

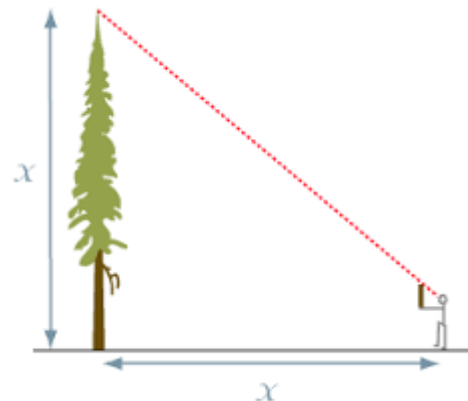
Airport Inspections / Corrective Action Plans / LiDAR

Georgia Airports Association
November 1, 2023

Presented by: Alan Hood, GDOT
Airport Safety Data Program Manager

Why GDOT Inspects and Licenses Airports

The Official Code of Georgia Annotated 32-9-8 requires our office to inspect and license all open-to-the-public airports in Georgia. The airport owner must also secure a Georgia Airport License if it is open to the public, and the issuance of a Georgia Airport License is contingent upon compliance with the requirements set out in Georgia Department of Transportation's updated Rules and Regulations for Licensing of Certain Open-to-the-Public Airports, Chapter 672-9. In addition, contractual agreements require that we also conduct an airport inspection for the Federal Aviation Administration's (FAA) Airport Safety Data Program. Inspections and licensing occur biennially for all 96 public airports in Georgia.



What Gets Inspected

State Standards

FAA Part 77

- Approaches (State and FAA)
- Primary Surface (State and FAA)
- Markings
- Lighting
- Runway Condition
- Runway Safety Areas (State and FAA)
- General Conditions
- Geometric Standards

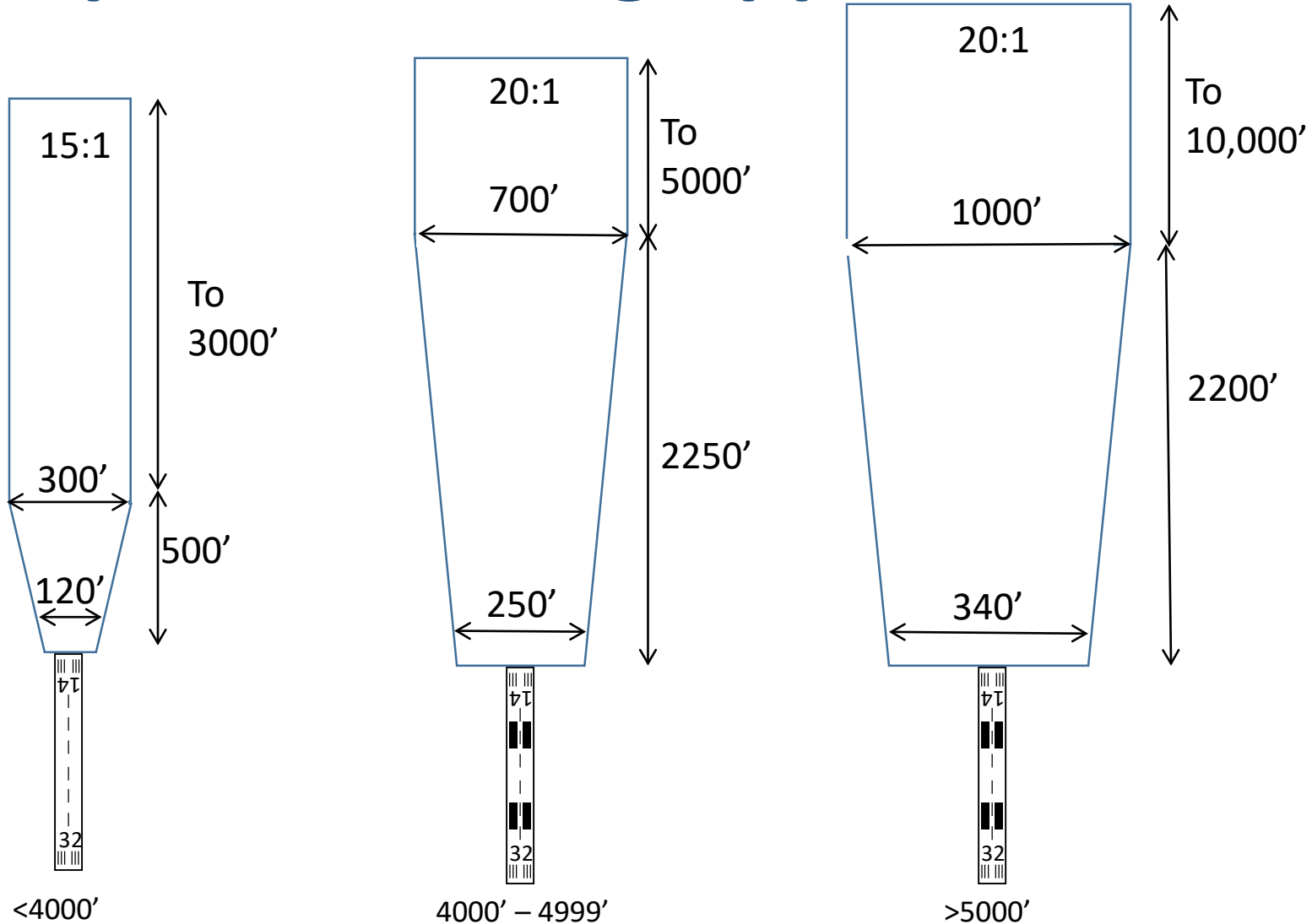
Approach Surfaces

- Approach surfaces for GA Airports
 - State Licensing
 - FAA Part 77
 - Threshold Siting Surface (Tables 3-2 – 3-4 in AC 150/5300-13B)

GDOT Airport Licensing Approach Standards

- 3 configurations - based on runway length
 - < 4,000'
 - 4,000' – 4,999'
 - 5,000' +
- Surface starts at threshold
- Surface must be clear to meet the minimum state licensing criteria
- Generally, least restrictive of the three approach surfaces

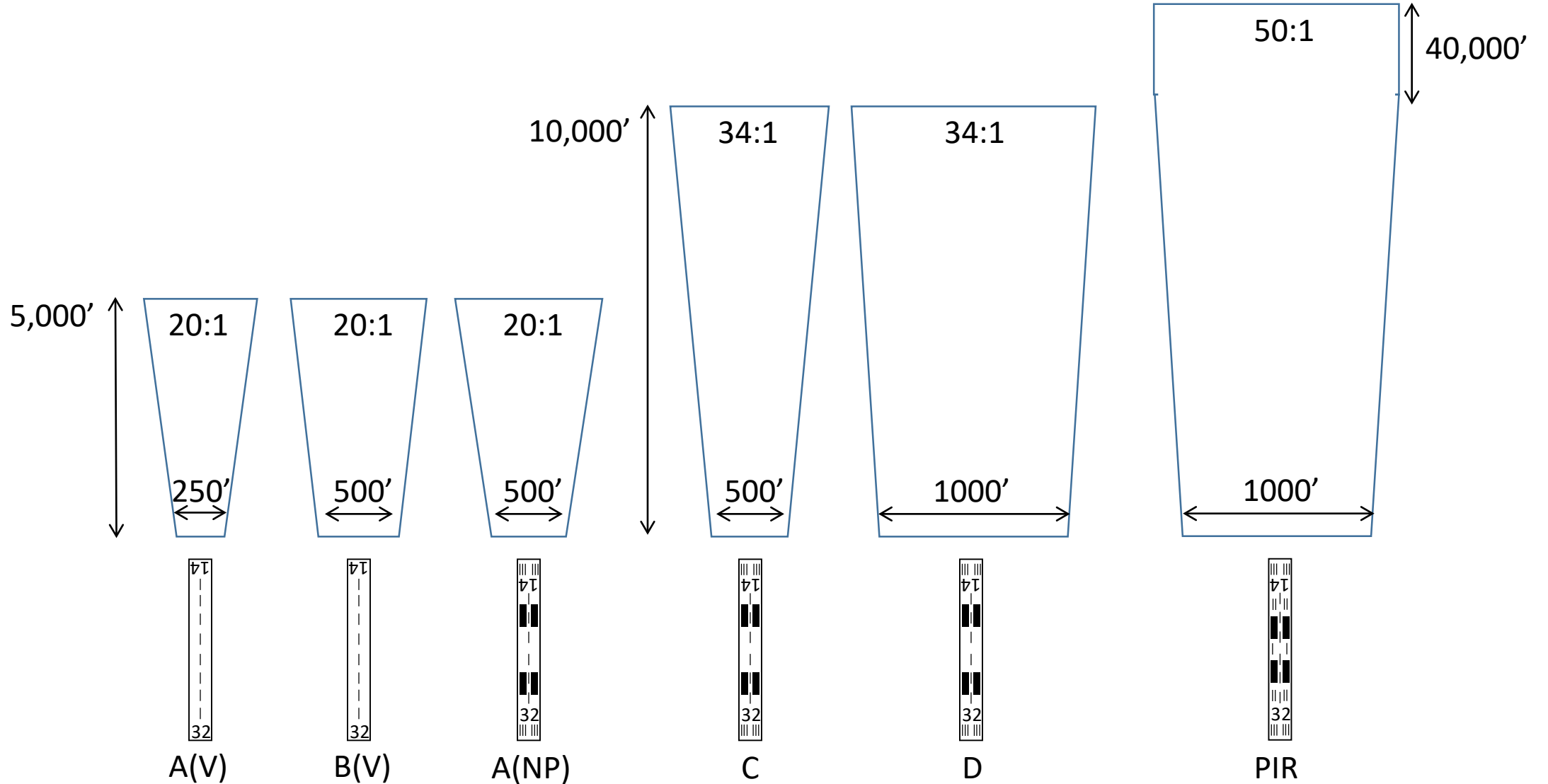
GDOT Airport Licensing Approach Standards



FAA Part 77 Approach Standards

- Generally, most restrictive, used as screening criteria
- 6 configurations:
 - Based on runway category and type of approach
 - <12,500lb + visual = A(V)
 - <12,500lb + non-precision = A(NP)
 - >12,500lb + visual = B(V)
 - >12,500lb + non-precision @ > $\frac{3}{4}$ mi visibility = C
 - >12,500lb + non-precision @ $\leq \frac{3}{4}$ mi visibility = D
 - >12,500lb + precision (has ILS) = PIR
- Surface starts 200' from the end of paved runway

FAA Part 77 Approach Standards



FAA Threshold Siting (15:1, 20:1, 30:1, 34:1)

- Mandatory for NPIAS airports
- Approach configurations:

Surface	Runway Type
Surface 1 – 15:1	Rwys for small aircraft w/ approach speeds < 50 knots – Visual only
Surface 2 – 20:1	Rwys for small aircraft w/ approach speeds \geq 50 knots – Visual only
Surface 3 – 20:1	Rwys for large aircraft – Visual only
Surface 4 – 20:1	Rwys with an instrument approach \geq $\frac{3}{4}$ mi vis
Surface 4 – 34:1	Rwys with an instrument approach < $\frac{3}{4}$ mi vis
Surface 5 – 20:1	Rwys with vertical guidance approach \geq $\frac{3}{4}$ mi vis
Surface 5 – 34:1	Rwys with vertical guidance approach < $\frac{3}{4}$ mi vis
Surface 6 – 30:1	Rwys with vertical guidance approach

- Those with an instrument approach, Surface 4/5 - 20:1 must remain clear for night minimums
- Surfaces looked at during inspection if runway threshold is displaced, otherwise Flight Procedures reviews and airport receives a letter from Flight Procedures if there are obstructions that will cause night minimums issues.

FAA Threshold Siting (20:1, 30:1)

- TSS Surface 4 or 5 Surface starts 200' from threshold (20:1) – Most Common
 - Maintain night minimums by keeping this surface clear



- TSS Type 6 Surface starts at threshold (30:1) – vertical guided approach



Priorities

Obstruction Removal from each surface

1. State Approach Standards – Mandatory clear all airports
2. FAA Threshold Siting Surfaces – Mandatory clear all NPIAS airports
3. FAA Part 77 – Recommend clearing. Obstructions noted are presumed to be a hazard until determined otherwise by FAA. They need be studied in the 7460 process in order to obtain that determination of no hazard to air navigation.

Hazard Removal and Mitigation is a Grant Assurance.

