway "K")	6,750	1	5	5	Good
	3,600*	4	1	4	Good
Subtotal				9	
Total				102	

* 60' x 60' Box Hangars
Source: Talbert & Bright, Inc. (October 2013)

Currently the occupancy rate of the hangars at the Rock Hill – York County Airport is 100 percent, and there is a waiting list that is included in Table 2. There are currently 24 names on the waiting list. Two of the 24 are current Airport tenants. One is in an existing port-a-port, but wants a different port-a-port. The other is in the shade ports and would like to be in a port-a-port. This leaves 22 names, which are not current tenants at the Airport. Of the 22 names 20 of those have airplanes that can fit in a 41 ft. 6 in. x 12 ft. door opening.

Table 2
T-Hangar/Shade Port Waiting List
Rock Hill – York County Airport

AIRCRAFT	WING SPAN	LENGTH	HEIGHT	REQUEST T's	S
In Port-a-Port 106 wants 101 or 103				X	
N5102S Piper PA-28-180	35 ft. 0 in.	24 ft. 0 in.	7 ft. 4 in.	X	
PA-30 Twin Commanche	36 ft. 0 in.	25 ft. 2 in.	8 ft. 2 in.	X	X
Stinson Vultee V-77 Gullwing	40 ft.		11 ft.	X-104	
Mooney	36 ft. 1 in.	26 ft. 9 in.	8 ft. 4 in.	X	X
Cessna 182	36 ft. 0 in.	29 ft. 0 in.	9 ft. 3 in.	X	
Piper Club	35 ft. 6 in.	29 ft. 0 in.	9 ft. 3 in.	X	
Not Provided				X	
N7900W Piper PA-28-180	35 ft. 0 in.	24 ft. 0 in.	7 ft. 4 in.	X	
Not Provided					X
N213DB King Air 200	54 ft. 6 in.	43 ft. 9 in.	15 ft. 0 in.	CORP	
N6467K or Seabee 1947 or Republic CB	37 ft. 8 in. Need 40 ft.	27 ft. 11 in.	9 ft. 7 in.	X	X
N29PP Maul Model M-4-210C	29 ft. 8 in.	22 ft. 0 in.	6 ft. 3 in.	X	
Not Provided				X	
N374TC Cessna 182	36 ft. 0 in.	29 ft. 0 in.	9 ft. 3 in.	X	X
Building Aircraft				X	X
Piper Supercub	35 ft. 3 in.	22 ft. 7 in.	6 ft. 9 in.	X	X
Cirrus	35 ft. 7 in.	26 ft. 3 in.	9 ft. 3 in.	X	X
Cirrus	35 ft. 7 in.	26 ft. 3 in.	9 ft. 3 in.	X	X
Icon A-5					X
Cessna 172 or Piper Warrior	36 ft. 2 in. 35 ft. 0 in.	36 ft. 2 in. 23 ft. 10 in.	8 ft. 11 in. 7 ft. 4 in.	X	
Cessna 182	36 ft. 0 in.	29 ft. 0 in.	9 ft. 3 in.	X	X
Greatlakes Bi-Plane					
Mooney or Bonanza	36 ft. 1 in. 36 ft. 6 in.	26 ft. 9 in. 26 ft. 5 in.	8 ft. 4 in. 7 ft. 7 in.	X	

Source: Rock Hill-York County Airport (November 2013)
T = T-Hangars
S = Shade Ports

ADJACENT AIRPORTS

There are eight public use airports located within 25 nautical miles from Rock Hill – York County Airport. One of those is an air carrier airport and the other seven are general aviation airports. There are 326 based aircrafts at these eight airports. The seven general aviation airports range in runway length from 7,000 ft. to 2,350 ft. Only Charlotte/Douglas International Airport and Charlotte-Monroe Executive Airport have Instrument Landing Systems. However, Chester-Catawba Regional Airport, Lancaster County Airport, and Gaston Municipal Airport have LPV (GPS) approaches. Listed below are airports within 25 nautical miles (NM) of Rock Hill -York County Airport (Table 3). Figure 1 graphically identifies the existing public use airports within a 25 NM radius.

Table 3
Airports within 25 Nautical Miles

Public Use Airport	Based Aircraft	Based Single Engine	Based Twin Engine
Rock Hill/York County Airport (Rock Hill, SC)	**138**	**122**	**12**
Charlotte-Douglas International Airport (Charlotte, NC)	86	86	86
Chester-Catawba Regional Airport (Chester, SC)	20	19	1
Gastonia Municipal Airport (Gastonia, NC)	32	26	5
Goose Creek Airport (Indian Trail, NC)	30	25	0
JAARS-Townsend Airport (Waxhaw, NC)	13	10	1
Lancaster County Airport - McWhirter Field (Lancaster, SC)	35	33	0
Charlotte-Monroe Executive Airport (Monroe, NC)	68	56	7
Wilgrove Airpark (Charlotte, NC)	42	42	0

Source: AirNAV (November 2013)

25 Nautical Mile Map
Figure 1

HANGAR FEASIBILITY ANALYSIS

A T-hangar survey was taken of airports that are within the 25 NM radius as well as some airports that are within 60 NM's from Rock Hill – York County Airport that are similar general aviation airports. Pictures of some of these airports and their hangars are included in Appendix A. The survey was to determine the number of T-hangar units, enclosed or open, size if known, rental rates, occupancy rates, and if there is a waiting list. A list of these airports and the results are shown in Table 4. Not all airports had personnel working at the airports during the site visits, and therefore did not provide information on their hangars. The airports where also asked if they planned on constructing new T-hangars. All airports responded that they have no plans to construct new T-hangars. Additionally, the airports where asked what type of door they preferred. Bi-fold doors were the overwhelming answer, due to less problems than sliding doors.

The rental rates for T-hangars with 42' or less door openings ranged from $107 to $395 per month. T-hangars with door openings greater than 42' ranged from $250 to $450 per month. Open air hangars (shade ports) rental rates ranged from $65 to $185 per month. The wide range of monthly rental rates can be attributed to condition and sizes of the units. Other factors causing the wide range of monthly rental rates are demand, location of the airport, and services provided at the airport.

Of the airports surveyed, 14 provided information on their hangars. Eight of those airports have a waiting list for their hangars. One airport had 44 out of 50 T-hangars occupied, and another had 80 percent occupancy on small T-hangars (door opening less than 42') and 50 percent occupancy on their large T-hangars (door opening larger than 42').

There were three airports with privately owned T-hangars. One of those airports (Rowan County) actually constructed the T-hangars and sold them to private individuals. However, these T-hangars revert back to ownership of the airport after 20 years.

HANGAR FEASIBILITY ANALYSIS

Table 4
Surveyed Airports

AIRPORT (State) [Distance from UZA]	# UNITS (Enclosed T-Hangars/Open Air)	MONTHLY RENTAL RATES SMALL (<42' Door Opening) [Condition]	MONTHLY RENTAL RATES LARGE (>42' Door Opening) [Condition]	MONTHLY RENTAL RATES Open Air [Condition]	Occupancy T's/Open [Waiting List]]
Anson County (NC) [48.2 NM]	12 Enclosed Enclosed are Private	$107 - $180 (40' x 14' Door) [Good/Fair]	N.A.	N.A.	Full [Yes-2]
Charlotte-Douglas International (NC) [15.0 NM]	17 Enclosed/19 Open	D.N.P.	D.N.P.	D.N.P.	D.N.P.
Charlotte-Monroe Executive (NC) [21.5 NM]	20 Enclosed	$375-$395 [Good]	N.A.	N.A.	Full [D.N.P.]
Chester-Catawba Regional (SC) [13.7 NM]	12 Enclosed/12 Open	$155 (42' x 14') [Fair]	N.A.	$85 [Fair]	Full [Yes]
Concord Regional (NC) [29.4 NM]	67 Enclosed	$255 (39.5' x 14') [Good]	$285 - $390 (45' and 53'6" opening) [Good]	N.A.	Full [Yes -14]
Davidson County (NC) [30.2 NM]	50 Enclosed	$200 - $250 (41' x 12') [Good]	$250-$425 (43'8" x 14') [Good]	N.A.	44 out of 50
Gastonia Municipal (NC) [13.7 NM]	36 Enclosed	$180-$210 (D.N.P.) [Poor]	N.A.	N.A.	D.N.P.
Goose Creek (NC) [24.4 NM]	17 Enclosed All Port-a-ports	D.N.P.	D.N.P.	D.N.P.	D.N.P.
Lancaster County (SC) [18.8 NM]	10 Enclosed/82 Open Enclosed are Private	Private (42' x 14')	N.A.	$125 or $1000/yr. [Fair-Good]	Full [D.N.P.]
Lincolnton-Lincoln County (NC) [30.2 NM]	30 Enclosed	$248 - $290 (42' x 15') [Fair]	N.A.	N.A.	Full [Yes-48]
JAARS-Townsend (NC) [16.9 NM]	6 Enclosed	D.N.P.	D.N.P.	D.N.P.	D.N.P.
Newberry County (SC) [49.9 NM]	10 Enclosed	$150 (D.N.P.) [Good]	N.A.	N.A.	Full [D.N.P.]
Rock Hill/York County (SC) [0 NM]	68 Enclosed/29 Open 63 Enclosed are Private	$225 (40' x 12') [Fair]		$165-$185 [Good]	Full [Yes-10]
Rowan County (NC) [47.4 NM]	50 Enclosed/84 Open 20 Enclosed are Private	$250-$275 (42' x 12') [Good]	$265-$325 (44' x 12) [Good]	$135 [Good]	Full [Yes-10]
Stanly County (NC) [31.3 NM]	14 Enclosed/16 Open	$250 (48' x 14') [Good]	$450 (60' x 18") [Good]	9ft 7in	80% Small, 50% Large Open - Full
Millgrove (NC) [23.3 NM]	24 Open	D.N.P.	D.N.P.	D.N.P.	D.N.P.

D.N.P. – Did Not Provide; N.A. – Not Applicable

Source: Talbert, Bright, & Ellington (November 2013)

PRELIMINARY HANGAR COST

In June 2009 the construction of two T-hangar taxilanes was completed. These taxilanes were constructed based on the future installation of two 10 unit T-hangars. It was anticipated that the T-hangars would accommodate single and some twin engine aircraft. Therefore, it was determined that one of the 10 unit T-hangar would have door widths of 41 ft. 6 in. and heights of 12ft., and the other 10 unit T-hangar would have door widths of 44 ft. 6 in. and heights of 14 ft. The preliminary hangar cost estimates include the hangar buildings, paving from the taxilanes to the building, engineering cost, and a contingency. A breakdown of the preliminary hangar cost estimates are as follows:

- One 10 Unit T-hangar with 41' 6" x 12' doors - $572,800.00
- One 10 Unit T-hangar with 44' 6" x 14' doors - $660,823.00
- Both 10 Unit T-hangars - $1,215,871.00 (if both units constructed simultaneously)

ESTIMATED RENTAL RATES

An estimated minimum rental rate was determined based on the hangar cost and financing a four percent loan over a 20 year period. The total loan amount was then divided by the number of years financed to determine a yearly loan cost. The yearly loan cost was then divided by 12 for a monthly cost. The monthly cost was divided by the number of units to determine the monthly cost of each unit. For the 10 unit T-hangar with 41 ft. 6 in. x 12ft. doors the individual hangar monthly rental is $347.11. The 10 unit T-hangar with 44 ft. 6 in. x 14 ft. doors had an individual hangar monthly rental of $400.45. These individual hangar monthly rental rates assume that all new hangars will be full. Based on the survey the rental rates for T-hangars with 42 ft. or less door openings ranged from $107 to $395 per month. T-hangars with door openings greater than 42 ft. ranged from $250 to $450 per month. Further evaluation of the surveyed airports shows that airports in the Charlotte Metro Area had hangar rates from $250 to $395 per month for 42 ft. or less door openings, and $285 to $390 per month for hangars with door openings greater than 42 ft. The individual hangar monthly rental rates are within the monthly rental ranges for those airports that were surveyed. The challenge to charging the required individual hangar monthly rental rates is that current tenants in the port-a-ports pay only $225 per month. However, with the demand that is shown

by the waiting list, it is anticipated that the Airport could charge an individual hangar monthly rate that equals or exceeds the estimated construction cost to cover the debt service over the 20 year loan period.

SUMMARY

The Rock Hill-York County Airport currently has 101 individual hangar units. There are 29 shade-ports, 5 port-a-ports (individual T-hangars) and 68 private hangar units. The Airport has a T-hangar waiting list that contains 22 names that are not current tenants at the Airport. There are eight public use airports located within 25 nautical miles from Rock Hill – York County Airport. One of those is an air carrier airport and the other seven are general aviation airports. Of the airports surveyed thirteen provided information on their hangars. Eight of those airports have a waiting list for their hangars. Based on this information there appears to be a demand for hangars.

