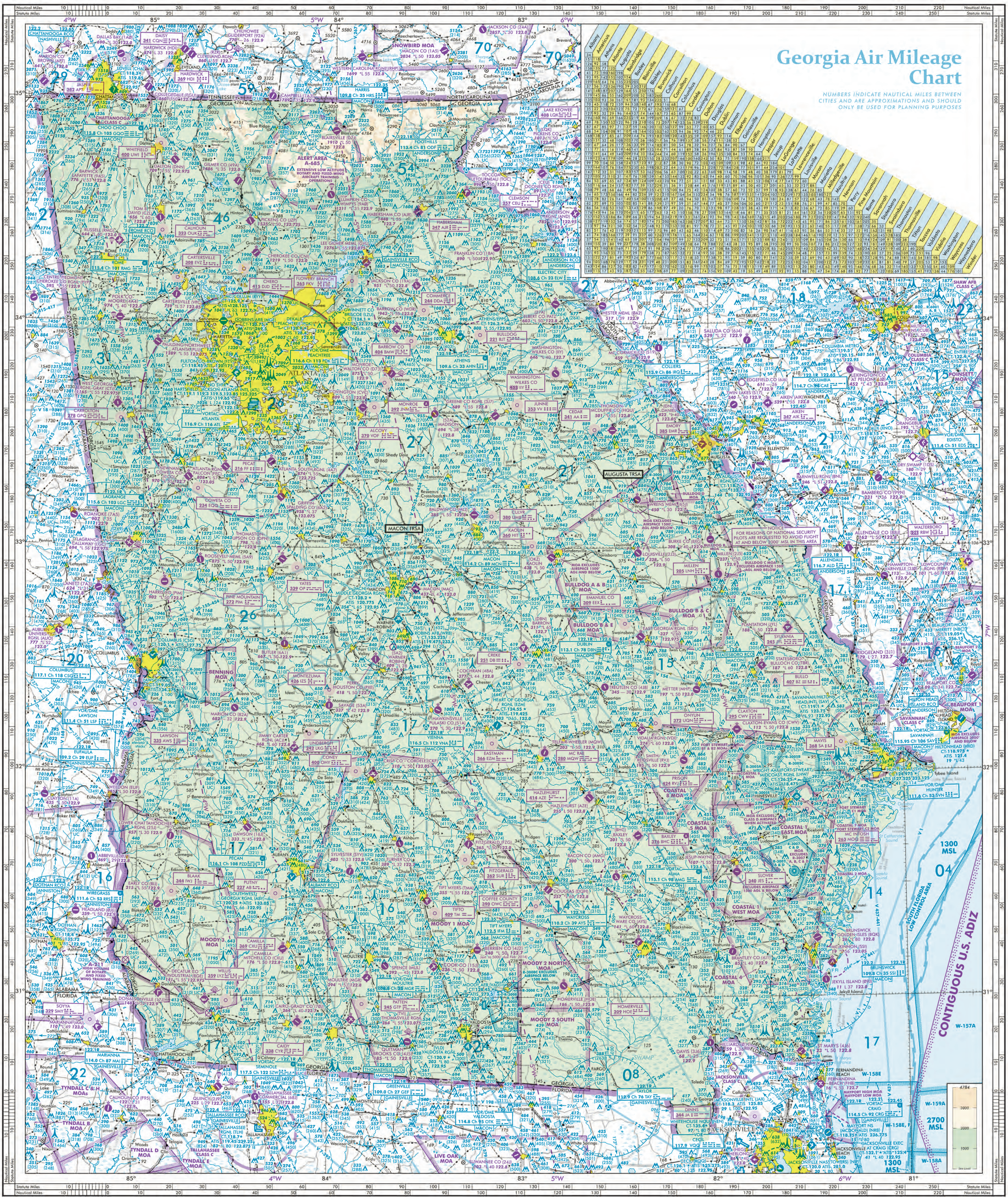
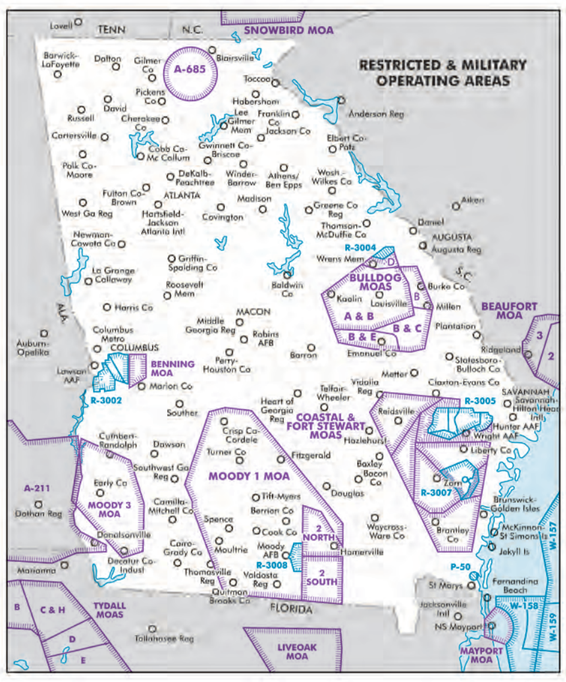
Lambert Conformal Projection
Standard Parallels 33° and 45°