Example

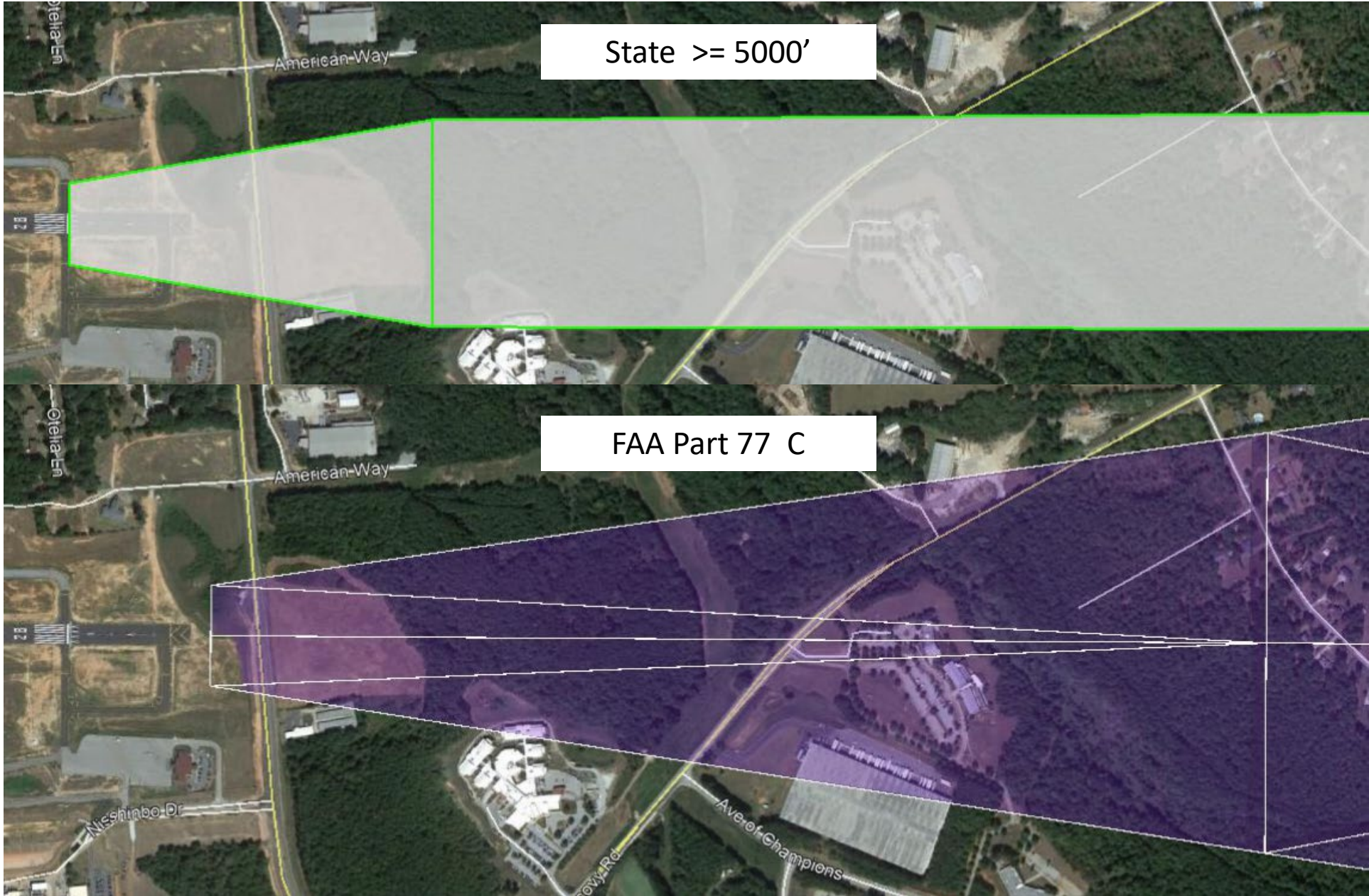
Covington – Runway 28

6000'

7/8 Mile Visibility

LPV approach

Displaced Threshold



State \geq 5000'

FAA Part 77 C



TSS Surface 5



TSS Surface 6

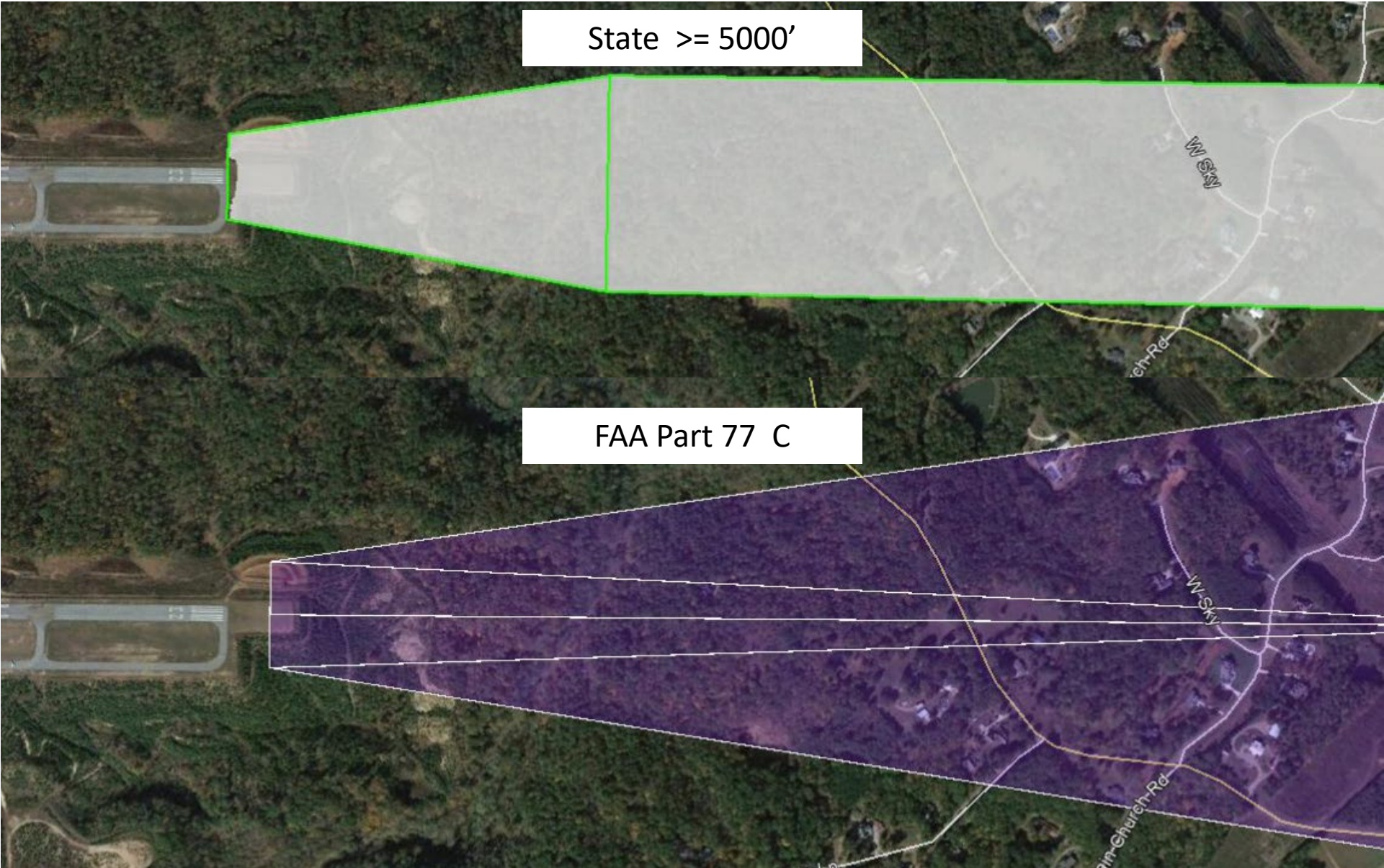
Example

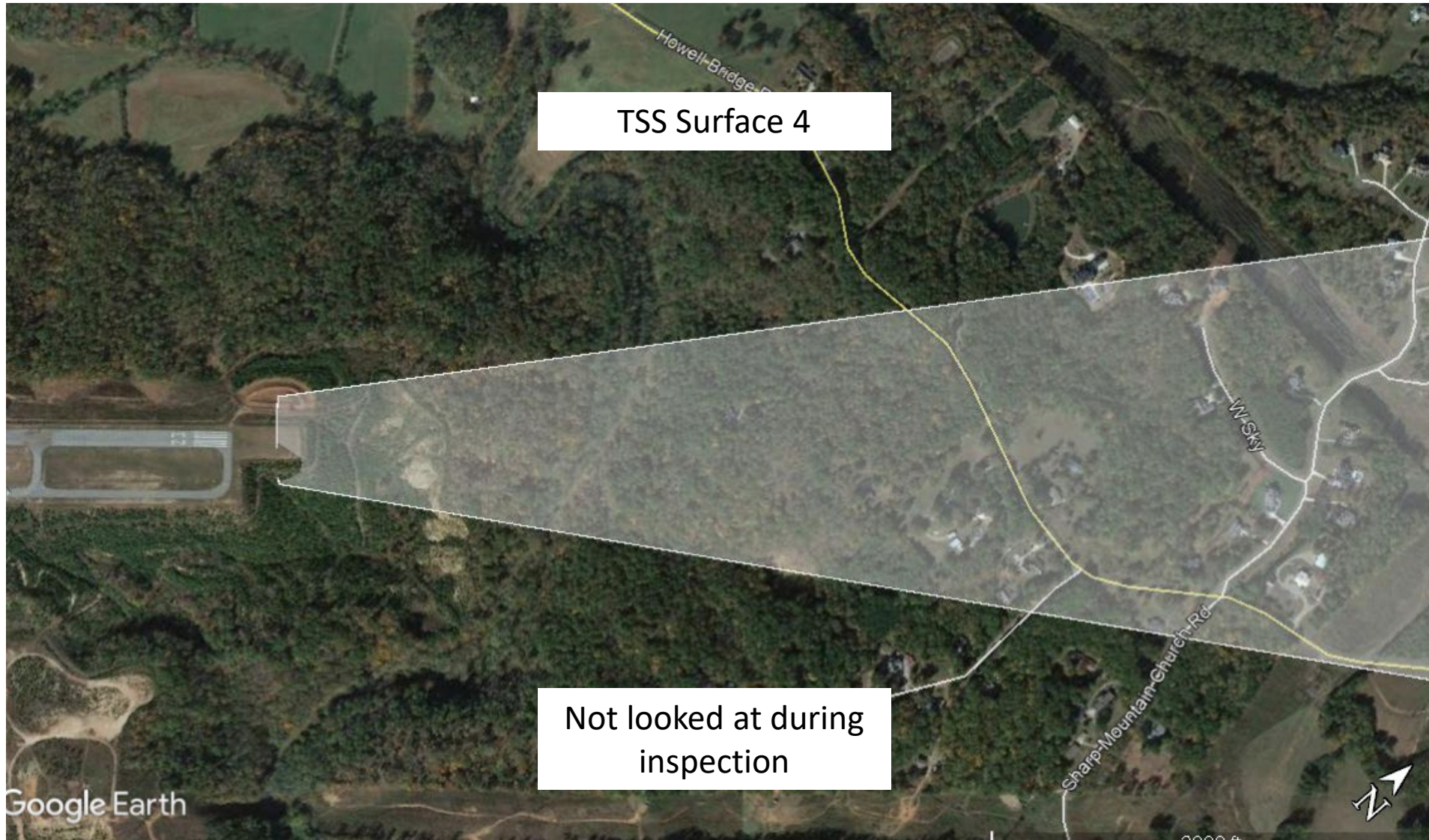
Canton – Runway 23

5003'

1 Mile Visibility

No LPV approach





Inspection Letter Review

Inspection letter



Russell R. McMurry, P.E., Commissioner
One Georgia Center
600 West Peachtree NW
Atlanta, GA 30308
(404) 631-1990 Main Office

October 20, 2021

The Honorable Tom Smith, Chairman
Georgia County Board of Commissioners
P.O. Box 11111
City, Georgia 00000

Re: 2021 Georgia Airport Inspection

Dear Chairman Smith,

The Official Code of Georgia Annotated 32-9-8 requires our office to inspect and license your airport. The airport owner must secure a Georgia Airport License if it is open to the public, and the issuance of a Georgia Airport License is contingent upon compliance with the requirements set out in Georgia Department of Transportation's updated Rules and Regulations for Licensing of Certain Open-to-the-Public Airports, Chapter 672-9. In addition, contractual agreements require that we also conduct an airport inspection for the Federal Aviation Administration's (FAA) Airport Safety Data Program. In accordance with these provisions, Department staff members Alan Hood and Brian Walden inspected the Georgia Airport on October 15, 2021. We would also like to extend our appreciation to Bob Smith for his hospitality and professional courtesy towards Alan and Brian during their visit.