The cost of constructing hangars at the Rock Hill/York County Airport is estimated as follows:

- One 10 Unit T-hangar with 41'6" x 12' doors - $572,800.00
- One 10 Unit T-hangar with 44'6" x 14' doors - $660,823.00
- Both 10 Unit T-hangars - $1,215,871.00 (if both units constructed simultaneously)

The minimum monthly rental rate (assuming all units full) required to pay the debt service on a 4% loan over 20 years to cover the entire construction cost above is as follows:

- One 10 Unit T-hangar with 41'6" x 12' doors - $347.11
- One 10 Unit T-hangar with 44'6" x 14' doors - $400.45

Airports in the Charlotte Metro Area had hangar rates from $250-$395 per month for 42 ft. or less door openings, and $285-$390 per month for hangars with door openings greater than 42 ft. Based on these rental rates it is anticipated that Rock Hill – York County Airport could charge a monthly rental rate needed to pay the debt service.

Evaluating all data it is suggested that the Rock Hill – York County Airport bid the one 10 Unit T-hangar with 41 ft. 6 in. x 12 ft. doors to determine the actual hangar development cost. Concurrently, the waiting list should be contacted to determine those that would agree to a down payment to hold a hangar unit if constructed.

APPENDIX A

T-HANGAR SURVEY PHOTO'S

ANSON COUNTY – JEFF CLOUD FIELD (AFP)

ANSON HANGARS

ANSON T-HANGARS

ANSON T-HANGARS

CHARLOTTE-MONROE EXECUTIVE AIRPORT (EQY)

CHARLOTTE-MONROE TERMINAL

CHARLOTTE-MONROE HANGARS

CHESTER-CATAWBA REGIONAL AIRPORT (DCM)

CHESTER-CATAWBA REGIONAL AIRPORT TERMINAL

CHESTER-CATAWBA REGIONAL AIRPORT T-HANGARS

CHESTER-CATAWBA REGIONAL AIRPORT OPEN HANGARS

CONCORD REGIONAL AIRPORT (JQF)

CONCORD REGIONAL AIRPORT TERMINAL

CONCORD REGIONAL AIRPORT T-HANGARS

CONCORD REGIONAL AIRPORT T-HANGARS

DAVIDSON COUNTY AIRPORT (EXX)

DAVIDSON COUNTY AIRPORT TERMINAL

DAVIDSON COUNTY AIRPORT T-HANGARS

DAVIDSON COUNTY AIRPORT T-HANGARS

GASTONIA MUNICIPAL AIRPORT (AKH)

GASTONIA MUNICIPAL AIRPORT TERMINAL

GASTONIA MUNICIPAL AIRPORT T-HANGARS

GASTONIA MUNICIPAL AIRPORT T-HANGARS

LANCASTER COUNTY AIRPORT (LKR)

LANCASTER COUNTY AIRPORT TERMINAL

LANCASTER COUNTY AIRPORT PRIVATE T-HANGARS & CORPORATE

LANCASTER COUNTY AIRPORT OPEN HANGARS

LINCOLNTON-LINCOLN COUNTY REGIONAL AIRPORT (IPJ)

LINCOLNTON-LINCOLN COUNTY REGIONAL AIRPORT TERMINAL

LINCOLNTON-LINCOLN COUNTY REGIONAL AIRPORT T-HANGARS

LINCOLNTON-LINCOLN COUNTY REGIONAL AIRPORT OPEN HANGARS

LINCOLNTON-LINCOLN COUNTY REGIONAL AIRPORTOPEN OPEN HANGARS

LINCOLNTON-LINCOLN COUNTY REGIONAL AIRPORT OPEN HANGARS

ROWAN COUNTY AIRPORT TERMINAL (RUQ)

ROWAN COUNTY AIRPORT OPEN HANGARS

ROWAN COUNTY AIRPORT
OPEN HANGARS

ROWAN COUNTY AIRPORT
OPEN HANGARS

ROWAN COUNTY AIRPORT T-HANGARS

ROWAN COUNTY AIRPORT SEMI-PRIVATE HANGARS

STANLY COUNTY AIRPORT TERMINAL (VUJ)

STANLY COUNTY AIRPORT HANGARS

STANLY COUNTY AIRPORT
SMALL T-HANGARS

STANLY COUNTY AIRPORT
LARGER HANGERS

STANLY COUNTY OPEN HANGARS

STANLY COUNTY OPEN HANGARS – TIE DOWN

PRELIMINARY PROJECT COST ESTIMATES

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PRELIMINARY PROJECT COST ESTIMATES

PRELIMINARY ENGINEER'S OPINION OF PROBABLE COST
20-YEAR PLANNING PROGRAM
ROCK HILL/YORK COUNTY AIRPORT (BRYANT FIELD)

SEPTEMBER 2015 (REVISED MARCH 2016)

PHASE	PROJECT	COST	FEDERAL	STATE	LOCAL
I	TAXIWAY PAVEMENT REHABILITATION AND FILLET WIDENING (CONSTRUCTION)	$ 2,625,200	$ 2,362,680	$ 131,260	$ 131,260
I	HOMESTEAD ROAD RELOCATION	$ 1,558,875	$ -	$ 935,325	$ 623,550
I	AIRPORT ROAD RELOCATION	$ 3,324,813	$ -	$ 1,994,888	$ 1,329,925
I	1,055' RUNWAY AND TAXIWAY EXTENSION (GRADING AND DRAINAGE)	$ 10,103,900	$ 9,093,510	$ 505,195	$ 505,195
I	1,055' RUNWAY AND TAXIWAY EXTENSION (PAVING AND LIGHTING)	$ 2,951,880	$ 2,656,692	$ 147,594	$ 147,594
I	WEST SIDE - 8-UNIT T-HANGAR (PRE-EXISTING SITE)	$ 617,725	$ -	$ -	$ 617,725
I	WEST SIDE - 8-UNIT T-HANGAR (PRE-EXISTING SITE)	$ 617,725	$ -	$ -	$ 617,725
I	EAST SIDE - 8-UNIT T-HANGAR - I	$ 789,950	$ 343,612	$ 19,090	$ 427,248
I	EAST SIDE - 8-UNIT T-HANGAR - II	$ 814,325	$ 364,879	$ 20,271	$ 429,175
I	EAST SIDE - 6-UNIT T-HANGAR - III	$ 681,312	$ 297,955	$ 16,553	$ 366,804
I	EAST SIDE - 8-UNIT T-HANGAR - IV	$ 765,638	$ 320,233	$ 17,791	$ 427,614
I	EAST SIDE - 8-UNIT T-HANGAR - V	$ 792,788	$ 345,506	$ 19,195	$ 428,087
I	EAST SIDE - 60' X 60' BOX HANGARS	$ 1,690,350	$ 574,640	$ 31,924	$ 1,083,786
I	WEST SIDE - 120' X 100' CORPORATE HANGAR	$ 1,609,980	$ 436,047	$ 24,225	$ 1,149,708
I	WEST SIDE - 120' X 100' CORPORATE HANGAR ACCESS ROAD AND PARKING LOT	$ 229,350	$ 206,415	$ 11,468	$ 11,468
I	WEST SIDE - 80' X 80' CORPORATE HANGAR	$ 699,500	$ -	$ -	$ 699,500
I	DEMO FLY CAROLINA FLIGHT SCHOOL AND RELOCATE FLIGHT SCHOOL	$ 329,625	$ -	$ -	$ 329,625
I	WEST SIDE - 60' X 60' CORPORATE HANGAR (EXISTING SITE)	$ 450,588	$ -	$ -	$ 450,588
I	WEST SIDE - 60' X 60' CORPORATE HANGAR (EXISTING SITE)	$ 450,588	$ -	$ -	$ 450,588
I	WEST SIDE - 60' X 60' CORPORATE HANGAR (EXISTING SITE)	$ 450,588	$ -	$ -	$ 450,588
I	WEST SIDE - BOX HANGAR ACCESS ROAD AND TAXILANE	$ 698,875	$ 628,988	$ 34,944	$ 34,944
I	WEST SIDE - 60' X 60' CORPORATE HANGAR (NEW SITE)	$ 411,675	$ -	$ -	$ 411,675
I	WEST SIDE - 60' X 60' CORPORATE HANGAR (NEW SITE)	$ 411,675	$ -	$ -	$ 411,675
I	TERMINAL BUILDING EXPANSION	$ 693,550	$ -	$ -	$ 693,550
I	NEW 12,000 GALLON JET-A FUEL TANK	$ 397,188	$ 357,469	$ -	$ 39,719
	SUBTOTAL	**$ 34,167,660**	**$ 17,988,625**	**$ 3,909,722**	**$ 12,269,313**
II	EAST SIDE - 6-UNIT T-HANGAR	$ 695,888	$ 311,163	$ 17,287	$ 367,438
II	WEST SIDE - 8-UNIT T-HANGAR AND STUB TAXIWAY	$ 2,017,200	$ 1,481,749	$ 82,319	$ 453,132
II	WEST SIDE - 60' X 60' CORPORATE HANGAR	$ 411,675	$ -	$ -	$ 411,675
II	WEST SIDE - 120' X 100' CORPORATE HANGAR	$ 1,773,288	$ 583,698	$ 32,428	$ 1,157,162
II	WEST SIDE - 120' X 100' CORPORATE HANGAR ACCESS ROAD AND PARKING LOT	$ 496,663	$ 446,996	$ 24,833	$ 24,833
II	TERMINAL BUILDING EXPANSION	$ 932,875	$ -	$ -	$ 932,875
	SUBTOTAL	**$ 6,327,588**	**$ 2,823,606**	**$ 156,867**	**$ 3,347,115**
III	WEST SIDE - 10-UNIT T-HANGAR (SITE OF PORT-A-PORTS)	$ 913,272	$ -	$ -	$ 913,272
III	WEST SIDE - 8-UNIT T-HANGAR	$ 1,367,424	$ 862,347	$ 47,908	$ 457,169
III	WEST SIDE - 10-UNIT T-HANGAR (NEW SITE) - I	$ 1,532,640	$ 899,849	$ 49,992	$ 582,799
III	WEST SIDE - 10-UNIT T-HANGAR (NEW SITE) - II	$ 1,606,188	$ 965,647	$ 53,647	$ 586,894
III	WEST SIDE - 60' X 60' CORPORATE HANGAR (NEW SITE)	$ 411,675	$ -	$ -	$ 411,675
III	WEST SIDE - 60' X 60' CORPORATE HANGAR (NEW SITE)	$ 411,675	$ -	$ -	$ 411,675
III	WEST SIDE - 60' X 60' CORPORATE HANGAR (NEW SITE)	$ 411,675	$ -	$ -	$ 411,675
III	WEST SIDE - BOX HANGAR ACCESS ROAD, APRON EXPANSION AND TAXILANE	$ 1,612,152	$ 1,450,937	$ 80,608	$ 80,608
III	WEST SIDE - 100' X 80' CORPORATE HANGAR	$ 1,036,500	$ -	$ -	$ 1,036,500
III	WEST SIDE - 80' X 80' CORPORATE HANGAR	$ 647,000	$ -	$ -	$ 647,000
III	TERMINAL BUILDING EXPANSION	$ 709,875	$ -	$ -	$ 709,875
	SUBTOTAL	**$ 10,660,076**	**$ 4,178,780**	**$ 232,155**	**$ 6,249,142**
	TOTAL 20-YEAR PROGRAM	**$ 51,155,324**	**$ 24,991,011**	**$ 4,298,743**	**$ 21,865,569**

PRELIMINARY OPINION OF PROBABLE COST
PHASE I
TAXIWAY PAVEMENT REHABILITATION AND FILLET WIDENING (CONSTRUCTION)

