Airport Inspections

Informational Webinar
October 27, 2021

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

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 95 public airports in Georgia.
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 Waiden 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, 470’ 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:
  o 12 runway edge lights with 1 fixture missing on Runway 18/36.
  o Two threshold lights on Runway 18 approach end at the displaced threshold, with 1 fixture missing.
  o Three red runway end lights at the Runway 18 approach end.
  o 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 11331
City, Georgia 30000

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 Rood and Brian Vassan inspected the Georgia Airport on October 19, 2021. We would also like to extend our appreciation to Bob Smith for his hospitality and professional manner towards Alan and Brian during their visit.

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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 407’. 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, 470’ 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 33 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 edge 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

October 20, 2021

The Honorable Tom Smith, Chairman
2021 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 Wood and Brian Waidsen 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.

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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 460’. 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, 470’ 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 33 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 2000’ 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) 651-1960 Main Office

October 20, 2021

The Honorable Tom Smith, Chairman
Georgia County Board of Commissioners
P.O. Box 11331
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 Wiseman 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.

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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 criteria 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, 470’ 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 for the displaced threshold, further mitigation is not required.

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 33 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.

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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 –

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  o Two threshold lights on Runway 18 approach end at the displaced threshold, with 1 fixture missing.
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Inspection letter

October 20, 2021

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P.O. Box 11311
City, Georgia 00000

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Inspection letter

Russell R. McMurry, P.E., Commissioner
One Georgia Center
500 West Peachtree NW
Atlanta, GA 30308
(404) 651-1960 Main Office

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2021 Airport Inspection
October 20, 2021

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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 33 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.

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The Honorable Tom Smith, Chairman
2021 Airport Inspection
October 20, 2021
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The last time your aircraft were confirmed in the Aircraft Registry 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 8-11 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 8-11 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 FAA safety criteria, or do not meet the State of Georgia’s 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 Brian.Walden@dot.ga.gov. Please contact Alan Hood, Airport Safety Data Program Manager, at

(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

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

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- The Runway Safety Area serving Runway 23 does not meet standards for length, for a B-III 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-III 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 safety criteria, or do not meet the state or 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.

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

Sincerely,

Steven V. Brian, Manager
Aviation Programs

SVBach

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

(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.
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 safety criteria, or do not meet the state or 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/](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 BrianWalden@dot.ga.gov. Please contact Alan Hood, Airport Safety Data Program Manager, at AlanHood@dot.ga.gov.
Inspection letter

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

Page 3

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Written Corrective Action Plan

• Every item called out on the inspection letter needs to be addressed in your response.

• If not corrected immediately, every item needs a month and year spelled out for when it will be addressed that is not dependent on funding.

• Expectation is to see reasonable progress, and we understand there is unforeseen circumstances and those are the exceptions.
Inspection

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 Configuration
Approach Surfaces

- 3 categories of approach surfaces for GA Airports
  - State Licensing
  - FAA Part 77
  - Threshold Siting Surface (Table 3-2. Approach / Departure standards table in AC 150/5300-13A, updated with Engineering Brief 99 and 99A)
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 surfaces
GDOT Airport Licensing Approach Standards

• Obstruction Removal
  – obstructions must be removed as soon as possible with written plan with specified dates provided to GDOT by specified date in letter.

  – if removal is not possible, displace threshold
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 @ > ¾ mi visibility = C
  >12,500lb + non-precision @ <= ¾ mi visibility = D
  >12,500lb + precision (has ILS) = PIR

• Surface starts 200’ from the end of paved runway

• Airports inspected biennially
FAA Part 77 Approach Standards
FAA Part 77 Approach Standards

• Obstruction Removal
  • Obstructions *should* be removed or provide schedule for removal
  • Obstructions found are presumed to be a hazard until determined otherwise by FAA
FAA Threshold Siting \((15:1, 20:1, 30:1, 34:1)\)

- Mandatory for NPIAS airports
- Those with an instrument approach must remain clear for night minimums
- 6 approach configurations (the 7\textsuperscript{th} is the Departure Surface):
  - Runway Type
    - Type 1 – 15:1 – Rwys for small aircraft w/ approach speeds \(< 50\) knots – Visual only
    - Type 2 – 20:1 – Rwys for small aircraft w/ approach speeds \(\geq 50\) knots – Visual only
    - Type 3 – 20:1 – Rwys for large aircraft – Visual only
    - Type 4 – 20:1 – Rwys with an instrument approach of \(\geq \frac{3}{4}\) mi vis
    - Type 5 – 34:1 – Rwys with an instrument approach of \(< \frac{3}{4}\) mi vis
    - Type 6 – 30:1 – Rwys with vertical guidance (LPV or ILS)
  - 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 Type 4 Surface starts 200’ from threshold (20:1) – Most Common

- TSS Type 6 Surface starts at threshold (30:1) – Additional if LPV or ILS

- Obstructions must be mitigated for Type 4 to maintain night minimums
Priorities

Obstruction Removal from each surface

1. State Approach Standards – All airports
2. FAA Threshold Siting Surfaces – All NPIAS airports
3. FAA Part 77 - Obstructions found are presumed to be a hazard until determined otherwise by FAA
All 3 Surfaces

Example
Covington – Runway 28
6000’
7/8 Mile Visibility
LPV approach
State >= 5000'
TSS (OCS) Type 4
Example

Canton – Runway 23
5000’
1 Mile Visibility
No LPV approach
State $\geq 5000'$
TSS (OCS) Type 4

Not looked at during inspection
2020-2021 Results
<table>
<thead>
<tr>
<th>ITEM</th>
<th>2019 PERCENT MEET</th>
<th>2020 PERCENT MEET</th>
<th>2021 PERCENT MEET</th>
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Questions?