Any obstructions and other items observed during the inspection are listed below, and photographs depicting these observations are attached. Please note, the measurements in these findings include estimates calculated from data obtained from handheld instruments. The measurements in this letter are not survey quality and are subject to human error. If obstructions are found, we highly encourage you to obtain an obstruction survey for more comprehensive obstruction information.

Runway 5 – Meets current minimum state licensing requirements for a 20:1 clear approach to the threshold, as well as meets the FAA Part 77 reporting requirements for a 50:1 obstruction-free, precision instrument approach to 200' from the runway end.

Runway 23 – Currently has a displaced threshold of 400'. Meets current minimum state licensing requirements for a 20:1 clear approach to the displaced threshold, as well as meets the FAA threshold citing requirements laid out in FAA's Engineering Brief 99 for a 20:1 and 30:1 obstruction-free approach to the displaced threshold.

Runway 23 does not meet the FAA Part 77 requirements for a 34:1 obstruction-free, non-precision instrument approach to 200' from runway end. A road (an FAA presumed hazard of 15' tall), located 200' from runway end, blocks the approach (0:1) to 200' from runway

The Honorable Tom Smith, Chairman
2021 Airport Inspection
October 20, 2021
Page 2

end. Trees, 9' taller than runway elevation, 479' from runway end, 258' right of extended runway centerline, provide only a 31:1 approach slope to 200' from runway end. Additional trees, 9' taller than runway elevation, 470' from runway end, 300' right of extended runway centerline, provide only a 30:1 approach slope to 200' from runway end. Since Runway 23 already meets FAA and State standards to the displaced threshold, further mitigation is not required, but is recommended.

Runway 5/23 Primary Surface – The FAA Part 77 primary surface for Runway 2/20 is an imaginary surface longitudinally centered on the runway and is 1000 feet wide, extending 200 feet beyond each runway end. The State standard for primary surface is 400 feet wide. The elevation of any point on the primary surface should be the same elevation as the nearest point on the runway centerline and should be free of any obstructions. A 10' tree is located 480' west of centerline towards the Runway 23 approach end near the runway end, and is within the FAA primary surface, and should be removed. Other trees along the western side of the runway are also within 500' of runway centerline and in the FAA primary surface. These also need to be removed.

Runway 13 – Meets current minimum state licensing requirements for a 20:1 clear approach to the threshold, as well as meets the FAA Part 77 reporting requirements for a 20:1 obstruction-free, visual approach to 200' from the runway end.

Runway 31 – Meets current minimum state licensing requirements for a 20:1 clear approach to the threshold, as well as meets the FAA Part 77 reporting requirements for a 20:1 obstruction-free, visual approach to 200' from the runway end.

Additional Action Items –

- The recent remarking project looks great, and it is obvious clearing has taken place since your last inspection.
- The following lights were found to be not operational:
 - 12 runway edge lights with 1 fixture missing on Runway 18/36.
 - Two threshold lights on Runway 18 approach end at the displaced threshold, with 1 fixture missing.
 - Three red runway end lights at the Runway 18 approach end.
 - Five threshold lights on Runway 36 approach end.

The federal requirement for runway lights note that no more than 3 consecutive lights or 15% of the system be out of service at any one time. The noted deficiencies above account for over 15% of the airport's lighting system. The runway lights should be NOTAM'd out of service until repairs to the system can be made.

- The grass along the edges of the runway should be bladed back to reduce ponding on the runway and to extend the life of the pavement.



October 20, 2021

The Honorable Tom Smith, Chairman
Georgia County Board of Commissioners
P.O. Box 11111
City, Georgia 00000

Re: 2021 Georgia Airport Inspection

Dear Chairman Smith:

The Official Code of Georgia Annotated 32-9-8 requires our office to inspect and license your airport. The airport owner must secure a Georgia Airport License if it is open to the public, and the issuance of a Georgia Airport License is contingent upon compliance with the requirements set out in Georgia Department of Transportation's updated Rules and Regulations for Licensing of Certain Open-to-the-Public Airports, Chapter 672-9. In addition, contractual agreements require that we also conduct an airport inspection for the Federal Aviation Administration's (FAA) Airport Safety Data Program. In accordance with these provisions, Department staff members Alan Hood and Brian Walden inspected the Georgia Airport on October 15, 2021. We would also like to extend our appreciation to Bob Smith for his hospitality and professional courtesy towards Alan and Brian during their visit.

Any obstructions and other items observed during the inspection are listed below, and photographs depicting these observations are attached. Please note, the measurements in these findings include estimates calculated from data obtained from handheld instruments. The measurements in this letter are not survey quality and are subject to human error. If obstructions are found, we highly encourage you to obtain an obstruction survey for more comprehensive obstruction information.

Runway 5 – Meets current minimum state licensing requirements for a 20:1 clear approach to the threshold, as well as meets the FAA Part 77 reporting requirements for a 50:1 obstruction-free, precision instrument approach to 200' from the runway end.

Runway 23 – Currently has a displaced threshold of 400'. Meets current minimum state licensing requirements for a 20:1 clear approach to the displaced threshold, as well as meets the FAA threshold citing requirements laid out in FAA's Engineering Brief 99 for a 20:1 and 30:1 obstruction-free approach to the displaced threshold.

Runway 23 does not meet the FAA Part 77 requirements for a 34:1 obstruction-free, non-precision instrument approach to 200' from runway end. A road (an FAA presumed hazard of 15' tall), located 200' from runway end, blocks the approach (0:1) to 200' from runway

Inspection letter

Russell R. McMurry, P.E., Commissioner
One Georgia Center
600 West Peachtree NW
Atlanta, GA 30308
(404) 631-1990 Main Office

The Honorable Tom Smith, Chairman
2021 Airport Inspection
October 20, 2021
Page 2

end. Trees, 9' taller than runway elevation, 479' from runway end, 258' right of extended runway centerline, provide only a 31:1 approach slope to 200' from runway end. Additional trees, 9' taller than runway elevation, 470' from runway end, 300' right of extended runway centerline, provide only a 30:1 approach slope to 200' from runway end. Since Runway 23 already meets FAA and State standards to the displaced threshold, further mitigation is not required, but is recommended.

Runway 5/23 Primary Surface – The FAA Part 77 primary surface for Runway 2/20 is an imaginary surface longitudinally centered on the runway and is 1000 feet wide, extending 200 feet beyond each runway end. The State standard for primary surface is 400 feet wide. The elevation of any point on the primary surface should be the same elevation as the nearest point on the runway centerline and should be free of any obstructions. A 10' tree is located 480' west of centerline towards the Runway 23 approach end near the runway end, and is within the FAA primary surface, and should be removed. Other trees along the western side of the runway are also within 500' of runway centerline and in the FAA primary surface. These also need to be removed.

Runway 13 – Meets current minimum state licensing requirements for a 20:1 clear approach to the threshold, as well as meets the FAA Part 77 reporting requirements for a 20:1 obstruction-free, visual approach to 200' from the runway end.

Runway 31 – Meets current minimum state licensing requirements for a 20:1 clear approach to the threshold, as well as meets the FAA Part 77 reporting requirements for a 20:1 obstruction-free, visual approach to 200' from the runway end.

Additional Action Items –

- The recent remarking project looks great, and it is obvious clearing has taken place since your last inspection.
- The following lights were found to be not operational:
 - 12 runway edge lights with 1 fixture missing on Runway 18/36.
 - Two threshold lights on Runway 18 approach end at the displaced threshold, with 1 fixture missing.
 - Three red runway end lights at the Runway 18 approach end.
 - Five threshold lights on Runway 36 approach end.

The federal requirement for runway lights note that no more than 3 consecutive lights or 15% of the system be out of service at any one time. The noted deficiencies above account for over 15% of the airport's lighting system. The runway lights should be NOTAM'd out of service until repairs to the system can be made.

- The grass along the edges of the runway should be bladed back to reduce ponding on the runway and to extend the life of the pavement.

Inspection letter



Russell R. McMurry, P.E., Commissioner
One Georgia Center
600 West Peachtree NW
Atlanta, GA 30308
(404) 631-1990 Main Office

October 20, 2021

The Honorable Tom Smith, Chairman
Georgia County Board of Commissioners
P.O. Box 11111
City, Georgia 00000

Re: 2021 Georgia Airport Inspection

Dear Chairman Smith:

The Official Code of Georgia Annotated 32-9-8 requires our office to inspect and license your airport. The airport owner must secure a Georgia Airport License if it is open to the public, and the issuance of a Georgia Airport License is contingent upon compliance with the requirements set out in Georgia Department of Transportation's updated Rules and Regulations for Licensing of Certain Open-to-the-Public Airports, Chapter 672-9. In addition, contractual agreements require that we also conduct an airport inspection for the Federal Aviation Administration's (FAA) Airport Safety Data Program. In accordance with these provisions, Department staff members Alan Hood and Brian Walden inspected the Georgia Airport on October 15, 2021. We would also like to extend our appreciation to Bob Smith for his hospitality and professional courtesy towards Alan and Brian during their visit.

Any obstructions and other items observed during the inspection are listed below, and photographs depicting these observations are attached. Please note, the measurements in these findings include estimates calculated from data obtained from handheld instruments. The measurements in this letter are not survey quality and are subject to human error. If obstructions are found, we highly encourage you to obtain an obstruction survey for more comprehensive obstruction information.

Runway 5 – Meets current minimum state licensing requirements for a 20:1 clear approach to the threshold, as well as meets the FAA Part 77 reporting requirements for a 50:1 obstruction-free, precision instrument approach to 200' from the runway end.

Runway 23 – Currently has a displaced threshold of 400'. Meets current minimum state licensing requirements for a 20:1 clear approach to the displaced threshold, as well as meets the FAA threshold citing requirements laid out in FAA's Engineering Brief 99 for a 20:1 and 30:1 obstruction-free approach to the displaced threshold.

Runway 23 does not meet the FAA Part 77 requirements for a 34:1 obstruction-free, non-precision instrument approach to 200' from runway end. A road (an FAA presumed hazard of 15' tall), located 200' from runway end, blocks the approach (0:1) to 200' from runway

The Honorable Tom Smith, Chairman
2021 Airport Inspection
October 20, 2021
Page 2

end. Trees, 9' taller than runway elevation, 479' from runway end, 258' right of extended runway centerline, provide only a 31:1 approach slope to 200' from runway end. Additional trees, 9' taller than runway elevation, 470' from runway end, 300' right of extended runway centerline, provide only a 30:1 approach slope to 200' from runway end. Since Runway 23 already meets FAA and State standards to the displaced threshold, further mitigation is not required, but is recommended.

Runway 5/23 Primary Surface – The FAA Part 77 primary surface for Runway 2/20 is an imaginary surface longitudinally centered on the runway and is 1000 feet wide, extending 200 feet beyond each runway end. The State standard for primary surface is 400 feet wide. The elevation of any point on the primary surface should be the same elevation as the nearest point on the runway centerline and should be free of any obstructions. A 10' tree is located 480' west of centerline towards the Runway 23 approach end near the runway end, and is within the FAA primary surface, and should be removed. Other trees along the western side of the runway are also within 500' of runway centerline and in the FAA primary surface. These also need to be removed.

Runway 13 – Meets current minimum state licensing requirements for a 20:1 clear approach to the threshold, as well as meets the FAA Part 77 reporting requirements for a 20:1 obstruction-free, visual approach to 200' from the runway end.

Runway 31 – Meets current minimum state licensing requirements for a 20:1 clear approach to the threshold, as well as meets the FAA Part 77 reporting requirements for a 20:1 obstruction-free, visual approach to 200' from the runway end.

Additional Action Items –

- The recent remarking project looks great, and it is obvious clearing has taken place since your last inspection.
- The following lights were found to be not operational:
 - 12 runway edge lights with 1 fixture missing on Runway 18/36.
 - Two threshold lights on Runway 18 approach end at the displaced threshold, with 1 fixture missing.
 - Three red runway end lights at the Runway 18 approach end.
 - Five threshold lights on Runway 36 approach end.