ROCK HILL/YORK COUNTY AIRPORT

Tuesday, August 18, 2015

ITEM NO.	SPEC NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	EXT TOTAL
1	P-150	MOBILIZATION	1	LS	$217,000.00	$217,000.00
2	HA	HERBICIDE APPLICATION	1	LS	$5,000.00	$5,000.00
3	P-101	CRACK REPAIR	50,000	LF	$3.00	$150,000.00
4	P-152	BORROW FILL	2,800	CY	$12.00	$33,600.00
5	P-152	UNCLASSIFIED EXCAVATION	2,500	CY	$15.00	$37,500.00
6	P-152	UNSUITABLE EXCAVATION	1,500	CY	$18.00	$27,000.00
7	P-152	SHOULDER BUILDUP	6,800	LF	$4.00	$27,200.00
8	P-156	TEMPORARY SEEDING AND MULCHING	9	AC	$1,000.00	$9,000.00
9	P-156	EXCELSIOR MATTING	40,000	SY	$2.00	$80,000.00
10	P-156	TEMPORARY BLOCK AND GRAVEL INLET PROTECTION	16	EA	$500.00	$8,000.00
11	P-156	TEMPORARY SILT FENCE	17,100	LF	$3.00	$51,300.00
12	P-156	ROCK SEDIMENT DIKE	5	EA	$80.00	$400.00
13	REP	ASPHALT PAVEMENT REMOVAL	4,700	SY	$5.00	$23,500.00
14	P-160	ASPHALT PAVEMENT MILLING	1,650	SY	$5.00	$8,250.00
15	P-209	CRUSHED AGGREGATE BASE COURSE	2,500	CY	$65.00	$162,500.00
16	P-401	BITUMINOUS CONCRETE SURFACE COURSE	6,900	TN	$105.00	$724,500.00
17	P-602	PRIME COAT	3,300	GAL	$4.00	$13,200.00
18	P-609	DOUBLE BITUMINOUS SURFACE TREATMENT	49,300	SY	$4.50	$221,850.00
19	P-620	AIRFIELD PAVEMENT MARKING - TEMPORARY	8,400	SF	$0.50	$4,200.00
20	P-620	AIRFIELD PAVEMENT MARKING - PERMANENT (REFLECTORIZED)	8,400	SF	$1.00	$8,400.00
21	P-620	AIRFIELD PAVEMENT MARKING - PERMANENT (NON-REFLECTORIZED)	4,200	SF	$1.00	$4,200.00
22	P-630	COAL TAR SEALER/REJEVENATOR	1,300	SY	$2.00	$2,600.00
23	SPEC.	REMOVE TIEDOWN	9	EA	$200.00	$1,800.00
24	SPEC.	TIEDOWN	24	EA	$300.00	$7,200.00
25	D-701	18" CLASS III RCP	50	LF	$35.00	$1,750.00
26	D-751	DROP INLET	1	EA	$5,000.00	$5,000.00
27	D-751	CONVERT DROP INLET INTO MANHOLE	2	EA	$2,500.00	$5,000.00
28	T-901	SEEDING (MULCHED)	9	AC	$2,000.00	$18,000.00
29	M-103	CLOSED TAXIWAY MARKER	2	EA	$3,000.00	$6,000.00
30	L-105	REMOVE EXISTING DUCT BANK	70	LF	$35.00	$2,450.00
31	L-105	REMOVE EXISTING TAXIWAY EDGE LIGHT	178	EA	$100.00	$17,800.00
32	L-105	REMOVE EXISTING CONCRETE BASE FOR GUIDANCE SIGN	13	EA	$50.00	$650.00
33	L-105	REMOVE EXISTING GUIDANCE SIGN AND CONCRETE BASE	3	EA	$500.00	$1,500.00
34	L-108	CABLE TRENCH	20,000	LF	$2.00	$40,000.00
35	L-108	#8, 5KV, TYPE "C" CABLE	18,000	LF	$1.25	$22,500.00
36	L-108	#6 BARE COUNTERPOISE	8,800	LF	$1.25	$11,000.00
37	L-115	ELECTRICAL MANHOLE	24	EA	$8,000.00	$192,000.00
38	L-125	L-861T STAKE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT (LED)	219	EA	$500.00	$109,500.00
39	L-125	L-861T BASE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT (LED)	12	EA	$750.00	$9,000.00
40	L-125	L-861 STAKE MOUNTED MEDIUM INTENSITY RUNWAY LIGHT (CLEAR/YELLOW)	1	EA	$500.00	$500.00
41	L-125	SPLICE CAN	2	EA	$1,000.00	$2,000.00
42	L-125	L-858 AIRFIELD GUIDANCE SIGN (1 MODULE)	2	EA	$3,500.00	$7,000.00
43	L-125	L-858 AIRFIELD GUIDANCE SIGN (2 MODULE)	16	EA	$4,000.00	$64,000.00
44	L-125	L-858 AIRFIELD GUIDANCE SIGN (3 MODULE)	5	EA	$4,500.00	$22,500.00
45	L-125	RELOCATE AIRFIELD GUIDANCE SIGN AND REPLACE PANEL	3	EA	$1,250.00	$3,750.00
46	L-125	NEW AIRFIELD GUIDANCE SIGN PANEL	2	EA	$300.00	$600.00
47	L-125	RELOCATE AIRFIELD GUIDANCE SIGN WITH NEW PAD	6	EA	$1,250.00	$7,500.00
48	L-125	RELOCATE AIRFIELD GUIDANCE SIGN	2	EA	$1,000.00	$2,000.00
49	L-125	RELOCATE AIRFIELD GUIDANCE SIGN, NEW PAD AND REPLACE PANEL	4	EA	$1,500.00	$6,000.00

CONSTRUCTION TOTAL: $2,386,200.00

ENGINEERING (CONSTRUCTION ADMINISTRATION, RPR, INSPECTION): $239,000.00

PROJECT TOTAL: $2,625,200.00

PRELIMINARY OPINION OF PROBABLE COST
PHASE I
HOMESTEAD ROAD RELOCATION
ROCK HILL/YORK COUNTY AIRPORT (BRYANT FIELD)
ROCK HILL, SOUTH CAROLINA

August 18, 2015

ITEM NO.	SPEC NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	P-150	MOBILIZATION	1	LS	$ 103,000.00	$ 103,000.00
2	P-152	UNCLASSIFIED EXCAVATION	25,000	CY	$ 12.00	$ 300,000.00
3	P-152	UNSUITABLE EXCAVATION	2,500	CY	$ 15.00	$ 37,500.00
4	P-156	EROSION & SEDIMENT CONTROL	1	LS	$ 130,000.00	$ 130,000.00
5	RPS	MISCELLANEOUS DEMOLITION	1	LS	$ 80,000.00	$ 80,000.00
6	RPS	ASPHALT PAVEMENT REMOVAL	8,000	SY	$ 5.00	$ 40,000.00
7	P-209	CRUSHED AGGREGATE BASE COURSE	2,100	CY	$ 65.00	$ 136,500.00
8	PMBP	BITUMINOUS CONCRETE INTERMEDIATE COURSE	1,300	TN	$ 100.00	$ 130,000.00
9	PMBP	BITUMINOUS CONCRETE SURFACE COURSE	900	TN	$ 110.00	$ 99,000.00
10	P-602	BITUMINOUS PRIME COAT	2,300	GAL	$ 4.00	$ 9,200.00
11	P-603	BITUMINOUS TACK COAT	800	GAL	$ 4.00	$ 3,200.00
12	D-751	MISCELLANEOUS DRAINAGE	1	LS	$ 50,000.00	$ 50,000.00
13	SCDOT	PAVEMENT MARKING	5,700	SF	$ 1.00	$ 5,700.00
14	T-901	SEEDING	5	AC	$ 1,200.00	$ 6,000.00
15	T-908	MULCHING	5	AC	$ 800.00	$ 4,000.00
16		CONTINGENCY (10%)	1	LS	$ 113,000.00	$ 113,000.00

CONSTRUCTION TOTAL: $1,247,100.00

ENGINEERING, CONSTRUCTION ADMIN, RPR, TESTING (25%): $311,775.00

PROJECT TOTAL : $1,558,875.00

PRELIMINARY OPINION OF PROBABLE COST
PHASE I
AIRPORT ROAD RELOCATION
ROCK HILL/YORK COUNTY AIRPORT (BRYANT FIELD)
ROCK HILL, SOUTH CAROLINA

August 18, 2015

ITEM NO.	SPEC NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	P-150	MOBILIZATION	1	LS	$220,000.00	$ 220,000.00
2	P-152	UNCLASSIFIED EXCAVATION	90,000	CY	$ 12.00	$1,080,000.00
3	P-152	UNSUITABLE EXCAVATION	900	CY	$ 15.00	$ 13,500.00
4	P-156	EROSION & SEDIMENT CONTROL	1	LS	$220,000.00	$ 220,000.00
5	RPS	MISCELLANEOUS DEMOLITION	1	LS	$ 80,000.00	$ 80,000.00
6	RPS	ASPHALT PAVEMENT REMOVAL	6,400	SY	$ 5.00	$ 32,000.00
7	P-209	CRUSHED AGGREGATE BASE COURSE	3,700	CY	$ 65.00	$ 240,500.00
8	PMBP	BITUMINOUS CONCRETE INTERMEDIATE COURSE	2,300	TN	$ 100.00	$ 230,000.00
9	PMBP	BITUMINOUS CONCRETE SURFACE COURSE	1,550	TN	$ 110.00	$ 170,500.00
10	P-602	BITUMINOUS PRIME COAT	4,000	GAL	$ 4.00	$ 16,000.00
11	P-603	BITUMINOUS TACK COAT	1,350	GAL	$ 4.00	$ 5,400.00
12	D-751	MISCELLANEOUS DRAINAGE	1	LS	$ 80,000.00	$ 80,000.00
13	SCDOT	PAVEMENT MARKING	9,950	SF	$ 1.00	$ 9,950.00
14	T-901	SEEDING	10	AC	$ 1,200.00	$ 12,000.00
15	T-908	MULCHING	10	AC	$ 800.00	$ 8,000.00
16		CONTINGENCY (10%)	1	LS	$242,000.00	$ 242,000.00

CONSTRUCTION TOTAL: $2,659,850.00

ENGINEERING, CONSTRUCTION ADMIN, RPR, TESTING (25%): $664,962.50

PROJECT TOTAL : $3,324,812.50

PRELIMINARY OPINION OF PROBABLE COST
PHASE I
1,055' RUNWAY AND TAXIWAY EXTENSION (GRADING AND DRAINAGE)
ROCK HILL/YORK COUNTY AIRPORT (BRYANT FIELD)
ROCK HILL, SOUTH CAROLINA

August 18, 2015

ITEM NO.	SPEC NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	P-150	MOBILIZATION	1	LS	$ 352,000.00	$ 352,000.00
2	P-152	EMBANKMENT IN-PLACE	550,000	CY	$ 10.00	$ 5,500,000.00
3	P-152	UNSUITABLE EXCAVATION	55,000	CY	$ 15.00	$ 825,000.00
4	P-156	EROSION & SEDIMENT CONTROL	1	LS	$ 320,000.00	$ 320,000.00
5	RPS	MISCELLANEOUS DEMOLITION	1	LS	$ 50,000.00	$ 50,000.00
6	D-701	18" REINFORCED CONCRETE PIPE	250	LF	$ 45.00	$ 11,250.00
7	D-701	24" REINFORCED CONCRETE PIPE	300	LF	$ 65.00	$ 19,500.00
8	D-701	30" REINFORCED CONCRETE PIPE	400	LF	$ 75.00	$ 30,000.00
9	D-701	36" REINFORCED CONCRETE PIPE	500	LF	$ 85.00	$ 42,500.00
10	D-751	DROP INLET	8	EA	$ 7,000.00	$ 56,000.00
11	D-752	36" FLARED END SECTION	2	EA	$ 1,500.00	$ 3,000.00
12	F-162	CHAIN LINK FENCE WITH BARBED WIRE	6,500	LF	$ 20.00	$ 130,000.00
13	T-908	SEEDING & MULCHING	25	AC	$ 2,000.00	$ 50,000.00
14		CONTINGENCY (10%)	1	LS	$ 739,000.00	$ 739,000.00

CONSTRUCTION TOTAL: $ 8,128,250.00

ENVIRONMENTAL ANALYSIS: $350,000.00

ENGINEERING, CONSTRUCTION ADMIN, RPR, TESTING (20%): $1,625,650.00

PROJECT TOTAL : $10,103,900.00

PRELIMINARY OPINION OF PROBABLE COST
PHASE I
1,055' RUNWAY AND TAXIWAY EXTENSION (PAVING AND LIGHTING)
ROCK HILL/YORK COUNTY AIRPORT (BRYANT FIELD)
ROCK HILL, SOUTH CAROLINA