GEORGIA AERONAUTICAL CHART

Scale 1:1,000,000



SPECIAL USE AIRSPACE IN GEORGIA



PROHIBITED, RESTRICTED, & ALERT AREAS

NUMBER	ALTITUDE	TIME OF USE	C/A
P-50	To but not incl 3000	CONTINUOUS	NO A/G
R-3002 A	To 4000	INT. 0600-0200 †6 HRS ADV	ATLANTA TRACON
R-3002 B	4000-8000	INT. 0600-0200 †6 HRS ADV	ATLANTA TRACON
R-3002 C, E	8000-14,000	INT. By NOTAM 6 HRS ADV	ATLANTA TRACON
R-3002 D	To 8000	INT. 0600-0200 †6 HRS ADV	ATLANTA TRACON
R-3002 F	14,000 TO FL 250	INT. By NOTAM 6 HRS ADV	ATLANTA TRACON
R-3004 A	To 7000	BY NOTAM 24 HRS ADV	ATLANTA CNTR
R-3004 B	7001 TO 16,000	BY NOTAM 24 HRS ADV	ATLANTA CNTR
R-3005 A, B, D, E	To 29,000	0600-2400 †24 HRS ADV	JACKSONVILLE CNTR
R-3005 C	To 29,000	0600-0300 †24 HRS ADV	JACKSONVILLE CNTR
R-3007 A	To but not incl 13,000	0700-2200 Mo-Fr †24 HRS ADV	JACKSONVILLE CNTR
R-3007 B	1200 AGL to but not incl 13,000	0700-2200 Mo-Fr †24 HRS ADV	JACKSONVILLE CNTR
R-3007 C	100 AGL to but not incl 13,000	0700-2200 Mo-Fr †24 HRS ADV	JACKSONVILLE CNTR
R-3007 D	13,000 TO FL 250	0700-2200 Mo-Fr †24 HRS ADV	JACKSONVILLE CNTR
R-3008 A	To 10,000	0700-2200 Mo-Fr †6 HRS ADV	USAF VALDOSTA APP
R-3008 B	100 AGL to 10,000	0700-2200 Mo-Fr †6 HRS ADV	USAF VALDOSTA APP
R-3008 C	500 AGL to 10,000	0700-2200 Mo-Fr †6 HRS ADV	USAF VALDOSTA APP
R-3008 D	10,000 to but not incl FL 230	0700-2200 Mo-Fr †6 HRS ADV	USAF VALDOSTA APP
A-685	To 700 AGL	INT SR-SS	NO A/G