The federal requirement for runway lights note that no more than 3 consecutive lights or 15% of the system be out of service at any one time. The noted deficiencies above account for over 15% of the airport's lighting system. The runway lights should be NOTAM'd out of service until repairs to the system can be made.

- The grass along the edges of the runway should be bladed back to reduce ponding on the runway and to extend the life of the pavement.

Inspection letter



Russell R. McMurry, P.E., Commissioner
One Georgia Center
600 West Peachtree NW
Atlanta, GA 30308
(404) 631-1990 Main Office

The Honorable Tom Smith, Chairman
2021 Airport Inspection
October 20, 2021
Page 2

October 20, 2021

The Honorable Tom Smith, Chairman
Georgia County Board of Commissioners
P.O. Box 11111
City, Georgia 00000

Re: 2021 Georgia Airport Inspection

Dear Chairman Smith:

The Official Code of Georgia Annotated 32-9-8 requires our office to inspect and license your airport. The airport owner must secure a Georgia Airport License if it is open to the public, and the issuance of a Georgia Airport License is contingent upon compliance with the requirements set out in Georgia Department of Transportation's updated Rules and Regulations for Licensing of Certain Open-to-the-Public Airports, Chapter 672-9. In addition, contractual agreements require that we also conduct an airport inspection for the Federal Aviation Administration's (FAA) Airport Safety Data Program. In accordance with these provisions, Department staff members Alan Hood and Brian Walden inspected the Georgia Airport on October 15, 2021. We would also like to extend our appreciation to Bob Smith for his hospitality and professional courtesy towards Alan and Brian during their visit.

Any obstructions and other items observed during the inspection are listed below, and photographs depicting these observations are attached. Please note, the measurements in these findings include estimates calculated from data obtained from handheld instruments. The measurements in this letter are not survey quality and are subject to human error. If obstructions are found, we highly encourage you to obtain an obstruction survey for more comprehensive obstruction information.

Runway 5 – Meets current minimum state licensing requirements for a 20:1 clear approach to the threshold, as well as meets the FAA Part 77 reporting requirements for a 50:1 obstruction-free, precision instrument approach to 200' from the runway end.

Runway 23 – Currently has a displaced threshold of 400'. Meets current minimum state licensing requirements for a 20:1 clear approach to the displaced threshold, as well as meets the FAA threshold citing requirements laid out in FAA's Engineering Brief 99 for a 20:1 and 30:1 obstruction-free approach to the displaced threshold.

Runway 23 does not meet the FAA Part 77 requirements for a 34:1 obstruction-free, non-precision instrument approach to 200' from runway end. A road (an FAA presumed hazard of 15' tall), located 200' from runway end, blocks the approach (0:1) to 200' from runway

end. Trees, 9' taller than runway elevation, 479' from runway end, 258' right of extended runway centerline, provide only a 31:1 approach slope to 200' from runway end. Additional trees, 9' taller than runway elevation, 470' from runway end, 300' right of extended runway centerline, provide only a 30:1 approach slope to 200' from runway end. Since Runway 23 already meets FAA and State standards to the displaced threshold, further mitigation is not required, but is recommended.

Runway 5/23 Primary Surface – The FAA Part 77 primary surface for Runway 2/20 is an imaginary surface longitudinally centered on the runway and is 1000 feet wide, extending 200 feet beyond each runway end. The State standard for primary surface is 400 feet wide. The elevation of any point on the primary surface should be the same elevation as the nearest point on the runway centerline and should be free of any obstructions. A 10' tree is located 480' west of centerline towards the Runway 23 approach end near the runway end, and is within the FAA primary surface, and should be removed. Other trees along the western side of the runway are also within 500' of runway centerline and in the FAA primary surface. These also need to be removed.

Runway 13 – Meets current minimum state licensing requirements for a 20:1 clear approach to the threshold, as well as meets the FAA Part 77 reporting requirements for a 20:1 obstruction-free, visual approach to 200' from the runway end.

Runway 31 – Meets current minimum state licensing requirements for a 20:1 clear approach to the threshold, as well as meets the FAA Part 77 reporting requirements for a 20:1 obstruction-free, visual approach to 200' from the runway end.

Additional Action Items –

- The recent remarking project looks great, and it is obvious clearing has taken place since your last inspection.
- The following lights were found to be not operational:
 - 12 runway edge lights with 1 fixture missing on Runway 18/36.
 - Two threshold lights on Runway 18 approach end at the displaced threshold, with 1 fixture missing.
 - Three red runway end lights at the Runway 18 approach end.
 - Five threshold lights on Runway 36 approach end.The federal requirement for runway lights note that no more than 3 consecutive lights or 15% of the system be out of service at any one time. The noted deficiencies above account for over 15% of the airport's lighting system. The runway lights should be NOTAM'd out of service until repairs to the system can be made.
- The grass along the edges of the runway should be bladed back to reduce ponding on the runway and to extend the life of the pavement.

Inspection letter



Russell R. McMurry, P.E., Commissioner
One Georgia Center
600 West Peachtree NW
Atlanta, GA 30308
(404) 631-1990 Main Office

The Honorable Tom Smith, Chairman
2021 Airport Inspection
October 20, 2021
Page 2

October 20, 2021

The Honorable Tom Smith, Chairman
Georgia County Board of Commissioners
P.O. Box 11111
City, Georgia 00000

Re: 2021 Georgia Airport Inspection

Dear Chairman Smith:

The Official Code of Georgia Annotated 32-9-8 requires our office to inspect and license your airport. The airport owner must secure a Georgia Airport License if it is open to the public, and the issuance of a Georgia Airport License is contingent upon compliance with the requirements set out in Georgia Department of Transportation's updated Rules and Regulations for Licensing of Certain Open-to-the-Public Airports, Chapter 672-9. In addition, contractual agreements require that we also conduct an airport inspection for the Federal Aviation Administration's (FAA) Airport Safety Data Program. In accordance with these provisions, Department staff members Alan Hood and Brian Walden inspected the Georgia Airport on October 15, 2021. We would also like to extend our appreciation to Bob Smith for his hospitality and professional courtesy towards Alan and Brian during their visit.

Any obstructions and other items observed during the inspection are listed below, and photographs depicting these observations are attached. Please note, the measurements in these findings include estimates calculated from data obtained from handheld instruments. The measurements in this letter are not survey quality and are subject to human error. If obstructions are found, we highly encourage you to obtain an obstruction survey for more comprehensive obstruction information.

Runway 5 – Meets current minimum state licensing requirements for a 20:1 clear approach to the threshold, as well as meets the FAA Part 77 reporting requirements for a 50:1 obstruction-free, precision instrument approach to 200' from the runway end.

Runway 23 – Currently has a displaced threshold of 400'. Meets current minimum state licensing requirements for a 20:1 clear approach to the displaced threshold, as well as meets the FAA threshold citing requirements laid out in FAA's Engineering Brief 99 for a 20:1 and 30:1 obstruction-free approach to the displaced threshold.

Runway 23 does not meet the FAA Part 77 requirements for a 34:1 obstruction-free, non-precision instrument approach to 200' from runway end. A road (an FAA presumed hazard of 15' tall), located 200' from runway end, blocks the approach (0:1) to 200' from runway

end. Trees, 9' taller than runway elevation, 479' from runway end, 258' right of extended runway centerline, provide only a 31:1 approach slope to 200' from runway end. Additional trees, 9' taller than runway elevation, 470' from runway end, 300' right of extended runway centerline, provide only a 30:1 approach slope to 200' from runway end. Since Runway 23 already meets FAA and State standards to the displaced threshold, further mitigation is not required, but is recommended.

Runway 5/23 Primary Surface – The FAA Part 77 primary surface for Runway 2/20 is an imaginary surface longitudinally centered on the runway and is 1000 feet wide, extending 200 feet beyond each runway end. The State standard for primary surface is 400 feet wide. The elevation of any point on the primary surface should be the same elevation as the nearest point on the runway centerline and should be free of any obstructions. A 10' tree is located 480' west of centerline towards the Runway 23 approach end near the runway end, and is within the FAA primary surface, and should be removed. Other trees along the western side of the runway are also within 500' of runway centerline and in the FAA primary surface. These also need to be removed.

Runway 13 – Meets current minimum state licensing requirements for a 20:1 clear approach to the threshold, as well as meets the FAA Part 77 reporting requirements for a 20:1 obstruction-free, visual approach to 200' from the runway end.

Runway 31 – Meets current minimum state licensing requirements for a 20:1 clear approach to the threshold, as well as meets the FAA Part 77 reporting requirements for a 20:1 obstruction-free, visual approach to 200' from the runway end.

Additional Action Items –

- The recent remarking project looks great, and it is obvious clearing has taken place since your last inspection.
 - The following lights were found to be not operational:
 - 12 runway edge lights with 1 fixture missing on Runway 18/36.
 - Two threshold lights on Runway 18 approach end at the displaced threshold, with 1 fixture missing.
 - Three red runway end lights at the Runway 18 approach end.
 - Five threshold lights on Runway 36 approach end.
- The federal requirement for runway lights note that no more than 3 consecutive lights or 15% of the system be out of service at any one time. The noted deficiencies above account for over 15% of the airport's lighting system. The runway lights should be NOTAM'd out of service until repairs to the system can be made.
- The grass along the edges of the runway should be bladed back to reduce ponding on the runway and to extend the life of the pavement.

Inspection letter



Russell R. McMurry, P.E., Commissioner
One Georgia Center
600 West Peachtree NW
Atlanta, GA 30308
(404) 631-1990 Main Office

October 20, 2021

The Honorable Tom Smith, Chairman
Georgia County Board of Commissioners
P.O. Box 11111
City, Georgia 00000

Re: 2021 Georgia Airport Inspection

Dear Chairman Smith:

The Official Code of Georgia Annotated 32-9-8 requires our office to inspect and license your airport. The airport owner must secure a Georgia Airport License if it is open to the public, and the issuance of a Georgia Airport License is contingent upon compliance with the requirements set out in Georgia Department of Transportation's updated Rules and Regulations for Licensing of Certain Open-to-the-Public Airports, Chapter 672-9. In addition, contractual agreements require that we also conduct an airport inspection for the Federal Aviation Administration's (FAA) Airport Safety Data Program. In accordance with these provisions, Department staff members Alan Hood and Brian Walden inspected the Georgia Airport on October 15, 2021. We would also like to extend our appreciation to Bob Smith for his hospitality and professional courtesy towards Alan and Brian during their visit.

Any obstructions and other items observed during the inspection are listed below, and photographs depicting these observations are attached. Please note, the measurements in these findings include estimates calculated from data obtained from handheld instruments. The measurements in this letter are not survey quality and are subject to human error. If obstructions are found, we highly encourage you to obtain an obstruction survey for more comprehensive obstruction information.

Runway 5 – Meets current minimum state licensing requirements for a 20:1 clear approach to the threshold, as well as meets the FAA Part 77 reporting requirements for a 50:1 obstruction-free, precision instrument approach to 200' from the runway end.

Runway 23 – Currently has a displaced threshold of 400'. Meets current minimum state licensing requirements for a 20:1 clear approach to the displaced threshold, as well as meets the FAA threshold citing requirements laid out in FAA's Engineering Brief 99 for a 20:1 and 30:1 obstruction-free approach to the displaced threshold.

Runway 23 does not meet the FAA Part 77 requirements for a 34:1 obstruction-free, non-precision instrument approach to 200' from runway end. A road (an FAA presumed hazard of 15' tall), located 200' from runway end, blocks the approach (0:1) to 200' from runway

The Honorable Tom Smith, Chairman
2021 Airport Inspection
October 20, 2021
Page 2

end. Trees, 9' taller than runway elevation, 479' from runway end, 258' right of extended runway centerline, provide only a 31:1 approach slope to 200' from runway end. Additional trees, 9' taller than runway elevation, 470' from runway end, 300' right of extended runway centerline, provide only a 30:1 approach slope to 200' from runway end. Since Runway 23 already meets FAA and State standards to the displaced threshold, further mitigation is not required, but is recommended.