August 18, 2015

ITEM NO.	SPEC NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	P-150	MOBILIZATION	1	LS	$203,000.00	$ 203,000.00
2	P-152	UNCLASSIFIED EXCAVATION	10,000	CY	$ 12.00	$ 120,000.00
3	RPS	MISCELLANEOUS DEMOLITION	1	LS	$ 5,000.00	$ 5,000.00
4	P-209	CRUSHED AGGREGATE BASE COURSE	9,500	CY	$ 65.00	$ 617,500.00
5	P-401	BITUMINOUS CONCRETE SURFACE COURSE	5,600	TN	$ 110.00	$ 616,000.00
6	P-602	BITUMINOUS PRIME COAT	7,300	GAL	$ 4.00	$ 29,200.00
7	P-603	BITUMINOUS TACK COAT	2,450	GAL	$ 4.00	$ 9,800.00
8	P-620	AIRFIELD PAVEMENT MARKING	23,700	SF	$ 1.50	$ 35,550.00
9	L-105	REMOVAL OF EXISTING TAXIWAY LIGHT	5	EA	$ 200.00	$ 1,000.00
10	L-105	REMOVAL OF EXISTING RUNWAY LIGHT	8	EA	$ 200.00	$ 1,600.00
11	L-108	TRENCH	7,000	LF	$ 2.50	$ 17,500.00
12	L-108	#8, 5KV, TYPE 'C' CABLE	7,000	LF	$ 1.50	$ 10,500.00
13	L-108	#6 BARE COUNTERPOISE WIRE	5,500	LF	$ 1.50	$ 8,250.00
14	L-110	4"-4 WAY CONCRETE ENCASED ELECTRICAL DUCT	200	LF	$ 75.00	$ 15,000.00
15	L-110	4" PVC CONDUIT	7,000	LF	$ 2.00	$ 14,000.00
16	L-115	ELECTRICAL MANHOLE	8	EA	$ 8,000.00	$ 64,000.00
17	L-125	MEDIUM INTENSITY TAXIWAY LIGHT	50	EA	$ 1,000.00	$ 50,000.00
18	L-125	RUNWAY LIGHTS	21	EA	$ 1,000.00	$ 21,000.00
19	L-125	NEW T/W GUIDANCE SIGN	8	EA	$ 4,500.00	$ 36,000.00
20	L-125	REPLACE T/W GUIDANCE SIGN PANEL	32	EA	$ 500.00	$ 16,000.00
21	L-125	RELOCATE LOCALIZER	1	LS	$300,000.00	$ 300,000.00
22	L-125	RELOCATE PAPI	1	LS	$ 25,000.00	$ 25,000.00
23	T-901	SEEDING	10	AC	$ 1,200.00	$ 12,000.00
24	T-908	MULCHING	10	AC	$ 800.00	$ 8,000.00
25		CONTINGENCY (10%)	1	LS	$224,000.00	$ 224,000.00
					CONSTRUCTION TOTAL:	**$ 2,459,900.00**
					ENGINEERING, CONSTRUCTION ADMIN, RPR, TESTING (20%):	**$491,980.00**
					PROJECT TOTAL :	**$2,951,880.00**

PRELIMINARY OPINION OF PROBABLE COST
PHASE I
WEST SIDE - 8-UNIT T-HANGAR (PRE-EXISTING SITE)
ROCK HILL/YORK COUNTY AIRPORT (BRYANT FIELD)
ROCK HILL, SOUTH CAROLINA

August 18, 2015

ITEM NO.	SPEC NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	P-150	MOBILIZATION	1	LS	$ 41,000.00	$ 41,000.00
2	P-152	UNSUITABLE EXCAVATION	500	CY	$ 15.00	$ 7,500.00
3	P-156	EROSION & SEDIMENT CONTROL	1	LS	$ 2,000.00	$ 2,000.00
4	P-209	CRUSHED AGGREGATE BASE COURSE	640	CY	$ 65.00	$ 41,600.00
5	P-401	BITUMINOUS CONCRETE SURFACE COURSE	120	TN	$ 115.00	$ 13,800.00
6	P-602	BITUMINOUS PRIME COAT	310	GAL	$ 4.00	$ 1,240.00
7	P-603	BITUMINOUS TACK COAT	110	GAL	$ 4.00	$ 440.00
8	P-610	PORTLAND CEMENT CONCRETE PAVEMENT	320	CY	$ 150.00	$ 48,000.00
9	HANGAR	8-UNIT T-HANGAR BUILDING	1	LS	$ 290,000.00	$ 290,000.00
10	L-110	2" SCHEDULE 40 PVC CONDUIT	200	LF	$ 8.00	$ 1,600.00
11	T-901	SEEDING	1	AC	$ 1,200.00	$ 1,200.00
12	T-908	MULCHING	1	AC	$ 800.00	$ 800.00
13		CONTINGENCY (10%)	1	LS	$ 45,000.00	$ 45,000.00
					CONSTRUCTION TOTAL:	**$494,180.00**
					ENGINEERING, CONSTRUCTION ADMIN, RPR, TESTING (25%):	**$123,545.00**
					PROJECT TOTAL :	**$617,725.00**

PRELIMINARY OPINION OF PROBABLE COST
PHASE I
EAST SIDE - 8-UNIT T-HANGAR (NEW SITE) - I
ROCK HILL/YORK COUNTY AIRPORT (BRYANT FIELD)
ROCK HILL, SOUTH CAROLINA

August 18, 2015

ITEM NO.	SPEC NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	P-150	MOBILIZATION	1	LS	$ 52,000.00	$ 52,000.00
2	P-152	UNCLASSIFIED EXCAVATION	5,000	CY	$ 12.00	$ 60,000.00
3	P-152	UNSUITABLE EXCAVATION	500	CY	$ 15.00	$ 7,500.00
4	P-156	EROSION & SEDIMENT CONTROL	1	LS	$ 5,000.00	$ 5,000.00
5	P-209	CRUSHED AGGREGATE BASE COURSE	1,080	CY	$ 65.00	$ 70,200.00
6	P-401	BITUMINOUS CONCRETE SURFACE COURSE	300	TN	$ 115.00	$ 34,500.00
7	P-602	BITUMINOUS PRIME COAT	780	GAL	$ 4.00	$ 3,120.00
8	P-603	BITUMINOUS TACK COAT	260	GAL	$ 4.00	$ 1,040.00
9	P-610	PORTLAND CEMENT CONCRETE PAVEMENT	320	CY	$ 150.00	$ 48,000.00
10	HANGAR	8-UNIT T-HANGAR BUILDING	1	EA	$ 290,000.00	$ 290,000.00
11	L-110	2" SCHEDULE 40 PVC CONDUIT	200	LF	$ 8.00	$ 1,600.00
12	T-901	SEEDING	1	AC	$ 1,200.00	$ 1,200.00
13	T-908	MULCHING	1	AC	$ 800.00	$ 800.00
14		CONTINGENCY (10%)	1	LS	$ 57,000.00	$ 57,000.00
					CONSTRUCTION TOTAL:	**$631,960.00**
					ENGINEERING, CONSTRUCTION ADMIN, RPR, TESTING (25%):	**$157,990.00**
					PROJECT TOTAL :	**$789,950.00**

PRELIMINARY OPINION OF PROBABLE COST
PHASE I
EAST SIDE - 8-UNIT T-HANGAR (NEW SITE) - II
ROCK HILL/YORK COUNTY AIRPORT (BRYANT FIELD)
ROCK HILL, SOUTH CAROLINA

August 18, 2015

ITEM NO.	SPEC NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	P-150	MOBILIZATION	1	LS	$ 54,000.00	$ 54,000.00
2	P-152	UNCLASSIFIED EXCAVATION	5,000	CY	$ 12.00	$ 60,000.00
3	P-152	UNSUITABLE EXCAVATION	500	CY	$ 15.00	$ 7,500.00
4	P-156	EROSION & SEDIMENT CONTROL	1	LS	$ 5,000.00	$ 5,000.00
5	P-209	CRUSHED AGGREGATE BASE COURSE	1,200	CY	$ 65.00	$ 78,000.00
6	P-401	BITUMINOUS CONCRETE SURFACE COURSE	360	TN	$ 115.00	$ 41,400.00
7	P-602	BITUMINOUS PRIME COAT	930	GAL	$ 4.00	$ 3,720.00
8	P-603	BITUMINOUS TACK COAT	310	GAL	$ 4.00	$ 1,240.00
9	P-610	PORTLAND CEMENT CONCRETE PAVEMENT	320	CY	$ 150.00	$ 48,000.00
10	HANGAR	8-UNIT T-HANGAR BUILDING	1	EA	$ 290,000.00	$ 290,000.00
11	L-110	2" SCHEDULE 40 PVC CONDUIT	200	LF	$ 8.00	$ 1,600.00
12	T-901	SEEDING	1	AC	$ 1,200.00	$ 1,200.00
13	T-908	MULCHING	1	AC	$ 800.00	$ 800.00
14		CONTINGENCY (10%)	1	LS	$ 59,000.00	$ 59,000.00
					CONSTRUCTION TOTAL:	**$651,460.00**
					ENGINEERING, CONSTRUCTION ADMIN, RPR, TESTING (25%):	**$162,865.00**
					PROJECT TOTAL :	**$814,325.00**

PRELIMINARY OPINION OF PROBABLE COST
PHASE I
EAST SIDE - 6-UNIT T-HANGAR (NEW SITE) - III
ROCK HILL/YORK COUNTY AIRPORT (BRYANT FIELD)
ROCK HILL, SOUTH CAROLINA

August 18, 2015

ITEM NO.	SPEC NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	P-150	MOBILIZATION	1	LS	$ 47,000.00	$ 47,000.00
2	P-152	UNCLASSIFIED EXCAVATION	5,000	CY	$ 12.00	$ 60,000.00
3	P-152	UNSUITABLE EXCAVATION	500	CY	$ 15.00	$ 7,500.00
4	P-156	EROSION & SEDIMENT CONTROL	1	LS	$ 5,000.00	$ 5,000.00
5	P-209	CRUSHED AGGREGATE BASE COURSE	1,000	CY	$ 65.00	$ 65,000.00
6	P-401	BITUMINOUS CONCRETE SURFACE COURSE	300	TN	$ 115.00	$ 34,500.00
7	P-602	BITUMINOUS PRIME COAT	780	GAL	$ 4.00	$ 3,120.00
8	P-603	BITUMINOUS TACK COAT	260	GAL	$ 4.00	$ 1,040.00
9	P-610	PORTLAND CEMENT CONCRETE PAVEMENT	260	CY	$ 150.00	$ 39,000.00
10	HANGAR	6-UNIT T-HANGAR BUILDING	1	EA	$ 250,000.00	$ 250,000.00
11	L-110	2" SCHEDULE 40 PVC CONDUIT	200	LF	$ 8.00	$ 1,600.00
12	T-901	SEEDING	1	AC	$ 1,200.00	$ 1,200.00
13	T-908	MULCHING	1	AC	$ 800.00	$ 800.00
14		CONTINGENCY (10%)	1	LS	$ 52,000.00	$ 52,000.00
					CONSTRUCTION TOTAL:	**$567,760.00**
					ENGINEERING, CONSTRUCTION ADMIN, RPR, TESTING (15%):	**$113,552.00**
					PROJECT TOTAL :	**$681,312.00**

PRELIMINARY OPINION OF PROBABLE COST
PHASE I
EAST SIDE - 8-UNIT T-HANGAR (NEW SITE) - IV
ROCK HILL/YORK COUNTY AIRPORT (BRYANT FIELD)
ROCK HILL, SOUTH CAROLINA

August 18, 2015

ITEM NO.	SPEC NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	P-150	MOBILIZATION	1	LS	$ 51,000.00	$ 51,000.00
2	P-152	UNCLASSIFIED EXCAVATION	5,000	CY	$ 12.00	$ 60,000.00
3	P-152	UNSUITABLE EXCAVATION	500	CY	$ 15.00	$ 7,500.00
4	P-156	EROSION & SEDIMENT CONTROL	1	LS	$ 5,000.00	$ 5,000.00
5	P-209	CRUSHED AGGREGATE BASE COURSE	930	CY	$ 65.00	$ 60,450.00
6	P-401	BITUMINOUS CONCRETE SURFACE COURSE	240	TN	$ 115.00	$ 27,600.00
7	P-602	BITUMINOUS PRIME COAT	630	GAL	$ 4.00	$ 2,520.00
8	P-603	BITUMINOUS TACK COAT	210	GAL	$ 4.00	$ 840.00
9	P-610	PORTLAND CEMENT CONCRETE PAVEMENT	320	CY	$ 150.00	$ 48,000.00
10	HANGAR	8-UNIT T-HANGAR BUILDING	1	EA	$ 290,000.00	$ 290,000.00
11	L-110	2" SCHEDULE 40 PVC CONDUIT	200	LF	$ 8.00	$ 1,600.00
12	T-901	SEEDING	1	AC	$ 1,200.00	$ 1,200.00
13	T-908	MULCHING	1	AC	$ 800.00	$ 800.00
14		CONTINGENCY (10%)	1	LS	$ 56,000.00	$ 56,000.00
					CONSTRUCTION TOTAL:	**$612,510.00**
					ENGINEERING, CONSTRUCTION ADMIN, RPR, TESTING (25%):	**$153,127.50**
					PROJECT TOTAL :	**$765,637.50**

PRELIMINARY OPINION OF PROBABLE COST
PHASE I
EAST SIDE - 8-UNIT T-HANGAR (NEW SITE) - V
ROCK HILL/YORK COUNTY AIRPORT (BRYANT FIELD)
ROCK HILL, SOUTH CAROLINA