MILITARY OPERATING AREAS

NAME	ALTITUDE	TIME OF USE	C/A
BENNING	500 AGL TO 8000	0700-2000 Mo-Fr OCCAS Sa-Su By NOTAM	COLUMBUS ATCT
BULLDOG A, C, E	500 AGL to but not incl. 10,000	INT. 0700-2400	ATLANTA CNTR
BULLDOG B	10,000	INT. 0700-2400	ATLANTA CNTR
BULLDOG D	500 AGL to 17,000	INT. 0800-1800 Mo-Fr w/ R-3004	ATLANTA CNTR
COASTAL 1 EAST, COASTAL 1 WEST	300 AGL	INT 0700-2200 Mo-Fr; INT 0700-2200 BY NOTAM SAT & SUN (not to exceed 665 hrs per year)	JACKSONVILLE CNTR
COASTAL 2, 5	300 AGL	INT 0700-2200 Mo-Fr; INT 0700-2200 BY NOTAM SAT & SUN (not to exceed 665 hrs per year)	JACKSONVILLE CNTR
COASTAL 4	14,000	INT 0700-2200 Mo-Fr; INT 0700-2200 BY NOTAM SAT & SUN (not to exceed 316 hrs per year)	JACKSONVILLE CNTR
COASTAL 6, 7	10,001	INT 0700-2200 Mo-Fr; INT 0700-2200 BY NOTAM SAT & SUN (not to exceed 60 hrs per year)	JACKSONVILLE CNTR
COASTAL 8	11,000	INT 0700-2200 Mo-Fr; INT 0700-2200 BY NOTAM SAT & SUN (not to exceed 60 hrs per year)	JACKSONVILLE CNTR
FT. STEWART B1	500 AGL to 4999	INT. 0600-2200 Mo-Fr	JACKSONVILLE CNTR
FT. STEWART B2	5000 to 10,000	By NOTAM	JACKSONVILLE CNTR
FT. STEWART C1	500 AGL to 2999	INT. 0600-2200 Mo-Fr	JACKSONVILLE CNTR
FT. STEWART C2	3000 to 10,000	By NOTAM	JACKSONVILLE CNTR
MOODY 1, 3	8000	0600-0200 Mo-Fr	JACKSONVILLE CNTR
MOODY 2 NORTH	500 AGL to but not incl. 8000	0600-0200 Mo-Fr	JACKSONVILLE CNTR
MOODY 2 SOUTH	100 AGL to but not incl. 8000	0600-0200 Mo-Fr	JACKSONVILLE CNTR

WARNING

The adjacent chart is to alert you to the existence of Low Altitude Military Training Routes that traverse our State. These routes may change, be deleted, or new ones added. Check with the closest Flight Service Station for current information.

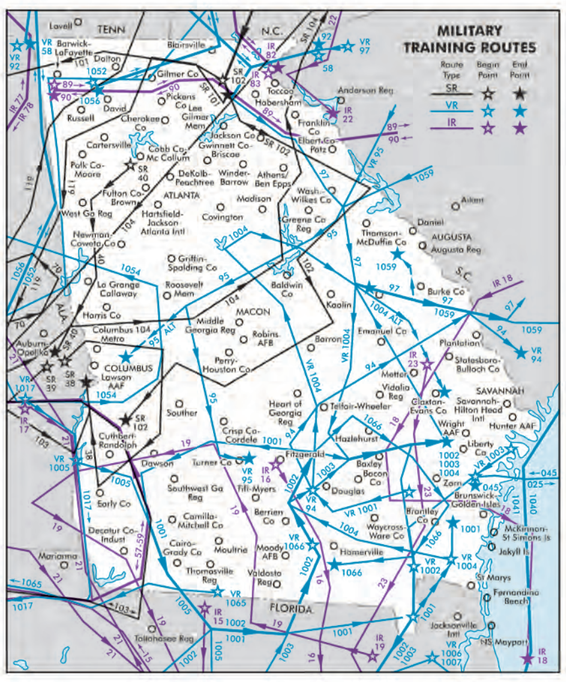
Three types of routes exist:
1) VFR Low Altitude Training Routes (SR) - 250 KIAS or less
2) VFR Military Training Routes (VR) - in excess of 250 KIAS
3) IFR Military Training Routes (IR) - in excess of 250 KIAS