Runway 5/23 Primary Surface – The FAA Part 77 primary surface for Runway 2/20 is an imaginary surface longitudinally centered on the runway and is 1000 feet wide, extending 200 feet beyond each runway end. The State standard for primary surface is 400 feet wide. The elevation of any point on the primary surface should be the same elevation as the nearest point on the runway centerline and should be free of any obstructions. A 10' tree is located 480' west of centerline towards the Runway 23 approach end near the runway end, and is within the FAA primary surface, and should be removed. Other trees along the western side of the runway are also within 500' of runway centerline and in the FAA primary surface. These also need to be removed.

Runway 13 – Meets current minimum state licensing requirements for a 20:1 clear approach to the threshold, as well as meets the FAA Part 77 reporting requirements for a 20:1 obstruction-free, visual approach to 200' from the runway end.

Runway 31 – Meets current minimum state licensing requirements for a 20:1 clear approach to the threshold, as well as meets the FAA Part 77 reporting requirements for a 20:1 obstruction-free, visual approach to 200' from the runway end.

Additional Action Items –

- The recent remarking project looks great, and it is obvious clearing has taken place since your last inspection.
- The following lights were found to be not operational:
 - 12 runway edge lights with 1 fixture missing on Runway 18/36.
 - Two threshold lights on Runway 18 approach end at the displaced threshold, with 1 fixture missing.
 - Three red runway end lights at the Runway 18 approach end.
 - Five threshold lights on Runway 36 approach end.

The federal requirement for runway lights note that no more than 3 consecutive lights or 15% of the system be out of service at any one time. The noted deficiencies above account for over 15% of the airport's lighting system. The runway lights should be NOTAM'd out of service until repairs to the system can be made.

- The grass along the edges of the runway should be bladed back to reduce ponding on the runway and to extend the life of the pavement.

Inspection letter

The Honorable Tom Smith, Chairman
2021 Airport Inspection
October 20, 2021
Page 3

- The last time your aircraft were confirmed in basedaircraft.com was 2/21/2017. Please ensure to confirm the aircraft in basedaircraft.com at least once a year.

Geometric Standards – Georgia Code 32-9-8 specifies that an airport in existence prior to July 1, 1978, shall not be denied a license because of the failure to meet minimum standards prescribed with regard to geometric layout; however, we strongly encourage the airport to develop a plan to address the following issues in an upcoming project:

- The Runway Safety Area serving Runway 23 does not meet standards for length, for a B-II runway with 1 mile visibility:
 - The standard for Runway Safety Area length is 300'; and it was measured at 200'.
- The taxiway serving Runway 5/23 does not meet standards for hold position location, and width for a B-II runway, with 1 mile or greater visibility minimums:
 - The standard for hold position separation from runway centerline is 200', and it was measured at 140'.

This letter is to inform the airport sponsor of any items that may compromise safety, do not meet 5010 safety criteria, or do not meet the State of Georgia licensing requirements. You are encouraged to comply with these standards in order to be in compliance with your federal grant assurances and state licensing requirements. The corrective actions prescribed in this inspection report do not relieve the airport owner from compliance with any other federal, state, or local laws, ordinances, or regulations that may be applicable. Also, enclosed with this letter you will find the state licensing checklist detailing state minimum standards and existing conditions at the airport.

It is important to update your airport's based aircraft records by visiting the FAA's National Based Aircraft Inventory Program website at <http://www.basedaircraft.com/>. If you do not already have a user name and password or cannot remember them, there is a 'Login Support' link on this page where you can register or request it again. Once you log in, the process of adding or deleting registration numbers is straightforward and user-friendly. The FAA uses this data in capital planning and funding justification requests to Congress. It is important to the Department as well, to have current and accurate data for use in internal analyses and funding requests. It is recommended you update this information annually, or as the based aircraft change.

We encourage you to work with Brian Walden, your GDOT project manager, and your airport consultant to correct or implement a plan to correct the action items and respond in writing with your corrective action plan as soon as possible, but no later than April 19, 2021. The corrective action plan must contain what actions will be taken to correct specific items and the month and year the correction will be accomplished. Brian Walden can be reached at (706) 339-0921, or BrWalden@dot.ga.gov. Please contact Alan Hood, Airport Safety Data Program Manager, at

The Honorable Tom Smith, Chairman
2021 Airport Inspection
October 20, 2021
Page 4

(404) 660-3394 or achood@dot.ga.gov to discuss these inspection findings and to answer any questions concerning the inspection or Based Aircraft Inventory Program.

As always, thank you for your prompt attention to this matter.

Sincerely,



Steven V. Brian, Manager
Aviation Programs

SVB:ach

cc: Mr. Larry Clark, FAA-Atlanta ADO
Ms. Carol Comer, GDOT Intermodal Division Director
Mr. Brian Walden, GDOT Project Manager
Mr. Bob Smith, Airport Manager

Inspection letter

The Honorable Tom Smith, Chairman
2021 Airport Inspection
October 20, 2021
Page 3

- The last time your aircraft were confirmed in basedaircraft.com was 2/21/2017. Please ensure to confirm the aircraft in basedaircraft.com at least once a year.

Geometric Standards – Georgia Code 32-9-8 specifies that an airport in existence prior to July 1, 1978, shall not be denied a license because of the failure to meet minimum standards prescribed with regard to geometric layout; however, we strongly encourage the airport to develop a plan to address the following issues in an upcoming project:

- The Runway Safety Area serving Runway 23 does not meet standards for length, for a B-II runway with 1 mile visibility:
 - The standard for Runway Safety Area length is 300'; and it was measured at 200'.
- The taxiway serving Runway 5/23 does not meet standards for hold position location, and width for a B-II runway, with 1 mile or greater visibility minimums:
 - The standard for hold position separation from runway centerline is 200', and it was measured at 140'.

This letter is to inform the airport sponsor of any items that may compromise safety, do not meet 5010 safety criteria, or do not meet the State of Georgia licensing requirements. You are encouraged to comply with these standards in order to be in compliance with your federal grant assurances and state licensing requirements. The corrective actions prescribed in this inspection report do not relieve the airport owner from compliance with any other federal, state, or local laws, ordinances, or regulations that may be applicable. Also, enclosed with this letter you will find the state licensing checklist detailing state minimum standards and existing conditions at the airport.

It is important to update your airport's based aircraft records by visiting the FAA's National Based Aircraft Inventory Program website at <http://www.basedaircraft.com/>. If you do not already have a user name and password or cannot remember them, there is a 'Login Support' link on this page where you can register or request it again. Once you log in, the process of adding or deleting registration numbers is straightforward and user-friendly. The FAA uses this data in capital planning and funding justification requests to Congress. It is important to the Department as well, to have current and accurate data for use in internal analyses and funding requests. It is recommended you update this information annually, or as the based aircraft change.

We encourage you to work with Brian Walden, your GDOT project manager, and your airport consultant to correct or implement a plan to correct the action items and respond in writing with your corrective action plan as soon as possible, but no later than April 19, 2021. The corrective action plan must contain what actions will be taken to correct specific items and the month and year the correction will be accomplished. Brian Walden can be reached at (706) 339-0921, or BrWalden@dot.ga.gov. Please contact Alan Hood, Airport Safety Data Program Manager, at

The Honorable Tom Smith, Chairman
2021 Airport Inspection
October 20, 2021
Page 4

(404) 660-3394 or achood@dot.ga.gov to discuss these inspection findings and to answer any questions concerning the inspection or Based Aircraft Inventory Program.

As always, thank you for your prompt attention to this matter.

Sincerely,



Steven V. Brian, Manager
Aviation Programs

SVB:ach

cc: Mr. Larry Clark, FAA-Atlanta ADO
Ms. Carol Comer, GDOT Intermodal Division Director
Mr. Brian Walden, GDOT Project Manager
Mr. Bob Smith, Airport Manager

Inspection letter

The Honorable Tom Smith, Chairman
2021 Airport Inspection
October 20, 2021
Page 3

- The last time your aircraft were confirmed in basedaircraft.com was 2/21/2017. Please ensure to confirm the aircraft in basedaircraft.com at least once a year.

Geometric Standards – Georgia Code 32-9-8 specifies that an airport in existence prior to July 1, 1978, shall not be denied a license because of the failure to meet minimum standards prescribed with regard to geometric layout; however, we strongly encourage the airport to develop a plan to address the following issues in an upcoming project:

- The Runway Safety Area serving Runway 23 does not meet standards for length, for a B-II runway with 1 mile visibility:
 - The standard for Runway Safety Area length is 300'; and it was measured at 200'.
- The taxiway serving Runway 5/23 does not meet standards for hold position location, and width for a B-II runway, with 1 mile or greater visibility minimums:
 - The standard for hold position separation from runway centerline is 200', and it was measured at 140'.

This letter is to inform the airport sponsor of any items that may compromise safety, do not meet 5010 safety criteria, or do not meet the State of Georgia licensing requirements. You are encouraged to comply with these standards in order to be in compliance with your federal grant assurances and state licensing requirements. The corrective actions prescribed in this inspection report do not relieve the airport owner from compliance with any other federal, state, or local laws, ordinances, or regulations that may be applicable. Also, enclosed with this letter you will find the state licensing checklist detailing state minimum standards and existing conditions at the airport.

It is important to update your airport's based aircraft records by visiting the FAA's National Based Aircraft Inventory Program website at <http://www.basedaircraft.com/>. If you do not already have a user name and password or cannot remember them, there is a 'Login Support' link on this page where you can register or request it again. Once you log in, the process of adding or deleting registration numbers is straightforward and user-friendly. The FAA uses this data in capital planning and funding justification requests to Congress. It is important to the Department as well, to have current and accurate data for use in internal analyses and funding requests. It is recommended you update this information annually, or as the based aircraft change.

We encourage you to work with Brian Walden, your GDOT project manager, and your airport consultant to correct or implement a plan to correct the action items and respond in writing with your corrective action plan as soon as possible, but no later than April 19, 2021. The corrective action plan must contain what actions will be taken to correct specific items and the month and year the correction will be accomplished. Brian Walden can be reached at (706) 339-0921, or BrWalden@dot.ga.gov. Please contact Alan Hood, Airport Safety Data Program Manager, at

The Honorable Tom Smith, Chairman
2021 Airport Inspection
October 20, 2021
Page 4

(404) 660-3394 or achood@dot.ga.gov to discuss these inspection findings and to answer any questions concerning the inspection or Based Aircraft Inventory Program.

As always, thank you for your prompt attention to this matter.

Sincerely,



Steven V. Brian, Manager
Aviation Programs

SVB:ach

cc: Mr. Larry Clark, FAA-Atlanta ADO
Ms. Carol Comer, GDOT Intermodal Division Director
Mr. Brian Walden, GDOT Project Manager
Mr. Bob Smith, Airport Manager

Inspection letter

The Honorable Tom Smith, Chairman
2021 Airport Inspection
October 20, 2021
Page 3

- The last time your aircraft were confirmed in basedaircraft.com was 2/21/2017. Please ensure to confirm the aircraft in basedaircraft.com at least once a year.

Geometric Standards – Georgia Code 32-9-8 specifies that an airport in existence prior to July 1, 1978, shall not be denied a license because of the failure to meet minimum standards prescribed with regard to geometric layout; however, we strongly encourage the airport to develop a plan to address the following issues in an upcoming project:

- The Runway Safety Area serving Runway 23 does not meet standards for length, for a B-II runway with 1 mile visibility:
 - The standard for Runway Safety Area length is 300'; and it was measured at 200'.
- The taxiway serving Runway 5/23 does not meet standards for hold position location, and width for a B-II runway, with 1 mile or greater visibility minimums:
 - The standard for hold position separation from runway centerline is 200', and it was measured at 140'.

This letter is to inform the airport sponsor of any items that may compromise safety, do not meet 5010 safety criteria, or do not meet the State of Georgia licensing requirements. You are encouraged to comply with these standards in order to be in compliance with your federal grant assurances and state licensing requirements. The corrective actions prescribed in this inspection report do not relieve the airport owner from compliance with any other federal, state, or local laws, ordinances, or regulations that may be applicable. Also, enclosed with this letter you will find the state licensing checklist detailing state minimum standards and existing conditions at the airport.

It is important to update your airport's based aircraft records by visiting the FAA's National Based Aircraft Inventory Program website at <http://www.basedaircraft.com/>. If you do not already have a user name and password or cannot remember them, there is a 'Login Support' link on this page where you can register or request it again. Once you log in, the process of adding or deleting registration numbers is straightforward and user-friendly. The FAA uses this data in capital planning and funding justification requests to Congress. It is important to the Department as well, to have ~~current and accurate~~ data for use in internal analyses and funding requests. It is recommended you update this information annually, or as the based aircraft change.