August 18, 2015

ITEM NO.	SPEC NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	P-150	MOBILIZATION	1	LS	$ 52,000.00	$ 52,000.00
2	P-152	UNCLASSIFIED EXCAVATION	5,000	CY	$ 12.00	$ 60,000.00
3	P-152	UNSUITABLE EXCAVATION	500	CY	$ 15.00	$ 7,500.00
4	P-156	EROSION & SEDIMENT CONTROL	1	LS	$ 5,000.00	$ 5,000.00
5	P-209	CRUSHED AGGREGATE BASE COURSE	1,080	CY	$ 65.00	$ 70,200.00
6	P-401	BITUMINOUS CONCRETE SURFACE COURSE	310	TN	$ 115.00	$ 35,650.00
7	P-602	BITUMINOUS PRIME COAT	800	GAL	$ 4.00	$ 3,200.00
8	P-603	BITUMINOUS TACK COAT	270	GAL	$ 4.00	$ 1,080.00
9	P-610	PORTLAND CEMENT CONCRETE PAVEMENT	320	CY	$ 150.00	$ 48,000.00
10	HANGAR	8-UNIT T-HANGAR BUILDING	1	EA	$ 290,000.00	$ 290,000.00
11	L-110	2" SCHEDULE 40 PVC CONDUIT	200	LF	$ 8.00	$ 1,600.00
12	T-901	SEEDING	1	AC	$ 1,200.00	$ 1,200.00
13	T-908	MULCHING	1	AC	$ 800.00	$ 800.00
14		CONTINGENCY (10%)	1	LS	$ 58,000.00	$ 58,000.00
					CONSTRUCTION TOTAL:	**$634,230.00**
					ENGINEERING, CONSTRUCTION ADMIN, RPR, TESTING (25%):	**$158,557.50**
					PROJECT TOTAL :	**$792,787.50**

PRELIMINARY OPINION OF PROBABLE COST
PHASE I
EAST SIDE - 60' X 60' BOX HANGAR (NEW SITE)
ROCK HILL/YORK COUNTY AIRPORT (BRYANT FIELD)
ROCK HILL, SOUTH CAROLINA

August 18, 2015

ITEM NO.	SPEC NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	P-150	MOBILIZATION	1	LS	$ 112,000.00	$ 112,000.00
2	P-152	UNCLASSIFIED EXCAVATION	8,000	CY	$ 12.00	$ 96,000.00
3	P-152	UNSUITABLE EXCAVATION	800	CY	$ 15.00	$ 12,000.00
4	P-156	EROSION & SEDIMENT CONTROL	1	LS	$ 10,000.00	$ 10,000.00
5	P-209	CRUSHED AGGREGATE BASE COURSE	1,230	CY	$ 65.00	$ 79,950.00
6	P-401	BITUMINOUS CONCRETE SURFACE COURSE	310	TN	$ 115.00	$ 35,650.00
7	P-602	BITUMINOUS PRIME COAT	800	GAL	$ 4.00	$ 3,200.00
8	P-603	BITUMINOUS TACK COAT	270	GAL	$ 4.00	$ 1,080.00
9	P-610	PORTLAND CEMENT CONCRETE PAVEMENT	460	CY	$ 150.00	$ 69,000.00
10	HANGAR	60' X 60' BOX HANGAR	4	EA	$ 200,000.00	$ 800,000.00
11	L-110	2" SCHEDULE 40 PVC CONDUIT	800	LF	$ 8.00	$ 6,400.00
12	T-901	SEEDING	2	AC	$ 1,200.00	$ 2,400.00
13	T-908	MULCHING	2	AC	$ 800.00	$ 1,600.00
14		CONTINGENCY (10%)	1	LS	$ 123,000.00	$ 123,000.00

CONSTRUCTION TOTAL: $1,352,280.00

ENGINEERING, CONSTRUCTION ADMIN, RPR, TESTING (25%): $338,070.00

PROJECT TOTAL : $1,690,350.00

PRELIMINARY OPINION OF PROBABLE COST
PHASE I
WEST SIDE - 120' x 100' CORPORATE HANGAR
ROCK HILL/YORK COUNTY AIRPORT (BRYANT FIELD)
ROCK HILL, SOUTH CAROLINA

August 18, 2015

ITEM NO.	SPEC NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	P-150	MOBILIZATION	1	LS	$111,000.00	$ 111,000.00
2	P-152	UNCLASSIFIED EXCAVATION	5,000	CY	$ 12.00	$ 60,000.00
3	P-152	UNSUITABLE EXCAVATION	500	CY	$ 15.00	$ 7,500.00
4	P-156	EROSION & SEDIMENT CONTROL	1	LS	$ 20,000.00	$ 20,000.00
5	RPS	MISCELLANEOUS DEMOLITION	1	LS	$ 10,000.00	$ 10,000.00
6	RPS	ASPHALT PAVEMENT REMOVAL	320	SY	$ 5.00	$ 1,600.00
7	P-209	CRUSHED AGGREGATE BASE COURSE	300	CY	$ 65.00	$ 19,500.00
8	P-401	BITUMINOUS CONCRETE SURFACE COURSE	230	TN	$ 115.00	$ 26,450.00
9	P-602	BITUMINOUS PRIME COAT	300	GAL	$ 4.00	$ 1,200.00
10	P-603	BITUMINOUS TACK COAT	100	GAL	$ 4.00	$ 400.00
11	D-751	MISCELLANEOUS DRAINAGE	1	LS	$ 30,000.00	$ 30,000.00
12	UTIL	WATER AND SEWER	1	LS	$ 30,000.00	$ 30,000.00
13	HANGAR	120' x 100' CORPORATE BOX HANGAR	1	LS	$900,000.00	$ 900,000.00
14	T-901	SEEDING	1	AC	$ 1,200.00	$ 1,200.00
15	T-908	MULCHING	1	AC	$ 800.00	$ 800.00
16		CONTINGENCY (10%)	1	LS	$122,000.00	$ 122,000.00

CONSTRUCTION TOTAL: $1,341,650.00

ENGINEERING, CONSTRUCTION ADMIN, RPR, TESTING (20%): $268,330.00

PROJECT TOTAL : $1,609,980.00

PRELIMINARY OPINION OF PROBABLE COST
PHASE I
WEST SIDE - 120' x 100' CORPORATE HANGAR ACCESS ROAD AND PARKING LOT
ROCK HILL/YORK COUNTY AIRPORT (BRYANT FIELD)
ROCK HILL, SOUTH CAROLINA

August 18, 2015

ITEM NO.	SPEC NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	P-150	MOBILIZATION	1	LS	$ 15,000.00	$ 15,000.00
2	P-152	UNCLASSIFIED EXCAVATION	500	CY	$ 12.00	$ 6,000.00
3	P-152	UNSUITABLE EXCAVATION	100	CY	$ 15.00	$ 1,500.00
4	P-156	EROSION & SEDIMENT CONTROL	1	LS	$ 10,000.00	$ 10,000.00
5	P-209	CRUSHED AGGREGATE BASE COURSE	300	CY	$ 65.00	$ 19,500.00
6	PMBP	BITUMINOUS CONCRETE BASE COURSE	260	TN	$ 115.00	$ 29,900.00
7	PMBP	BITUMINOUS CONCRETE SURFACE COURSE	160	TN	$ 120.00	$ 19,200.00
8	P-602	BITUMINOUS PRIME COAT	540	GAL	$ 4.00	$ 2,160.00
9	P-603	BITUMINOUS TACK COAT	180	GAL	$ 4.00	$ 720.00
10	SCDOT	CURB AND GUTTER	1,100	LF	$ 25.00	$ 27,500.00
11	D-751	MISCELLANEOUS DRAINAGE	1	LS	$ 25,000.00	$ 25,000.00
12	UTIL	MISCELLANEOUS ELECTRICAL	1	LS	$ 8,000.00	$ 8,000.00
13	T-901	SEEDING	1	AC	$ 1,200.00	$ 1,200.00
14	T-908	MULCHING	1	AC	$ 800.00	$ 800.00
15		CONTINGENCY (10%)	1	LS	$ 17,000.00	$ 17,000.00

CONSTRUCTION TOTAL: $183,480.00

ENGINEERING, CONSTRUCTION ADMIN, RPR, TESTING (25%): $45,870.00

PROJECT TOTAL : $229,350.00

PRELIMINARY OPINION OF PROBABLE COST
PHASE I
WEST SIDE - 80' x 80' CORPORATE HANGAR (EXISTING SITE)
ROCK HILL/YORK COUNTY AIRPORT (BRYANT FIELD)
ROCK HILL, SOUTH CAROLINA

August 18, 2015

ITEM NO.	SPEC NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	P-150	MOBILIZATION	1	LS	$ 46,000.00	$ 46,000.00
2	P-152	UNCLASSIFIED EXCAVATION	1,000	CY	$ 12.00	$ 12,000.00
3	P-152	UNSUITABLE EXCAVATION	200	CY	$ 15.00	$ 3,000.00
4	P-156	EROSION & SEDIMENT CONTROL	1	LS	$ 15,000.00	$ 15,000.00
5	P-209	CRUSHED AGGREGATE BASE COURSE	320	CY	$ 65.00	$ 20,800.00
6	P-401	BITUMINOUS CONCRETE SURFACE COURSE	80	TN	$ 115.00	$ 9,200.00
7	P-602	BITUMINOUS PRIME COAT	100	GAL	$ 4.00	$ 400.00
8	P-603	BITUMINOUS TACK COAT	50	GAL	$ 4.00	$ 200.00
9	D-751	MISCELLANEOUS DRAINAGE	1	LS	$ 20,000.00	$ 20,000.00
10	UTIL	WATER AND SEWER	1	LS	$ 30,000.00	$ 30,000.00
11	HANGAR	80' x 80' BOX HANGAR	1	LS	$350,000.00	$ 350,000.00
12	T-901	SEEDING	1	AC	$ 1,200.00	$ 1,200.00
13	T-908	MULCHING	1	AC	$ 800.00	$ 800.00
14		CONTINGENCY (10%)	1	LS	$ 51,000.00	$ 51,000.00

CONSTRUCTION TOTAL: $559,600.00

ENGINEERING, CONSTRUCTION ADMIN, RPR, TESTING (25%): $139,900.00

PROJECT TOTAL : $699,500.00

PRELIMINARY OPINION OF PROBABLE COST
PHASE I
DEMO FLY CAROLINA FLIGHT SCHOOL BUILDINGS AND RELOCATE FLIGHT SCHOOL
ROCK HILL/YORK COUNTY AIRPORT (BRYANT FIELD)
ROCK HILL, SOUTH CAROLINA

August 18, 2015

ITEM NO.	SPEC NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	P-150	MOBILIZATION	1	LS	$ 1,000.00	$ 1,000.00
2	RES	BUILDING DEMO	11,475	SF	$ 20.00	$ 229,500.00
3	F-162	CHAINLINK FENCE WITH BARBED WIRE	400	LF	$ 18.00	$ 7,200.00
4	T-901	SEEDING	1	AC	$ 1,200.00	$ 1,200.00
5	T-908	MULCHING	1	AC	$ 800.00	$ 800.00
6		CONTINGENCY (10%)	1	LS	$ 24,000.00	$ 24,000.00

CONSTRUCTION TOTAL: $263,700.00

ENGINEERING, CONSTRUCTION ADMIN, RPR, TESTING (25%): $65,925.00

PROJECT TOTAL : $329,625.00

PRELIMINARY OPINION OF PROBABLE COST
PHASE I
WEST SIDE - 60' x 60' CORPORATE HANGAR (EXISTING SITE - 3)
ROCK HILL/YORK COUNTY AIRPORT (BRYANT FIELD)
ROCK HILL, SOUTH CAROLINA

August 18, 2015

ITEM NO.	SPEC NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	P-150	MOBILIZATION	1	LS	$ 29,000.00	$ 29,000.00
2	REP	MISCELLANEOUS DEMO	1	LS	$ 10,000.00	$ 10,000.00
3	P-152	UNCLASSIFIED EXCAVATION	1,000	CY	$ 12.00	$ 12,000.00
4	P-152	UNSUITABLE EXCAVATION	200	CY	$ 15.00	$ 3,000.00
5	P-156	EROSION & SEDIMENT CONTROL	1	LS	$ 10,000.00	$ 10,000.00
6	P-209	CRUSHED AGGREGATE BASE COURSE	200	CY	$ 65.00	$ 13,000.00
7	P-401	BITUMINOUS CONCRETE SURFACE COURSE	70	TN	$ 115.00	$ 8,050.00
8	P-602	BITUMINOUS PRIME COAT	75	GAL	$ 4.00	$ 300.00
9	P-603	BITUMINOUS TACK COAT	30	GAL	$ 4.00	$ 120.00
10	D-751	MISCELLANEOUS DRAINAGE	1	LS	$ 15,000.00	$ 15,000.00
11	UTIL	WATER AND SEWER	1	LS	$ 25,000.00	$ 25,000.00
12	HANGAR	60' x 60' BOX HANGAR	1	LS	$200,000.00	$ 200,000.00
13	T-901	SEEDING	1	AC	$ 1,200.00	$ 1,200.00
14	T-908	MULCHING	1	AC	$ 800.00	$ 800.00
15		CONTINGENCY (10%)	1	LS	$ 33,000.00	$ 33,000.00
					CONSTRUCTION TOTAL:	**$360,470.00**
					ENGINEERING, CONSTRUCTION ADMIN, RPR, TESTING (25%):	**$90,117.50**
					PROJECT TOTAL :	**$450,587.50**