Depending on the type of route, flights may be conducted at altitudes from 10,000' MSL down to the surface (IAW FAR 91.79), at any speed up to but not including super sonic, during the hours of daylight or dark, in instrument flight conditions or visual flight conditions or any combination thereof.

NOTICE TO USERS OF THIS CHART
CHART IS NOT AUTHORIZED FOR FLIGHT USE

Aeronautical information on this chart is current as of May 30, 2013 and is obtained from the Federal Aviation Administration, the U.S. Department of Commerce, and the Georgia Department of Transportation.

This chart is to be used for informational purposes only. Pilots should use discretion in utilizing this chart. Note that all towers are not shown. Printer and Publisher make no warranty, express or implied, as to the accuracy thereof. Consult appropriate FAA aeronautical charts, NOTAMs, and Flight Information Publications for current information and supplemental data. User comments are welcome. Please contact Georgia Department of Transportation, Aviation Programs, at 600 West Peachtree St, N.W., Atlanta, Georgia 30308; 404.374.0574; aviationprograms@dot.ga.gov.



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St.Louis, MO 63139 Washington, DC 20011

STATE OF GEORGIA
OFFICE OF THE GOVERNOR
ATLANTA 30334-0900

Nathan Deal
GOVERNOR

Greetings and welcome to Georgia!

We invite you to see all Georgia has to offer by air. Here you'll find a contemporary and modern feel with the authenticity, heritage, and hospitality of the South.

Georgia's 104 public-use airports range in size from small general aviation airports to the world's busiest, Hartsfield-Jackson Atlanta International, and contribute more than $62 billion to our statewide economy. Conveniently located throughout the state, our airports support a full range of commercial, business, and recreational activities.

Please enjoy this complimentary copy of the 2014-2015 Georgia Aeronautical Chart. As you travel throughout our state for business or pleasure, we hope you'll enjoy Georgia's wonderful southern hospitality and the many fine services our airports offer.

Best wishes for a safe and pleasant flight!

Nathan Deal

Governor Nathan Deal

Georgia Department of Transportation
Division of Intermodal - Aviation Programs
600 West Peachtree Street, N.W.,
Atlanta, Georgia 30308
404.347.0574
www.dot.ga.gov/aviation

GEORGIA AIRPORTS MEAN BUSINESS

Georgia Department of Transportation

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Cover: RED BIRD Original art by Georgia Hall of Fame artist Sam Lyons

GEORGIA AERONAUTICAL CHART 2014 – 2015

AERONAUTICAL CHART LEGEND

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Airport/Facility Directory (A/FD) for details involving airport lighting, navigation aids, and services. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

- Other than hard-surfaced runways
- Seaplane Base
- Hard-surfaced runways 1500 ft. to 8069 ft. in length.
- Hard-surfaced runways greater than 8069 ft. or some multiple runways less than 8069 ft.
- Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, or VORTAC location.

All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

- Private "(Pvt)" - Non-public use having emergency or landmark value.
- Military - Other than hard-surfaced. All military airports are identified by abbreviations AFB, NAS, AAF, etc. For complete airport information consult DOD FLIP.
- Heliport Selected
- Unverified
- Abandoned - paved having landmark value, 3000 ft. or greater.
- Ultralight Flight Park Selected

Services-fuel available and field tended during normal working hours depicted by use of ticks around basic airport symbol. (Normal working hours are Mon thru Fri 10:00 A.M. to 4:00 P.M. local time.) Consult A/FD for servic availability at airports with hard-surfaced runways greater than 8069 ft.