We encourage you to work with Brian Walden, your GDOT project manager, and your airport consultant to correct or implement a plan to correct the action items and respond in writing with your corrective action plan as soon as possible, but no later than April 19, 2021. The corrective action plan must contain what actions will be taken to correct specific items and the month and year the correction will be accomplished. Brian Walden can be reached at (706) 339-0921, or BrWalden@dot.ga.gov. Please contact Alan Hood, Airport Safety Data Program Manager, at

The Honorable Tom Smith, Chairman
2021 Airport Inspection
October 20, 2021
Page 4

(404) 660-3394 or achood@dot.ga.gov to discuss these inspection findings and to answer any questions concerning the inspection or Based Aircraft Inventory Program.

As always, thank you for your prompt attention to this matter.

Sincerely,



Steven V. Brian, Manager
Aviation Programs

SVB:ach

cc: Mr. Larry Clark, FAA-Atlanta ADO
Ms. Carol Comer, GDOT Intermodal Division Director
Mr. Brian Walden, GDOT Project Manager
Mr. Bob Smith, Airport Manager

Written Corrective Action Plan

Written Corrective Action Plan

- Every item called out on the inspection letter needs to be addressed in your written response with ***a month and year*** spelled out for when it will be or has been addressed ***that is not dependent on funding***.
- Stating something will be done as soon as the project is funded is not an answer.
- We expect to see reasonable progress.
- Stay in communication with our office on progress. Tell us what has been removed/corrected (obstruction numbers/parcels cleared, etc).

Written Corrective Action Plan

Good responses from recent written corrective action plans:

“Trees in the primary surface will be removed by October 1, 2023”

“3’ tall trees, 209’ from runway end, 200’ left of extended runway centerline and 4’tall trees, 240’ from runway end, 180’ left of extended runway centerline were removed on July 16th, 2023.”

“LiDAR noted Parcel KEYS I, L, and CC obstructions will be removed over the course of the remaining calendar year.”

“Trees and brush will be removed from the fence line and fence will be repaired by June 30, 2024.”

“The City will pursue permission from the owner to clear referenced trees by December 2023.”

“The County will pursue permission from the owner to clear referenced trees by December 2023. Additionally, the County will pursue acquisition of the RPZ in fee or easement by December 2024.”

LiDAR Review

LiDAR Review (Summary)



Obstruction Analysis Report

Airport Name

Summary

Runway End	Surface Description	Penetrating Obstructions	Potential Vegetation Obstructions	Impacted Parcels
14	FAA AC 150/5300-13B - Non-Precision and IFR Circling Approach Surface 4 - (20:1) - Visibility greater than or equal to 3/4 mile providing lateral guidance	0	0	0
14	GDOT State Surface 03 (20:1)	0	0	0
14	FAR Part 77 - Approach Surface, Visual Runway B - 20:1 - Runway larger than utility	0	0	0
32	FAA AC 150/5300-13B - Non-Precision and IFR Circling Approach Surface 4 - (20:1) - Visibility greater than or equal to 3/4 mile providing lateral guidance	25	13	2
32	GDOT State Surface 03 (20:1)	5	20	2
32	FAR Part 77 - Approach Surface, Visual Runway B - 20:1 - Runway larger than utility	25	13	2

LiDAR Review (PDF)

Obstruction Analysis Report

AIRPORT NAME

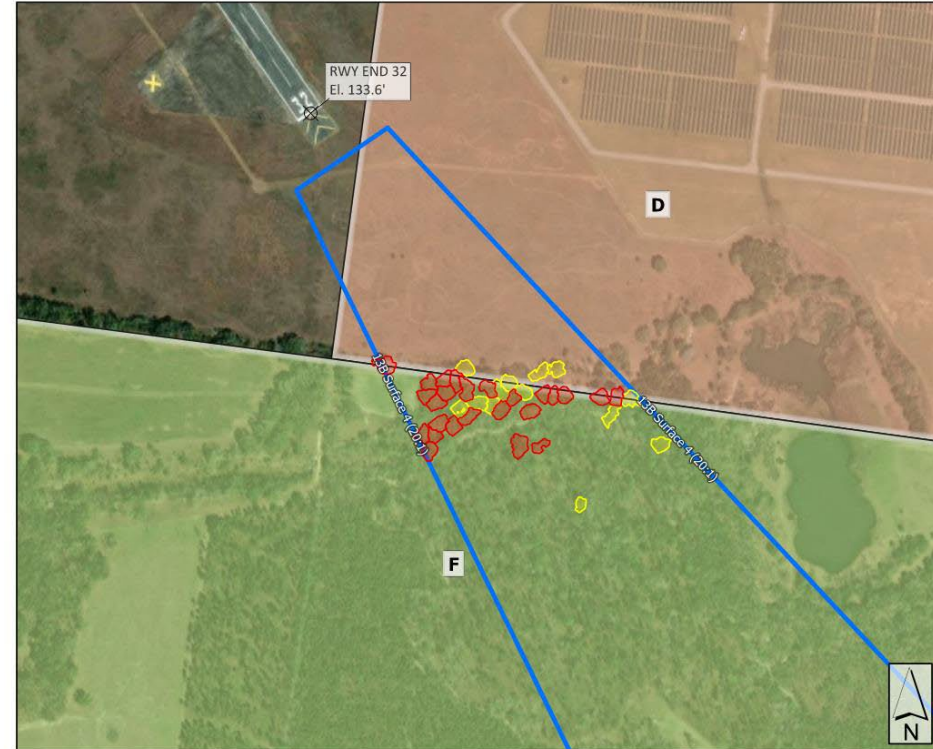
Runway 14/32 (5,003' x 100')
 Runway End 32
 Lat: 32° 57' 54.22" N, Lon: 84° 38' 3.44" W
 Elevation: 133.6'
 LiDAR Acquired: 9/6/2023

Surface Summary (all units in feet)

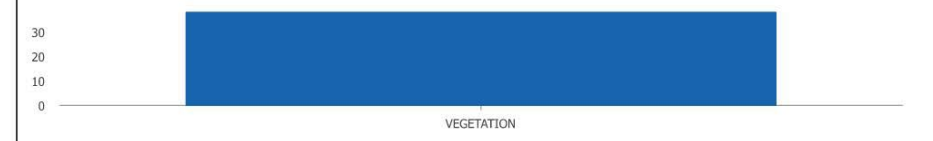
Runway End	32	Surface Description	FAA AC 150/5300-13B - Non-Precision and IFR Circling Approach Surface 4 - (20:1) - Visibility greater than or equal to 3/4 mile providing lateral guidance				
Penetrating Obstructions	25	Potential Vegetation Obstructions	13	Impacted Parcels	2	Max Surface Penetration	14.8'

Parcel Summary Table

KEY	PAGE #	OWNER	ADDRESS	TOTAL OBS	PENETRATING OBS	POTENTIAL OBS
D	2	NAMED COUNTY GEORGIA	N/A	7	3	4
F	3	SMITH DENNIS KARLA	ROAD	31	22	9

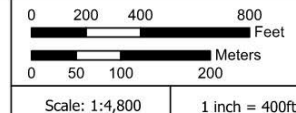


Obstructions by Type



Legend

- Potential Vegetation Obstruction (-10' to 0')
- Vegetation Obstruction (0' and up)
- Building Obstruction (0' and up)
- Ground Obstructions (0' and up)
- ▲ Vertical Obstruction
- Transit Obstruction
- Parcel of Interest
- Analyzed Surface



*Does not include small/indistinct man-made objects such as fences, powerlines, etc. Does not constitute a comprehensive list.

*When applicable, the following clearances were added to obstructions; +23' for Railroads, +17' for Interstate Highways, +15' for Public Roadways and +10 for Private Roads

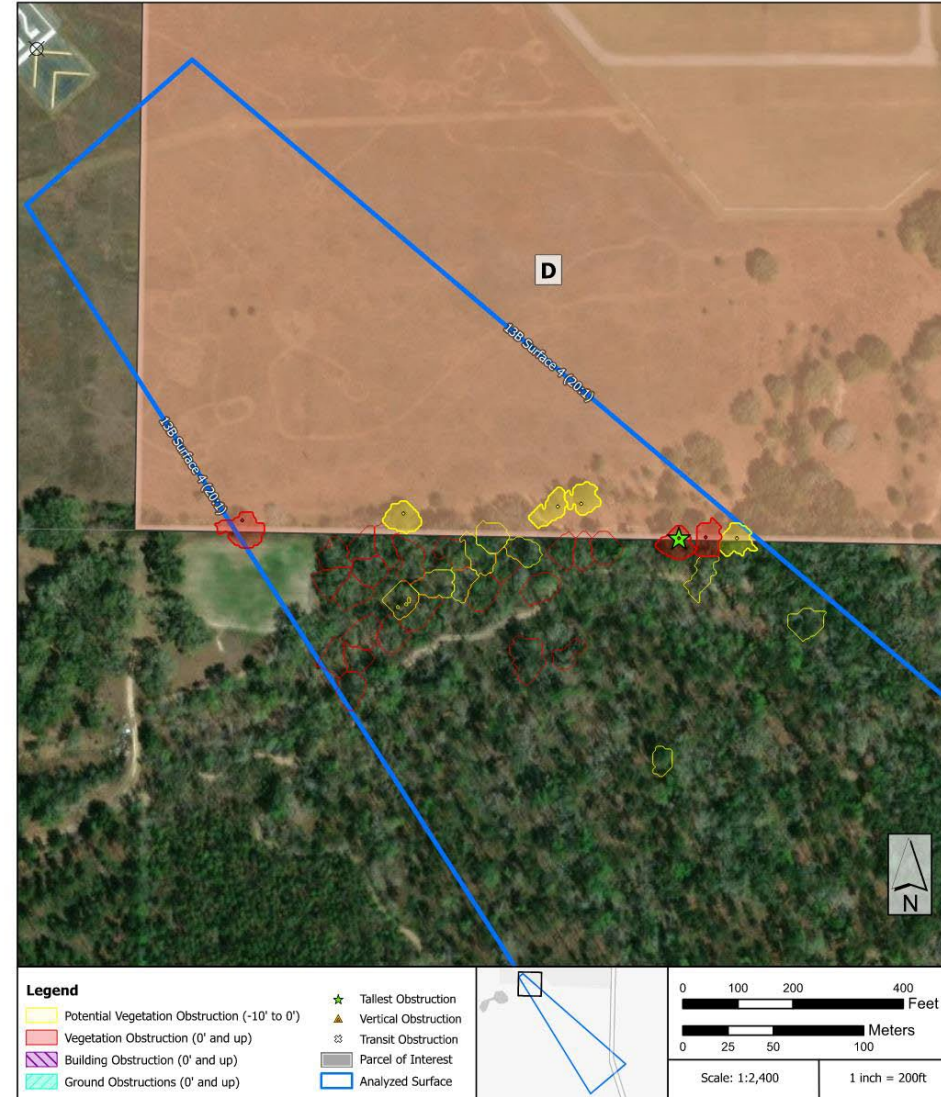
*Parcel ownership information obtained no more than 90 days before submission

Images are for display purposes only and are not intended to be used for decision making purposes.

