

COLUMBIA METROPOLITAN AIRPORT AND COLUMBIA AIRPORT
TRAFFIC CONTROL TOWER

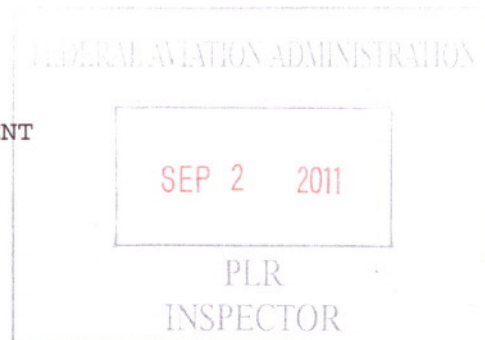
LETTER OF AGREEMENT

EFFECTIVE: April 30, 2011

SUBJECT: Runway Braking Action and Friction Survey Reporting

1. **PURPOSE.** Defines responsibilities to report/exchange runway braking action and friction survey information.
2. **CANCELLATION.** The Columbia Metropolitan Airport and Columbia ATC Tower Letter of Agreement, Runway Braking Action and Friction Survey Reporting, effective February 14, 2008 is cancelled.
3. **RESPONSIBILITIES.** All parties shall be responsible for those actions and procedures designated to them in this Letter of Agreement.
4. **DEFINITION.** MU: ("myew") – A numerical value ranging from 0 – 100 used to designate a friction value representing runway surface conditions.
5. **PROCEDURES.**
 - a. Columbia Tower shall:
 - (1) Furnish Runway Braking Action Reports of "Fair", "Poor" or "Nil" to Airport Operations as soon as received from aircrews. Include the type of aircraft making the report.
 - (2) Solicit PIREPS of runway braking action.
 - (3) Cease aircraft operations on a runway when a "Nil" braking action report is received from an aircraft or a "Nil" braking action assessment is received from Airport Operations reference the same runway. Operations must be ceased before the next flight operation.
 - (4) Resume flight operations on the affected runway only after Airport Operations notifies the Tower that the "Nil" condition no longer exists.
 - (5) Advise Airport Operations when Braking Action Reports have improved to "Good." Include the type of aircraft making the report.

EXHIBIT 7: LETTERS OF AGREEMENT

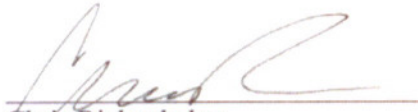


b. Airport Operations shall:

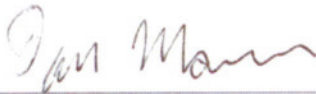
(1) Perform runway friction surveys as appropriate. Surveys will be performed on an hourly basis when the MU Value of 40 or less is determined for any one-third of the runway (touchdown, midpoint, rollout).

(2) Advise Columbia Tower by radio or telephone anytime there is a MU Value of 40 or less in any one-third zone of the runway. The report shall include the sampled runway, time of measurement, MU Values for each zone, and the contaminant conditions (wet snow, dry snow, slush, deicing chemicals, etc.).

(3) Advise Columbia Tower by radio or telephone when MU Values rise above 40 in all zones of the runway previously reporting values less than 40.



Chris Rickenbaker
Air Traffic Manager
Columbia Airport Traffic Control Tower



Dan Mann
Executive Director
Columbia Metropolitan Airport

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