PRELIMINARY OPINION OF PROBABLE COST
PHASE I
WEST SIDE - BOX HANGAR ACCESS ROAD AND TAXILANE
ROCK HILL/YORK COUNTY AIRPORT (BRYANT FIELD)
ROCK HILL, SOUTH CAROLINA

August 18, 2015

ITEM NO.	SPEC NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	P-150	MOBILIZATION	1	LS	$ 46,000.00	$ 46,000.00
2	REP	MISCELLANEOUS DEMOLITION	1	LS	$ 10,000.00	$ 10,000.00
3	P-152	UNCLASSIFIED EXCAVATION	15,000	CY	$ 12.00	$ 180,000.00
4	P-152	UNSUITABLE EXCAVATION	1,500	CY	$ 15.00	$ 22,500.00
5	P-156	EROSION & SEDIMENT CONTROL	1	LS	$ 20,000.00	$ 20,000.00
6	P-209	CRUSHED AGGREGATE BASE COURSE	620	CY	$ 65.00	$ 40,300.00
7	PMBP	BITUMINOUS CONCRETE BASE COURSE	240	TN	$ 115.00	$ 27,600.00
8	PMBP	BITUMINOUS CONCRETE SURFACE COURSE	440	TN	$ 120.00	$ 52,800.00
9	P-602	BITUMINOUS PRIME COAT	860	GAL	$ 4.00	$ 3,440.00
10	P-603	BITUMINOUS TACK COAT	290	GAL	$ 4.00	$ 1,160.00
11	D-751	MISCELLANEOUS DRAINAGE	1	LS	$ 20,000.00	$ 20,000.00
12	F-162	CHAINLINK FENCE WITH BARBED WIRE	600	LF	$ 18.00	$ 10,800.00
13	SCDOT	RETAINING WALL	1,500	SF	$ 45.00	$ 67,500.00
14	T-901	SEEDING	3	AC	$ 1,200.00	$ 3,600.00
15	T-908	MULCHING	3	AC	$ 800.00	$ 2,400.00
16		CONTINGENCY (10%)	1	LS	$ 51,000.00	$ 51,000.00

CONSTRUCTION TOTAL: $559,100.00

ENGINEERING, CONSTRUCTION ADMIN, RPR, TESTING (25%): $139,775.00

PROJECT TOTAL : $698,875.00

PRELIMINARY OPINION OF PROBABLE COST
PHASE I
WEST SIDE - 60' x 60' CORPORATE HANGAR (NEW SITE - 2)
ROCK HILL/YORK COUNTY AIRPORT (BRYANT FIELD)
ROCK HILL, SOUTH CAROLINA

August 18, 2015

ITEM NO.	SPEC NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	P-150	MOBILIZATION	1	LS	$ 27,000.00	$ 27,000.00
2	P-152	UNCLASSIFIED EXCAVATION	1,000	CY	$ 12.00	$ 12,000.00
3	P-152	UNSUITABLE EXCAVATION	200	CY	$ 15.00	$ 3,000.00
4	P-156	EROSION & SEDIMENT CONTROL	1	LS	$ 5,000.00	$ 5,000.00
5	P-209	CRUSHED AGGREGATE BASE COURSE	200	CY	$ 65.00	$ 13,000.00
6	P-401	BITUMINOUS CONCRETE SURFACE COURSE	60	TN	$ 115.00	$ 6,900.00
7	P-602	BITUMINOUS PRIME COAT	80	GAL	$ 4.00	$ 320.00
8	P-603	BITUMINOUS TACK COAT	30	GAL	$ 4.00	$ 120.00
9	D-751	MISCELLANEOUS DRAINAGE	1	LS	$ 10,000.00	$ 10,000.00
10	UTIL	WATER AND SEWER	1	LS	$ 20,000.00	$ 20,000.00
11	HANGAR	60' x 60' BOX HANGAR	1	LS	$200,000.00	$ 200,000.00
12	T-901	SEEDING	1	AC	$ 1,200.00	$ 1,200.00
13	T-908	MULCHING	1	AC	$ 800.00	$ 800.00
14		CONTINGENCY (10%)	1	LS	$ 30,000.00	$ 30,000.00

CONSTRUCTION TOTAL: $329,340.00

ENGINEERING, CONSTRUCTION ADMIN, RPR, TESTING (25%): $82,335.00

PROJECT TOTAL : $411,675.00

PRELIMINARY OPINION OF PROBABLE COST
PHASE I
TERMINAL BUILDING EXPANSION
ROCK HILL/YORK COUNTY AIRPORT (BRYANT FIELD)
ROCK HILL, SOUTH CAROLINA

August 18, 2015

ITEM NO.	SPEC NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	P-150	MOBILIZATION	1	LS	$ 46,000.00	$ 46,000.00
2	REP	MISCELLANEOUS DEMOLITION	1	LS	$ 30,000.00	$ 30,000.00
3	P-152	UNCLASSIFIED EXCAVATION	80	CY	$ 18.00	$ 1,440.00
4	P-152	UNSUITABLE EXCAVATION	20	CY	$ 20.00	$ 400.00
5	SPEC	TERMINAL BUILDING EXPANSION	1,700	SF	$ 250.00	$ 425,000.00
6	T-901	SEEDING	1	AC	$ 1,200.00	$ 1,200.00
7	T-908	MULCHING	1	AC	$ 800.00	$ 800.00
8		CONTINGENCY (10%)	1	LS	$ 50,000.00	$ 50,000.00

CONSTRUCTION TOTAL: $554,840.00

ENGINEERING, CONSTRUCTION ADMIN, RPR, TESTING (25%): $138,710.00

PROJECT TOTAL : $693,550.00

PRELIMINARY OPINION OF PROBABLE COST
PHASE I
NEW 12,000 GALLON JET-A FUEL TANK
ROCK HILL/YORK COUNTY AIRPORT (BRYANT FIELD)
ROCK HILL, SOUTH CAROLINA

August 18, 2015

ITEM NO.	SPEC NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	P-150	MOBILIZATION	1	LS	$ 26,000.00	$ 26,000.00
2	REP	MISCELLANEOUS DEMOLITION	1	LS	$ 1,000.00	$ 1,000.00
3	P-152	UNCLASSIFIED EXCAVATION	500	CY	$ 15.00	$ 7,500.00
4	P-152	UNSUITABLE EXCAVATION	100	CY	$ 18.00	$ 1,800.00
5	P-156	EROSION & SEDIMENT CONTROL	1	LS	$ 5,000.00	$ 5,000.00
6	FUEL	NEW 12,000 GALLON ABOVE GROUND JET-A TANK	1	EA	$200,000.00	$ 200,000.00
7	P-209	CRUSHED AGGREGATE BASE COURSE	30	CY	$ 65.00	$ 1,950.00
8	P-610	REINFORCED CONCRETE CONTAINMENT DIKE	100	SY	$ 65.00	$ 6,500.00
9	F-162	NEW CHAINLINK FENCE WITH BARBED WIRE	100	LF	$ 20.00	$ 2,000.00
10	D-751	MISCELLANEOUS DRAINAGE	1	LS	$ 5,000.00	$ 5,000.00
11	SPEC	MISCELLANEOUS ELECTRICAL	1	LS	$ 30,000.00	$ 30,000.00
12	T-901	SEEDING	1	AC	$ 1,200.00	$ 1,200.00
13	T-908	MULCHING	1	AC	$ 800.00	$ 800.00
14		CONTINGENCY (10%)	1	LS	$ 29,000.00	$ 29,000.00

CONSTRUCTION TOTAL: $317,750.00

ENGINEERING, CONSTRUCTION ADMIN, RPR, TESTING (25%): $79,437.50

PROJECT TOTAL : $397,187.50

PRELIMINARY OPINION OF PROBABLE COST
PHASE II
EAST SIDE - 6-UNIT T-HANGAR (NEW SITE)
ROCK HILL/YORK COUNTY AIRPORT (BRYANT FIELD)
ROCK HILL, SOUTH CAROLINA

August 18, 2015

ITEM NO.	SPEC NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	P-150	MOBILIZATION	1	LS	$ 46,000.00	$ 46,000.00
2	P-152	UNCLASSIFIED EXCAVATION	5,000	CY	$ 12.00	$ 60,000.00
3	P-152	UNSUITABLE EXCAVATION	500	CY	$ 15.00	$ 7,500.00
4	P-156	EROSION & SEDIMENT CONTROL	1	LS	$ 5,000.00	$ 5,000.00
5	P-209	CRUSHED AGGREGATE BASE COURSE	920	CY	$ 65.00	$ 59,800.00
6	P-401	BITUMINOUS CONCRETE SURFACE COURSE	270	TN	$ 115.00	$ 31,050.00
7	P-602	BITUMINOUS PRIME COAT	700	GAL	$ 4.00	$ 2,800.00
8	P-603	BITUMINOUS TACK COAT	240	GAL	$ 4.00	$ 960.00
9	P-610	PORTLAND CEMENT CONCRETE PAVEMENT	260	CY	$ 150.00	$ 39,000.00
10	HANGAR	6-UNIT T-HANGAR BUILDING	1	LS	$ 250,000.00	$ 250,000.00
11	L-110	2" SCHEDULE 40 PVC CONDUIT	200	LF	$ 8.00	$ 1,600.00
12	T-901	SEEDING	1	AC	$ 1,200.00	$ 1,200.00
13	T-908	MULCHING	1	AC	$ 800.00	$ 800.00
14		CONTINGENCY (10%)	1	LS	$ 51,000.00	$ 51,000.00
					CONSTRUCTION TOTAL:	**$556,710.00**
					ENGINEERING, CONSTRUCTION ADMIN, RPR, TESTING (25%):	**$139,177.50**
					PROJECT TOTAL :	**$695,887.50**

PRELIMINARY OPINION OF PROBABLE COST
PHASE II
WEST SIDE - 60' x 60' CORPORATE HANGAR (NEW SITE)
ROCK HILL/YORK COUNTY AIRPORT (BRYANT FIELD)
ROCK HILL, SOUTH CAROLINA

August 18, 2015

ITEM NO.	SPEC NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	P-150	MOBILIZATION	1	LS	$ 27,000.00	$ 27,000.00
2	P-152	UNCLASSIFIED EXCAVATION	1,000	CY	$ 12.00	$ 12,000.00
3	P-152	UNSUITABLE EXCAVATION	200	CY	$ 15.00	$ 3,000.00
4	P-156	EROSION & SEDIMENT CONTROL	1	LS	$ 5,000.00	$ 5,000.00
5	P-209	CRUSHED AGGREGATE BASE COURSE	200	CY	$ 65.00	$ 13,000.00
6	P-401	BITUMINOUS CONCRETE SURFACE COURSE	60	TN	$ 115.00	$ 6,900.00
7	P-602	BITUMINOUS PRIME COAT	80	GAL	$ 4.00	$ 320.00
8	P-603	BITUMINOUS TACK COAT	30	GAL	$ 4.00	$ 120.00
9	D-751	MISCELLANEOUS DRAINAGE	1	LS	$ 10,000.00	$ 10,000.00
10	UTIL	WATER AND SEWER	1	LS	$ 20,000.00	$ 20,000.00
11	HANGAR	60' x 60' BOX HANGAR	1	LS	$200,000.00	$ 200,000.00
12	T-901	SEEDING	1	AC	$ 1,200.00	$ 1,200.00
13	T-908	MULCHING	1	AC	$ 800.00	$ 800.00
14		CONTINGENCY (10%)	1	LS	$ 30,000.00	$ 30,000.00

CONSTRUCTION TOTAL: $329,340.00

ENGINEERING, CONSTRUCTION ADMIN, RPR, TESTING (25%): $82,335.00

PROJECT TOTAL : $411,675.00

PRELIMINARY OPINION OF PROBABLE COST
PHASE II
WEST SIDE - 60' x 60' CORPORATE HANGAR (NEW SITE)
ROCK HILL/YORK COUNTY AIRPORT (BRYANT FIELD)
ROCK HILL, SOUTH CAROLINA