LiDAR Review (PDF)

Obstructions at Parcel D							
KEY	OWNER		ADDRESS				
D	NAMED COUNTY GEORGIA		N/A				
Obstructions by Type							
Parcel Summary (all units in feet)							
Analyzed Surface	FAA AC 150/5300-13B - Non-Precision and IFR Circling Approach Surface 4 - (20:1) - Visibility greater than or equal to 3/4 mile providing lateral guidance						
Potential Vegetation Obstructions	4	Total Vegetation Obstructions	3	Max Penetration	5.4		
Ground Obstructions	0	Building Obstructions	0	Transit Obstructions	0	Vertical Structure Obstructions	0

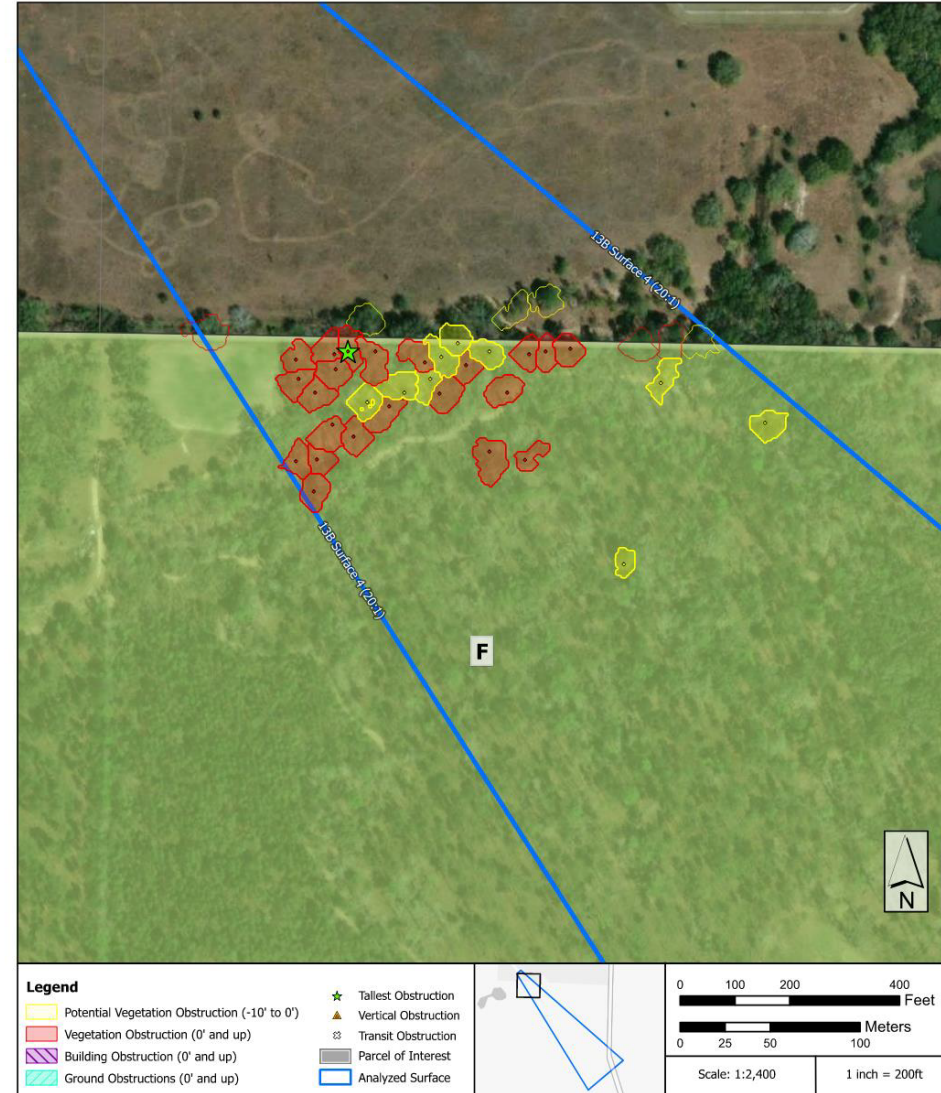
Runway End 32 Obstruction Details (all units in feet) Continued in Appendix Section									
OBS ID	DESCRIPTION	DISTANCE (FT)	OFFSET DIRECTION	OFFSET DISTANCE (FT)	TOP ELEVATION (FT MSL)	HEIGHT (FT AGL)	LATITUDE	LONGITUDE	SURFACE PENETRATION (FT)
V32744	VEGETATION	1,435.9	R	291.6	200.8	80.5	30° 57' 45.48" N	84° 37' 50.01" W	5.4
V32747	VEGETATION	1,466.5	R	329.1	201.5	81.3	30° 57' 45.50" N	84° 37' 49.46" W	4.6
V4869	VEGETATION	889.4	L	283.1	170.7	44.9	30° 57' 45.77" N	84° 37' 59.12" W	2.6
V32743	VEGETATION	1,505.1	R	370.6	196.9	75.8	30° 57' 45.48" N	84° 37' 48.81" W	-1.9
V32750	VEGETATION	1,072.7	L	54.9	175.2	49.5	30° 57' 45.90" N	84° 37' 55.76" W	-2.1
V32754	VEGETATION	1,247.8	R	164.0	180.6	54.9	30° 57' 46.04" N	84° 37' 52.54" W	-5.4
V32753	VEGETATION	1,272.0	R	199.3	177.3	50.5	30° 57' 46.09" N	84° 37' 52.05" W	-9.9



LiDAR Review (PDF)

Obstructions at Parcel F							
KEY	OWNER		ADDRESS				
F	SMITH DENNIS KARLA		ROAD				
Obstructions by Type							
Parcel Summary (all units in feet)							
Analyzed Surface	FAA AC 150/5300-13B - Non-Precision and IFR Circling Approach Surface 4 - (20:1) - Visibility greater than or equal to 3/4 mile providing lateral guidance						
Potential Vegetation Obstructions	9	Total Vegetation Obstructions	22	Max Penetration	14.8		
Ground Obstructions	0	Building Obstructions	0	Transit Obstructions	0	Vertical Structure Obstructions	0

Runway End 32 Obstruction Details (all units in feet) Continued in Appendix Section									
OBS ID	DESCRIPTION	DISTANCE (FT)	OFFSET DIRECTION	OFFSET DISTANCE (FT)	TOP ELEVATION (FT MSL)	HEIGHT (FT AGL)	LATITUDE	LONGITUDE	SURFACE PENETRATION (FT)
V32738	VEGETATION	1,098.5	L	124.0	193.4	69.7	30° 57' 45.26" N	84° 37' 56.16" W	14.8
V32735	VEGETATION	1,085.8	L	146.1	192.6	69.1	30° 57' 45.21" N	84° 37' 56.44" W	14.7
V32708	VEGETATION	1,108.2	L	162.3	193.4	69.0	30° 57' 44.94" N	84° 37' 56.41" W	14.4
V32737	VEGETATION	1,131.5	L	86.4	193.1	68.9	30° 57' 45.26" N	84° 37' 55.58" W	13.0
V32631	VEGETATION	1,186.4	L	327.2	193.5	73.3	30° 57' 43.27" N	84° 37' 57.24" W	10.6
V32740	VEGETATION	1,361.6	R	184.0	201.6	81.4	30° 57' 45.32" N	84° 37' 51.50" W	9.9
V32647	VEGETATION	1,221.7	L	218.6	194.0	77.8	30° 57' 43.72" N	84° 37' 56.03" W	9.3
V4876	VEGETATION	1,405.5	L	50.5	203.0	77.6	30° 57' 43.46" N	84° 37' 53.19" W	9.1
V32679	VEGETATION	1,266.0	L	49.1	195.3	69.0	30° 57' 44.51" N	84° 37' 54.24" W	8.4
V32691	VEGETATION	1,076.8	L	224.7	184.6	60.0	30° 57' 44.76" N	84° 37' 57.19" W	7.1
V32612	VEGETATION	1,249.2	L	339.0	193.1	67.1	30° 57' 42.73" N	84° 37' 56.86" W	7.1
V32732	VEGETATION	1,319.7	R	121.0	195.7	70.8	30° 57' 45.22" N	84° 37' 52.36" W	6.1
V4877	VEGETATION	1,459.6	L	11.5	202.4	74.4	30° 57' 43.32" N	84° 37' 52.44" W	5.9
V32681	VEGETATION	1,115.4	L	218.6	184.4	58.4	30° 57' 44.51" N	84° 37' 56.84" W	5.0
V32632	VEGETATION	1,209.1	L	296.2	187.7	72.6	30° 57' 43.31" N	84° 37' 56.80" W	3.7
V32716	VEGETATION	1,259.0	R	21.3	189.9	65.5	30° 57' 45.02" N	84° 37' 53.68" W	3.3
V32723	VEGETATION	1,205.8	L	31.9	187.1	67.4	30° 57' 45.07" N	84° 37' 54.55" W	3.2
V32657	VEGETATION	1,180.2	L	233.2	185.2	61.9	30° 57' 43.94" N	84° 37' 56.47" W	2.6
V32663	VEGETATION	1,223.2	L	133.5	186.9	70.9	30° 57' 44.27" N	84° 37' 55.29" W	2.2
V32736	VEGETATION	1,335.7	R	146.8	192.2	70.1	30° 57' 45.27" N	84° 37' 52.02" W	1.8
V32678	VEGETATION	1,346.0	R	44.7	192.2	63.2	30° 57' 44.53" N	84° 37' 52.82" W	1.3
V32727	VEGETATION	1,047.2	L	205.4	176.6	52.2	30° 57' 45.11" N	84° 37' 57.25" W	0.6
V32742	VEGETATION	1,219.0	R	36.3	184.4	63.5	30° 57' 45.41" N	84° 37' 53.86" W	-0.2
V32690	VEGETATION	1,235.0	L	44.1	185.1	67.7	30° 57' 44.77" N	84° 37' 54.43" W	-0.3
V32733	VEGETATION	1,268.2	R	69.7	185.9	63.1	30° 57' 45.27" N	84° 37' 53.20" W	-1.2
V32680	VEGETATION	1,222.5	L	96.3	183.4	66.9	30° 57' 44.52" N	84° 37' 54.97" W	-1.3
V32668	VEGETATION	1,191.2	L	158.6	180.3	62.7	30° 57' 44.34" N	84° 37' 55.75" W	-2.9
V32729	VEGETATION	1,218.0	L	2.7	181.6	64.1	30° 57' 45.17" N	84° 37' 54.20" W	-2.9
V4881	VEGETATION	1,721.1	L	1.3	202.0	70.0	30° 57' 41.44" N	84° 37' 50.37" W	-7.7
V32656	VEGETATION	1,697.0	R	362.1	199.4	73.7	30° 57' 44.00" N	84° 37' 47.42" W	-9.1
V32688	VEGETATION	1,517.3	R	266.9	190.4	58.6	30° 57' 44.71" N	84° 37' 49.61" W	-9.1

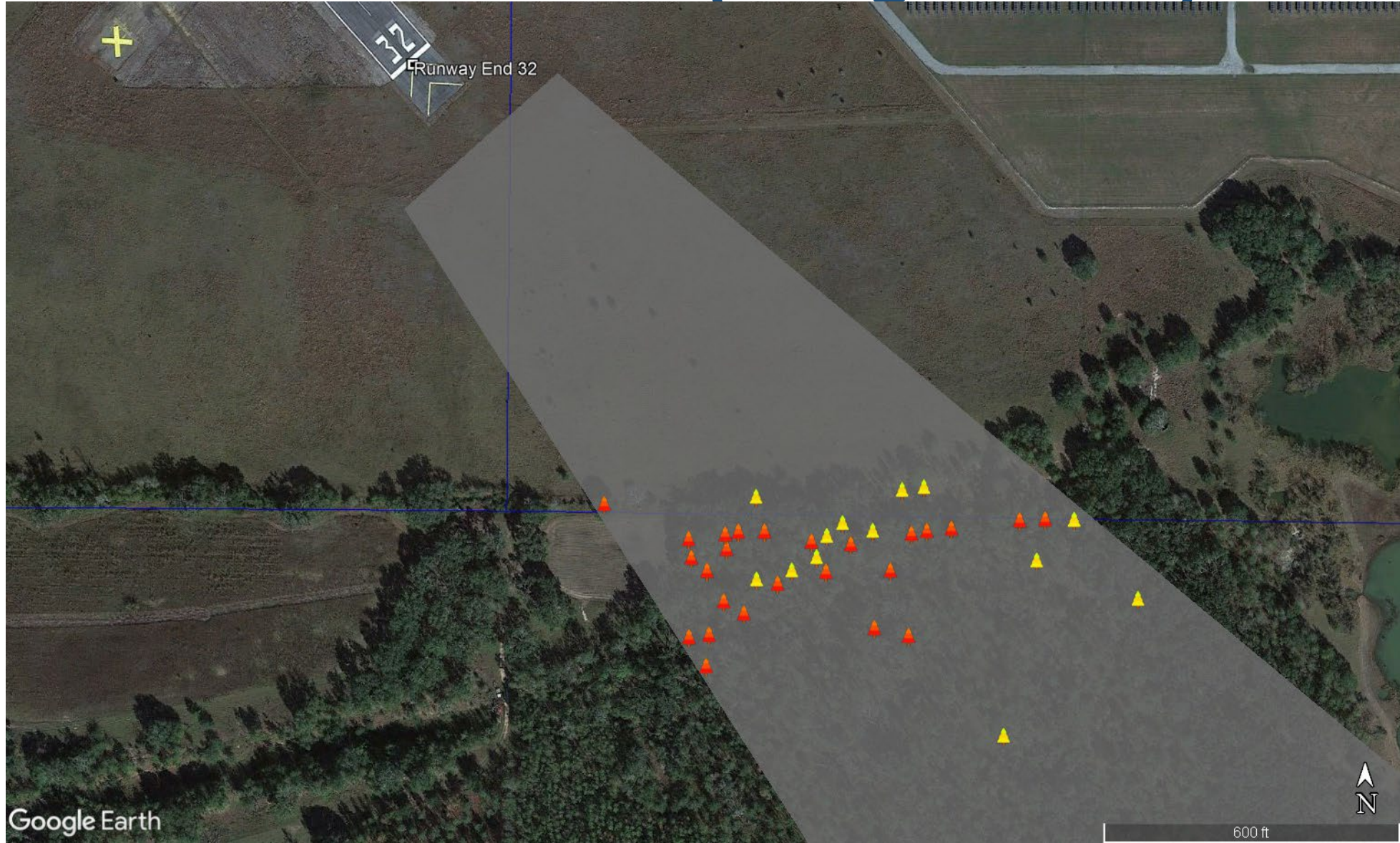


LiDAR Review (Spreadsheet)

Airport Name
 Runway 32
 FAA AC 150/5300-13B - Non-Precision and IFR Circling Approach Surface 4 -(20:1) - Visibility greater than or equal to 3/4 mile providing lateral guidance

Obstruction ID	Description	Distance (Feet)	Offset Direction	Offset Distance (Feet)	Top Elevation (Feet MSL)	Height (Feet AGL)	Latitude	Longitude	Easting	Northing	Ground Elevation (Feet)	Surface Penetration (Feet)	Surface Elevation (Feet)	Parcel ID	Parcel Key
V32738	VEGETATION	1098.5	L	124.0	193.4	69.7	30° 57' 45.26" N	84° 37' 56.16" W	2150652.5	350371.9	123.7	14.8	178.5	00610009	F
V32735	VEGETATION	1085.8	L	146.1	192.6	69.1	30° 57' 45.21" N	84° 37' 56.44" W	2150627.5	350366.9	123.5	14.7	177.9	00610009	F
V32708	VEGETATION	1108.2	L	162.3	193.5	69.0	30° 57' 44.94" N	84° 37' 56.41" W	2150630.0	350339.4	124.4	14.4	179.0	00610009	F
V32737	VEGETATION	1131.5	L	86.4	193.1	68.9	30° 57' 45.26" N	84° 37' 55.58" W	2150702.5	350371.9	124.4	13.0	180.2	00610009	F
V32631	VEGETATION	1186.4	L	327.2	193.5	73.3	30° 57' 43.27" N	84° 37' 57.24" W	2150557.5	350171.9	120.2	10.6	182.9	00610009	F
V32740	VEGETATION	1361.6	R	184.0	201.6	81.4	30° 57' 45.32" N	84° 37' 51.50" W	2151057.5	350376.9	120.2	9.9	191.7	00610009	F
V32647	VEGETATION	1221.7	L	218.6	194.0	77.8	30° 57' 43.72" N	84° 37' 56.03" W	2150662.5	350216.9	116.2	9.3	184.7	00610009	F
V4876	VEGETATION	1405.5	L	50.5	203.0	77.6	30° 57' 43.46" N	84° 37' 53.19" W	2150910.0	350189.4	125.2	9.1	193.9	00610009	F
V32679	VEGETATION	1266.0	L	49.1	195.3	69.0	30° 57' 44.51" N	84° 37' 54.24" W	2150819.2	350295.3	125.6	8.4	186.9	00610009	F
V32691	VEGETATION	1076.8	L	224.7	184.6	60.0	30° 57' 44.76" N	84° 37' 57.19" W	2150562.5	350321.9	124.6	7.1	177.5	00610009	F
V32612	VEGETATION	1249.2	L	339.0	193.1	67.1	30° 57' 42.73" N	84° 37' 56.86" W	2150590.0	350116.9	125.6	7.1	186.1	00610009	F
V32732	VEGETATION	1319.7	R	121.0	195.7	70.9	30° 57' 45.22" N	84° 37' 52.36" W	2150982.5	350366.9	124.8	6.1	189.6	00610009	F
V4877	VEGETATION	1459.6	L	11.5	202.5	74.4	30° 57' 43.32" N	84° 37' 52.44" W	2150975.0	350174.4	128.1	5.9	196.6	00610009	F
V32744	VEGETATION	1435.9	R	291.6	200.8	80.5	30° 57' 45.48" N	84° 37' 50.01" W	2151187.5	350391.9	120.3	5.4	195.4	00610006	D
V32681	VEGETATION	1115.4	L	218.6	184.4	58.4	30° 57' 44.51" N	84° 37' 56.84" W	2150592.5	350296.9	126.1	5.0	179.4	00610009	F
V32747	VEGETATION	1466.5	R	329.1	201.5	81.3	30° 57' 45.50" N	84° 37' 49.46" W	2151235.9	350393.6	119.8	4.6	196.9	00610006	D
V32632	VEGETATION	1209.1	L	296.2	187.7	72.6	30° 57' 43.31" N	84° 37' 56.80" W	2150595.9	350175.3	115.0	3.7	184.1	00610009	F
V32716	VEGETATION	1259.0	R	21.3	189.9	65.5	30° 57' 45.02" N	84° 37' 53.68" W	2150867.5	350346.9	124.4	3.3	186.6	00610009	F
V32723	VEGETATION	1205.8	L	31.9	187.1	67.4	30° 57' 45.07" N	84° 37' 54.55" W	2150792.5	350351.9	119.7	3.2	183.9	00610009	F
V32657	VEGETATION	1180.2	L	233.2	185.2	61.9	30° 57' 43.94" N	84° 37' 56.47" W	2150624.2	350238.6	123.5	2.6	182.6	00610009	F
V4869	VEGETATION	889.4	L	283.1	170.7	44.9	30° 57' 45.77" N	84° 37' 59.12" W	2150395.0	350424.4	125.7	2.6	168.1	00610006	D
V32663	VEGETATION	1223.2	L	133.5	186.9	70.9	30° 57' 44.27" N	84° 37' 55.29" W	2150727.5	350271.9	116.0	2.2	184.8	00610009	F
V32736	VEGETATION	1335.7	R	146.8	192.2	70.1	30° 57' 45.27" N	84° 37' 52.02" W	2151012.5	350371.9	122.1	1.8	190.4	00610009	F
V32678	VEGETATION	1346.0	R	44.7	192.2	63.2	30° 57' 44.53" N	84° 37' 52.82" W	2150942.5	350296.9	129.1	1.3	190.9	00610009	F
V32727	VEGETATION	1047.2	L	205.4	176.6	52.2	30° 57' 45.11" N	84° 37' 57.25" W	2150557.5	350356.9	124.4	0.6	176.0	00610009	F
V32742	VEGETATION	1219.0	R	36.3	184.4	63.6	30° 57' 45.41" N	84° 37' 53.86" W	2150852.5	350386.9	120.5	-0.2	184.6	00610009	F
V32690	VEGETATION	1235.0	L	44.1	185.1	67.7	30° 57' 44.77" N	84° 37' 54.43" W	2150802.5	350321.9	117.4	-0.3	185.4	00610009	F
V32733	VEGETATION	1268.2	R	69.7	185.9	63.1	30° 57' 45.27" N	84° 37' 53.20" W	2150910.0	350371.9	120.6	-1.2	187.0	00610009	F
V32680	VEGETATION	1222.5	L	96.3	183.5	66.9	30° 57' 44.52" N	84° 37' 54.97" W	2150755.0	350296.9	116.4	-1.3	184.7	00610009	F
V32743	VEGETATION	1505.1	R	370.6	196.9	75.8	30° 57' 45.48" N	84° 37' 48.81" W	2151292.5	350391.9	121.1	-1.9	198.9	00610006	D
V32750	VEGETATION	1072.7	L	54.9	175.2	49.5	30° 57' 45.90" N	84° 37' 55.76" W	2150687.5	350436.9	125.6	-2.1	177.2	00610006	D
V32668	VEGETATION	1191.2	L	158.6	180.3	62.7	30° 57' 44.34" N	84° 37' 55.75" W	2150687.5	350279.4	117.5	-2.9	183.2	00610009	F
V32729	VEGETATION	1218.0	L	2.7	181.6	64.1	30° 57' 45.17" N	84° 37' 54.20" W	2150822.5	350361.9	117.5	-2.9	184.5	00610009	F
V32754	VEGETATION	1247.8	R	164.0	180.6	54.9	30° 57' 46.04" N	84° 37' 52.54" W	2150967.5	350449.4	126.0	-5.4	186.0	00610006	D
V4881	VEGETATION	1721.1	L	1.3	202.0	70.0	30° 57' 41.44" N	84° 37' 50.37" W	2151155.0	349984.4	132.0	-7.7	209.7	00610009	F
V32656	VEGETATION	1697.0	R	362.1	199.4	73.7	30° 57' 44.00" N	84° 37' 47.42" W	2151412.5	350241.9	125.7	-9.1	208.5	00610009	F
V32688	VEGETATION	1517.3	R	266.9	190.4	58.7	30° 57' 44.71" N	84° 37' 49.61" W	2151222.5	350314.4	132.0	-9.1	199.5	00610009	F
V32753	VEGETATION	1272.0	R	199.3	177.3	50.5	30° 57' 46.09" N	84° 37' 52.05" W	2151010.0	350454.4	126.4	-9.9	187.2	00610006	D

LiDAR Review (Google Earth)



LiDAR Review

- Sponsor needs to let our office know what is cleared, and update FAA obstacles via ADIP's RAM tool after clearing obstructions found in LiDAR.
- FAA obstacle names are included in this last round of LiDAR (not done previously).
- LiDAR picks up more obstructions than 18b surveys in a particular area.
- You can compare FAA database obstructions with LiDAR in google earth for previous rounds of LiDAR.

Exporting FAA Obstacle Database into Google Earth

Exporting FAA Obstacle Database

ADIP [Portal Home](#) [Facility Dashboard](#) [Help](#) [Alan Hood](#)

Airport Data and Information Portal - Home

Search 5010 Facilities by Name or Loc Id...

★ Manage Favorite Facilities

- (FTY) FULTON COUNTY EXEC/CHARLIE BROWN FLD
- (RYY) COBB COUNTY INTL/MCCOLLUM FLD
- (6A1) BUTLER MUNI
- (CZL) TOM B DAVID FLD
- (AZE) HAZLEHURST

Go To Advanced Facility Search

AGIS Survey Projects

[*Notices/Updates \(Revised 08/25/2023\)](#)

- My Survey Projects
- Create New Survey Project
- Test a Survey File
- Survey Reports
- Forms & Templates

Airport Master Record (AMR)

- View Facility Data (Airport/Heliport)
- Update Facility Data (Airport/Heliport)
- View Submissions
- User Guide

Digital 7480-1

- My Projects
- Create New Project
- User Guide

Modification of Standard (MOS)

- My MOS
- Create New MOS
- My Status Updates
- MOS User Guide
- MOS Data Dictionary

Runway Safety Area (RSA)

- My RSA Inventory
- Create New RSA
- User Guide
- Training Guide
- AC 150/5300-13

Runway Airspace Management (RAM)

- My RAM Projects
- Select Facility/Create Project
- User Guide

Search Wind Data

- Download Wind Speed Data
- Wind Analysis/Generate Windrose
- User Guide

Additional Data

- View Facility Documents List (Upload Memo)
- View/Download Completed Surveys
- View/Download Obstacle Data
- View/Download Historical Aeronautical Information

My Account (Alan Hood)

- Update My Account Information
- Change My Password


Help & Training

- My Helpdesk Issues
- Create New Issue
- Online Help

System Information

- Version 10.4.0 - Deployed 10/06/2023
- Release History
- Submit Feedback

Exporting FAA Obstacle Database

 **ADIP** [Portal Home](#) [Facility Dashboard](#) [Help](#) [Alan Hood](#)

Obstacle Data

Search Facility

Enter Facility Locator Id or Name

Current Facility

Retrieve obstacles within 2 NM [Go](#)

Download Obstacles (1159)

[Download as KML](#) [Download as CSV](#)

Maps

ESRI World Imagery



Exporting FAA Obstacle Database



Questions

achood@dot.ga.gov

404-660-3394