August 18, 2015

ITEM NO.	SPEC NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	P-150	MOBILIZATION	1	LS	$ 27,000.00	$ 27,000.00
2	P-152	UNCLASSIFIED EXCAVATION	1,000	CY	$ 12.00	$ 12,000.00
3	P-152	UNSUITABLE EXCAVATION	200	CY	$ 15.00	$ 3,000.00
4	P-156	EROSION & SEDIMENT CONTROL	1	LS	$ 5,000.00	$ 5,000.00
5	P-209	CRUSHED AGGREGATE BASE COURSE	200	CY	$ 65.00	$ 13,000.00
6	P-401	BITUMINOUS CONCRETE SURFACE COURSE	60	TN	$ 115.00	$ 6,900.00
7	P-602	BITUMINOUS PRIME COAT	80	GAL	$ 4.00	$ 320.00
8	P-603	BITUMINOUS TACK COAT	30	GAL	$ 4.00	$ 120.00
9	D-751	MISCELLANEOUS DRAINAGE	1	LS	$ 10,000.00	$ 10,000.00
10	UTIL	WATER AND SEWER	1	LS	$ 20,000.00	$ 20,000.00
11	HANGAR	60' x 60' BOX HANGAR	1	LS	$200,000.00	$ 200,000.00
12	T-901	SEEDING	1	AC	$ 1,200.00	$ 1,200.00
13	T-908	MULCHING	1	AC	$ 800.00	$ 800.00
14		CONTINGENCY (10%)	1	LS	$ 30,000.00	$ 30,000.00

CONSTRUCTION TOTAL: $329,340.00

ENGINEERING, CONSTRUCTION ADMIN, RPR, TESTING (25%): $82,335.00

PROJECT TOTAL : $411,675.00

PRELIMINARY OPINION OF PROBABLE COST
PHASE II
WEST SIDE - 120' x 100' CORPORATE HANGAR
ROCK HILL/YORK COUNTY AIRPORT (BRYANT FIELD)
ROCK HILL, SOUTH CAROLINA

August 18, 2015

ITEM NO.	SPEC NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	P-150	MOBILIZATION	1	LS	$122,000.00	$ 122,000.00
2	P-152	UNCLASSIFIED EXCAVATION	5,000	CY	$ 12.00	$ 60,000.00
3	P-152	UNSUITABLE EXCAVATION	500	CY	$ 15.00	$ 7,500.00
4	P-156	EROSION & SEDIMENT CONTROL	1	LS	$ 50,000.00	$ 50,000.00
5	RPS	MISCELLANEOUS DEMOLITION	1	LS	$ 10,000.00	$ 10,000.00
6	P-209	CRUSHED AGGREGATE BASE COURSE	860	CY	$ 65.00	$ 55,900.00
7	P-401	BITUMINOUS CONCRETE SURFACE COURSE	380	TN	$ 115.00	$ 43,700.00
8	P-602	BITUMINOUS PRIME COAT	490	GAL	$ 4.00	$ 1,960.00
9	P-603	BITUMINOUS TACK COAT	170	GAL	$ 4.00	$ 680.00
10	D-751	MISCELLANEOUS DRAINAGE	1	LS	$ 60,000.00	$ 60,000.00
11	UTIL	WATER AND SEWER	1	LS	$ 30,000.00	$ 30,000.00
12	HANGAR	120' x 100' CORPORATE BOX HANGAR	1	LS	$900,000.00	$ 900,000.00
13	T-901	SEEDING	1	AC	$ 1,200.00	$ 1,200.00
14	T-908	MULCHING	1	AC	$ 800.00	$ 800.00
15		CONTINGENCY (10%)	1	LS	$134,000.00	$ 134,000.00

CONSTRUCTION TOTAL: $1,477,740.00

ENGINEERING, CONSTRUCTION ADMIN, RPR, TESTING (20%): $295,548.00

PROJECT TOTAL : $1,773,288.00

PRELIMINARY OPINION OF PROBABLE COST
PHASE II
WEST SIDE - 120' x 100' CORPORATE HANGAR ACCESS ROAD AND PARKING LOT
ROCK HILL/YORK COUNTY AIRPORT (BRYANT FIELD)
ROCK HILL, SOUTH CAROLINA

August 18, 2015

ITEM NO.	SPEC NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	P-150	MOBILIZATION	1	LS	$ 33,000.00	$ 33,000.00
2	P-152	UNCLASSIFIED EXCAVATION	5,000	CY	$ 12.00	$ 60,000.00
3	P-152	UNSUITABLE EXCAVATION	500	CY	$ 15.00	$ 7,500.00
4	P-156	EROSION & SEDIMENT CONTROL	1	LS	$ 50,000.00	$ 50,000.00
5	RPS	MISCELLANEOUS DEMOLITION	1	LS	$ 10,000.00	$ 10,000.00
6	P-209	CRUSHED AGGREGATE BASE COURSE	380	CY	$ 65.00	$ 24,700.00
7	PMBP	BITUMINOUS CONCRETE BASE COURSE	330	TN	$ 115.00	$ 37,950.00
8	PMBP	BITUMINOUS CONCRETE SURFACE COURSE	200	TN	$ 120.00	$ 24,000.00
9	P-602	BITUMINOUS PRIME COAT	690	GAL	$ 4.00	$ 2,760.00
10	P-603	BITUMINOUS TACK COAT	230	GAL	$ 4.00	$ 920.00
11	SCDOT	CURB AND GUTTER	1,300	LF	$ 25.00	$ 32,500.00
12	D-751	MISCELLANEOUS DRAINAGE	1	LS	$ 40,000.00	$ 40,000.00
13	UTIL	MISCELLANEOUS ELECTRICAL	1	LS	$ 10,000.00	$ 10,000.00
14	F-162	CHAINLINK FENCE WITH BARBED WIRE	1,200	LF	$ 20.00	$ 24,000.00
15	T-901	SEEDING	2	AC	$ 1,200.00	$ 2,400.00
16	T-908	MULCHING	2	AC	$ 800.00	$ 1,600.00
17		CONTINGENCY (10%)	1	LS	$ 36,000.00	$ 36,000.00

CONSTRUCTION TOTAL: $397,330.00

ENGINEERING, CONSTRUCTION ADMIN, RPR, TESTING (25%): $99,332.50

PROJECT TOTAL : $496,662.50

PRELIMINARY OPINION OF PROBABLE COST
PHASE II
TERMINAL BUILDING EXPANSION
ROCK HILL/YORK COUNTY AIRPORT (BRYANT FIELD)
ROCK HILL, SOUTH CAROLINA

August 18, 2015

ITEM NO.	SPEC NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	P-150	MOBILIZATION	1	LS	$ 62,000.00	$ 62,000.00
2	REP	MISCELLANEOUS DEMOLITION	1	LS	$ 30,000.00	$ 30,000.00
3	P-152	UNCLASSIFIED EXCAVATION	500	CY	$ 15.00	$ 7,500.00
4	P-152	UNSUITABLE EXCAVATION	100	CY	$ 18.00	$ 1,800.00
5	SPEC	TERMINAL BUILDING EXPANSION	2,300	SF	$ 250.00	$ 575,000.00
6	T-901	SEEDING	1	AC	$ 1,200.00	$ 1,200.00
7	T-908	MULCHING	1	AC	$ 800.00	$ 800.00
8		CONTINGENCY (10%)	1	LS	$ 68,000.00	$ 68,000.00
					CONSTRUCTION TOTAL:	**$746,300.00**
					ENGINEERING, CONSTRUCTION ADMIN, RPR, TESTING (25%):	**$186,575.00**
					PROJECT TOTAL :	**$932,875.00**

PRELIMINARY OPINION OF PROBABLE COST
PHASE III
WEST SIDE - 10-UNIT T-HANGAR (SITE OF PORT-A-PORTS)
ROCK HILL/YORK COUNTY AIRPORT (BRYANT FIELD)
ROCK HILL, SOUTH CAROLINA

August 18, 2015

ITEM NO.	SPEC NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	P-150	MOBILIZATION	1	LS	$ 63,000.00	$ 63,000.00
2	P-152	UNCLASSIFIED EXCAVATION	1,500	CY	$ 12.00	$ 18,000.00
3	P-152	UNSUITABLE EXCAVATION	200	CY	$ 15.00	$ 3,000.00
4	P-156	EROSION & SEDIMENT CONTROL	1	LS	$ 5,000.00	$ 5,000.00
5	RPS	MISCELLANEOUS DEMOLITION	1	LS	$ 80,000.00	$ 80,000.00
6	P-209	CRUSHED AGGREGATE BASE COURSE	1,110	CY	$ 65.00	$ 72,150.00
7	P-401	BITUMINOUS CONCRETE SURFACE COURSE	290	TN	$ 115.00	$ 33,350.00
8	P-602	BITUMINOUS PRIME COAT	740	GAL	$ 4.00	$ 2,960.00
9	P-603	BITUMINOUS TACK COAT	250	GAL	$ 4.00	$ 1,000.00
10	P-610	PORTLAND CEMENT CONCRETE PAVEMENT	400	CY	$ 150.00	$ 60,000.00
11	HANGAR	10-UNIT T-HANGAR BUILDING	1	LS	$ 350,000.00	$ 350,000.00
12	L-110	2" SCHEDULE 40 PVC CONDUIT	200	LF	$ 8.00	$ 1,600.00
13	T-901	SEEDING	1	AC	$ 1,200.00	$ 1,200.00
14	T-908	MULCHING	1	AC	$ 800.00	$ 800.00
15		CONTINGENCY (10%)	1	LS	$ 69,000.00	$ 69,000.00
					CONSTRUCTION TOTAL:	**$761,060.00**
					ENGINEERING, CONSTRUCTION ADMIN, RPR, TESTING (20%):	**$152,212.00**
					PROJECT TOTAL :	**$913,272.00**

PRELIMINARY OPINION OF PROBABLE COST
PHASE III
WEST SIDE - 8-UNIT T-HANGAR (NEW SITE)
ROCK HILL/YORK COUNTY AIRPORT (BRYANT FIELD)
ROCK HILL, SOUTH CAROLINA

August 18, 2015

ITEM NO.	SPEC NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	P-150	MOBILIZATION	1	LS	$ 94,000.00	$ 94,000.00
2	P-152	UNCLASSIFIED EXCAVATION	38,000	CY	$ 10.00	$ 380,000.00
3	P-152	UNSUITABLE EXCAVATION	3,800	CY	$ 15.00	$ 57,000.00
4	P-156	EROSION & SEDIMENT CONTROL	1	LS	$ 30,000.00	$ 30,000.00
5	P-209	CRUSHED AGGREGATE BASE COURSE	1,260	CY	$ 65.00	$ 81,900.00
6	P-401	BITUMINOUS CONCRETE SURFACE COURSE	380	TN	$ 115.00	$ 43,700.00
7	P-602	BITUMINOUS PRIME COAT	1,000	GAL	$ 4.00	$ 4,000.00
8	P-603	BITUMINOUS TACK COAT	330	GAL	$ 4.00	$ 1,320.00
9	P-610	PORTLAND CEMENT CONCRETE PAVEMENT	320	CY	$ 150.00	$ 48,000.00
10	HANGAR	8-UNIT T-HANGAR BUILDING	1	LS	$ 290,000.00	$ 290,000.00
11	L-110	2" SCHEDULE 40 PVC CONDUIT	200	LF	$ 8.00	$ 1,600.00
12	T-901	SEEDING	2	AC	$ 1,200.00	$ 2,400.00
13	T-908	MULCHING	2	AC	$ 800.00	$ 1,600.00
14		CONTINGENCY (10%)	1	LS	$ 104,000.00	$ 104,000.00
					CONSTRUCTION TOTAL:	**$1,139,520.00**
					ENGINEERING, CONSTRUCTION ADMIN, RPR, TESTING (20%):	**$227,904.00**
					PROJECT TOTAL :	**$1,367,424.00**

PRELIMINARY OPINION OF PROBABLE COST
PHASE III
WEST SIDE - 10-UNIT T-HANGAR (NEW SITE) - I
ROCK HILL/YORK COUNTY AIRPORT (BRYANT FIELD)
ROCK HILL, SOUTH CAROLINA

August 18, 2015

ITEM NO.	SPEC NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	P-150	MOBILIZATION	1	LS	$ 106,000.00	$ 106,000.00
2	P-152	UNCLASSIFIED EXCAVATION	38,000	CY	$ 10.00	$ 380,000.00
3	P-152	UNSUITABLE EXCAVATION	3,800	CY	$ 15.00	$ 57,000.00
4	P-156	EROSION & SEDIMENT CONTROL	1	LS	$ 30,000.00	$ 30,000.00
5	P-209	CRUSHED AGGREGATE BASE COURSE	1,400	CY	$ 65.00	$ 91,000.00
6	P-401	BITUMINOUS CONCRETE SURFACE COURSE	400	TN	$ 115.00	$ 46,000.00
7	P-602	BITUMINOUS PRIME COAT	1,050	GAL	$ 4.00	$ 4,200.00
8	P-603	BITUMINOUS TACK COAT	350	GAL	$ 4.00	$ 1,400.00
9	P-610	PORTLAND CEMENT CONCRETE PAVEMENT	400	CY	$ 150.00	$ 60,000.00
10	HANGAR	10-UNIT T-HANGAR BUILDING	1	LS	$ 380,000.00	$ 380,000.00
11	L-110	2" SCHEDULE 40 PVC CONDUIT	200	LF	$ 8.00	$ 1,600.00
12	T-901	SEEDING	2	AC	$ 1,200.00	$ 2,400.00
13	T-908	MULCHING	2	AC	$ 800.00	$ 1,600.00
14		CONTINGENCY (10%)	1	LS	$ 116,000.00	$ 116,000.00

CONSTRUCTION TOTAL: $1,277,200.00

ENGINEERING, CONSTRUCTION ADMIN, RPR, TESTING (20%): $255,440.00

PROJECT TOTAL : $1,532,640.00

PRELIMINARY OPINION OF PROBABLE COST
PHASE III
WEST SIDE - 10-UNIT T-HANGAR (NEW SITE) - II
ROCK HILL/YORK COUNTY AIRPORT (BRYANT FIELD)
ROCK HILL, SOUTH CAROLINA

August 18, 2015

ITEM NO.	SPEC NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	P-150	MOBILIZATION	1	LS	$ 111,000.00	$ 111,000.00
2	P-152	UNCLASSIFIED EXCAVATION	43,000	CY	$ 10.00	$ 430,000.00
3	P-152	UNSUITABLE EXCAVATION	4,300	CY	$ 15.00	$ 64,500.00
4	P-156	EROSION & SEDIMENT CONTROL	1	LS	$ 30,000.00	$ 30,000.00
5	P-209	CRUSHED AGGREGATE BASE COURSE	1,330	CY	$ 65.00	$ 86,450.00
6	P-401	BITUMINOUS CONCRETE SURFACE COURSE	380	TN	$ 115.00	$ 43,700.00
7	P-602	BITUMINOUS PRIME COAT	980	GAL	$ 4.00	$ 3,920.00
8	P-603	BITUMINOUS TACK COAT	330	GAL	$ 4.00	$ 1,320.00
9	P-610	PORTLAND CEMENT CONCRETE PAVEMENT	400	CY	$ 150.00	$ 60,000.00
10	HANGAR	10-UNIT T-HANGAR BUILDING	1	LS	$ 380,000.00	$ 380,000.00
11	L-110	2" SCHEDULE 40 PVC CONDUIT	200	LF	$ 8.00	$ 1,600.00
12	T-901	SEEDING	2	AC	$ 1,200.00	$ 2,400.00
13	T-908	MULCHING	2	AC	$ 800.00	$ 1,600.00
14		CONTINGENCY (10%)	1	LS	$ 122,000.00	$ 122,000.00
					CONSTRUCTION TOTAL:	**$1,338,490.00**
					ENGINEERING, CONSTRUCTION ADMIN, RPR, TESTING (20%):	**$267,698.00**
					PROJECT TOTAL :	**$1,606,188.00**

PRELIMINARY OPINION OF PROBABLE COST
PHASE III
WEST SIDE - 60' x 60' CORPORATE HANGAR (NEW SITE - 3)
ROCK HILL/YORK COUNTY AIRPORT (BRYANT FIELD)
ROCK HILL, SOUTH CAROLINA

August 18, 2015

ITEM NO.	SPEC NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	P-150	MOBILIZATION	1	LS	$ 27,000.00	$ 27,000.00
2	P-152	UNCLASSIFIED EXCAVATION	1,000	CY	$ 12.00	$ 12,000.00
3	P-152	UNSUITABLE EXCAVATION	200	CY	$ 15.00	$ 3,000.00
4	P-156	EROSION & SEDIMENT CONTROL	1	LS	$ 5,000.00	$ 5,000.00
5	P-209	CRUSHED AGGREGATE BASE COURSE	200	CY	$ 65.00	$ 13,000.00
6	P-401	BITUMINOUS CONCRETE SURFACE COURSE	60	TN	$ 115.00	$ 6,900.00
7	P-602	BITUMINOUS PRIME COAT	80	GAL	$ 4.00	$ 320.00
8	P-603	BITUMINOUS TACK COAT	30	GAL	$ 4.00	$ 120.00
9	D-751	MISCELLANEOUS DRAINAGE	1	LS	$ 10,000.00	$ 10,000.00
10	UTIL	WATER AND SEWER	1	LS	$ 20,000.00	$ 20,000.00
11	HANGAR	60' x 60' BOX HANGAR	1	LS	$200,000.00	$ 200,000.00
12	T-901	SEEDING	1	AC	$ 1,200.00	$ 1,200.00
13	T-908	MULCHING	1	AC	$ 800.00	$ 800.00
14		CONTINGENCY (10%)	1	LS	$ 30,000.00	$ 30,000.00

CONSTRUCTION TOTAL: $329,340.00

ENGINEERING, CONSTRUCTION ADMIN, RPR, TESTING (25%): $82,335.00

PROJECT TOTAL : $411,675.00

PRELIMINARY OPINION OF PROBABLE COST
PHASE III
WEST SIDE - BOX HANGAR ACCESS ROAD, APRON EXPANSION AND TAXILANE
ROCK HILL/YORK COUNTY AIRPORT (BRYANT FIELD)
ROCK HILL, SOUTH CAROLINA

August 18, 2015

ITEM NO.	SPEC NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	P-150	MOBILIZATION	1	LS	$111,000.00	$ 111,000.00
2	REP	MISCELLANEOUS DEMOLITION	1	LS	$ 10,000.00	$ 10,000.00
3	P-152	EMBANKMENT IN PLACE	30,000	CY	$ 12.00	$ 360,000.00
4	P-152	UNSUITABLE EXCAVATION	3,000	CY	$ 15.00	$ 45,000.00
5	P-156	EROSION & SEDIMENT CONTROL	1	LS	$ 60,000.00	$ 60,000.00
6	P-209	CRUSHED AGGREGATE BASE COURSE	3,200	CY	$ 65.00	$ 208,000.00
7	PMBP	BITUMINOUS CONCRETE BASE COURSE	260	TN	$ 115.00	$ 29,900.00
8	P-401	BITUMINOUS CONCRETE SURFACE COURSE	2,600	TN	$ 120.00	$ 312,000.00
9	P-602	BITUMINOUS PRIME COAT	3,670	GAL	$ 4.00	$ 14,680.00
10	P-603	BITUMINOUS TACK COAT	1,220	GAL	$ 4.00	$ 4,880.00
11	D-751	MISCELLANEOUS DRAINAGE	1	LS	$ 60,000.00	$ 60,000.00
12	T-901	SEEDING	3	AC	$ 1,200.00	$ 3,600.00
13	T-908	MULCHING	3	AC	$ 800.00	$ 2,400.00
14		CONTINGENCY (10%)	1	LS	$122,000.00	$ 122,000.00

CONSTRUCTION TOTAL: $1,343,460.00

ENGINEERING, CONSTRUCTION ADMIN, RPR, TESTING (20%): $268,692.00

PROJECT TOTAL : $1,612,152.00

PRELIMINARY OPINION OF PROBABLE COST
PHASE III
WEST SIDE - 100' x 80' CORPORATE HANGAR
ROCK HILL/YORK COUNTY AIRPORT (BRYANT FIELD)
ROCK HILL, SOUTH CAROLINA

August 18, 2015

ITEM NO.	SPEC NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	P-150	MOBILIZATION	1	LS	$ 69,000.00	$ 69,000.00
2	P-152	UNCLASSIFIED EXCAVATION	1,000	CY	$ 12.00	$ 12,000.00
3	P-152	UNSUITABLE EXCAVATION	200	CY	$ 15.00	$ 3,000.00
4	P-156	EROSION & SEDIMENT CONTROL	1	LS	$ 25,000.00	$ 25,000.00
5	P-209	CRUSHED AGGREGATE BASE COURSE	280	CY	$ 65.00	$ 18,200.00
6	D-751	MISCELLANEOUS DRAINAGE	1	LS	$ 10,000.00	$ 10,000.00
7	UTIL	WATER AND SEWER	1	LS	$ 15,000.00	$ 15,000.00
8	HANGAR	100' x 80' CORPORATE BOX HANGAR	1	LS	$600,000.00	$ 600,000.00
9	T-901	SEEDING	1	AC	$ 1,200.00	$ 1,200.00
10	T-908	MULCHING	1	AC	$ 800.00	$ 800.00
11		CONTINGENCY (10%)	1	LS	$ 75,000.00	$ 75,000.00

CONSTRUCTION TOTAL: $829,200.00

ENGINEERING, CONSTRUCTION ADMIN, RPR, TESTING (25%): $207,300.00

PROJECT TOTAL : $1,036,500.00

PRELIMINARY OPINION OF PROBABLE COST
PHASE III
WEST SIDE - 80' x 80' CORPORATE HANGAR
ROCK HILL/YORK COUNTY AIRPORT (BRYANT FIELD)
ROCK HILL, SOUTH CAROLINA

August 18, 2015

ITEM NO.	SPEC NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	P-150	MOBILIZATION	1	LS	$ 43,000.00	$ 43,000.00
2	P-152	UNCLASSIFIED EXCAVATION	1,000	CY	$ 12.00	$ 12,000.00
3	P-152	UNSUITABLE EXCAVATION	200	CY	$ 15.00	$ 3,000.00
4	P-156	EROSION & SEDIMENT CONTROL	1	LS	$ 10,000.00	$ 10,000.00
5	P-209	CRUSHED AGGREGATE BASE COURSE	320	CY	$ 65.00	$ 20,800.00
6	P-401	BITUMINOUS CONCRETE SURFACE COURSE	80	TN	$ 115.00	$ 9,200.00
7	P-602	BITUMINOUS PRIME COAT	100	GAL	$ 4.00	$ 400.00
8	P-603	BITUMINOUS TACK COAT	50	GAL	$ 4.00	$ 200.00
9	D-751	MISCELLANEOUS DRAINAGE	1	LS	$ 10,000.00	$ 10,000.00
10	UTIL	WATER AND SEWER	1	LS	$ 10,000.00	$ 10,000.00
11	HANGAR	80' x 80' BOX HANGAR	1	LS	$350,000.00	$ 350,000.00
12	T-901	SEEDING	1	AC	$ 1,200.00	$ 1,200.00
13	T-908	MULCHING	1	AC	$ 800.00	$ 800.00
14		CONTINGENCY (10%)	1	LS	$ 47,000.00	$ 47,000.00

CONSTRUCTION TOTAL: $517,600.00

ENGINEERING, CONSTRUCTION ADMIN, RPR, TESTING (25%): $129,400.00

PROJECT TOTAL : $647,000.00

PRELIMINARY OPINION OF PROBABLE COST
PHASE III
TERMINAL BUILDING EXPANSION
ROCK HILL/YORK COUNTY AIRPORT (BRYANT FIELD)
ROCK HILL, SOUTH CAROLINA

August 18, 2015

ITEM NO.	SPEC NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	P-150	MOBILIZATION	1	LS	$ 47,000.00	$ 47,000.00
2	REP	MISCELLANEOUS DEMOLITION	1	LS	$ 30,000.00	$ 30,000.00
3	P-152	UNCLASSIFIED EXCAVATION	400	CY	$ 15.00	$ 6,000.00
4	P-152	UNSUITABLE EXCAVATION	50	CY	$ 18.00	$ 900.00
5	SPEC	TERMINAL BUILDING EXPANSION	1,720	SF	$ 250.00	$ 430,000.00
6	T-901	SEEDING	1	AC	$ 1,200.00	$ 1,200.00
7	T-908	MULCHING	1	AC	$ 800.00	$ 800.00
8		CONTINGENCY (10%)	1	LS	$ 52,000.00	$ 52,000.00
					CONSTRUCTION TOTAL:	**$567,900.00**
					ENGINEERING, CONSTRUCTION ADMIN, RPR, TESTING (25%):	**$141,975.00**
					PROJECT TOTAL :	**$709,875.00**

Charlotte, NC
704.426.6070
talbertbright@tbeclt.com

Columbia, SC
803.933.9290
talbertbright@tbeclt.com

TALBERT, BRIGHT & ELLINGTON, INC.