Rotating airport beacon in operation Sunset to Sunrise.

AIRPORT DATA

Box indicates F.A.R. 93 Special Air Traffic Rules & Airport Traffic Patterns — FSS — NO SVFR — F.A.R. 91
Airport Surveillance Radar — NAME (NAM) — Location Identifier
CT -118.3 ★ ATIS 123.8
Runways with Right Traffic Patterns (public use) — 285 L 72 122.95 — UNICOM
RP 23,34
RP★ (See Airport/Facility Directory) — VFR Advsy 125.0
Airport of Entry

- FSS - Flight Service Station
- NO SVFR - Fixed-wing special VFR flight is prohibited.
- CT-118.3 - Control Tower (CT) - primary frequency
- NFCT - Non-Federal Control Tower
- ★ - Star indicates operation part-time. See tower frequencies tabulation for hours of operation.
- C - Indicates Common Traffic Advisory Frequencies (CTAF)
- ATIS 123.8 - Automatic Terminal Information Service
- ASOS/ AWOS 135.42 - Automated Surface Weather Observing Systems. Some ASOS/AWOS facilities may not be located at airports.
- UNICOM - Aeronautical advisory station.
- VFR Advsy - VFR Advisory Service shown where ATIS not available and frequency is other than primary CT frequency.
- 285 - Elevation in feet
- L - Lighting in operation Sunset to Sunrise
- *L - Lighting limitations exist, refer to Airport/Facility Directory.
- 72 - Length of longest runway in hundreds of feet; usable length may be less.

When facility or information is lacking, the respective character is replaced by a dash. All lighting codes refer to runway lights. Lighted runway may not be the longest or lighted full length. All times are local.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown on this chart. All times are local.

- Class B Airspace
- Class C Airspace (Mode C See F.A.R. 91.215/AIM.)
- Class D Airspace
- [40] Ceiling of Class D Airspace in hundreds of feet. (A minus ceiling value indicates surface up to but not including that value.)
- Class E (sfc) Airspace
- Class E Airspace with floor 700 ft. above surface.
- Class E Airspace with floor 1200 ft. or greater above surface that abuts Class G Airspace.
- 2400 MSL / 4500 MSL Differentiates floors of Class E Airspace greater than 700 ft. above surface

Class E Airspace exists at 1200' AGL unless otherwise designated as shown above.

Class E Airspace low altitude Federal Airways are indicated by center line. Intersection - Arrows are directed towards facilities which establish intersection.

132° → V 69 — 169 Total mileage between NAVAIDs on direct Airways.

- Prohibited, Restricted, Warning and Alert Areas Canadian Advisory and Restricted Areas
- MOA - Military Operations Area
- Special Airport Traffic Areas (See F.A.R. Part 93 for details)
- MODE C (See F.A.R. 91.215/AIM.)
- National Security Area
- Terminal Radar Service Area (TRSA)

OBSTRUCTIONS

- 1000 ft. and higher AGL
- below 1000 ft. AGL
- Group Obstruction
- Obstruction with high-intensity lights May operate part-time
- 2049 — Elevation of the top above mean sea level
- (1149) — Height above ground
- UC — Under construction or reported; position and elevation unverified

NOTICE: Guy wires may extend outward from structures.

MISCELLANEOUS

- −1°E — Isogonic Line (2010 VALUE)
- Ultralight Activity
- Fl ★ Flashing Light
- Hang Glider Activity
- Marine Light
- Glider Operations
- Parachute Jumping Area (See Airport/Facility Directory)
- NAME (Magenta, Blue, or Black) Visual Check Point

TOPOGRAPHIC INFORMATION

- Roads
- Road Markers
- Railroad
- Bridges And Viaducts
- Power Transmission Lines
- Aerial Cable
- Landmark Feature - stadium, factory, school, golf course, etc.
- Outdoor Theatre
- Lookout Tower P-17 (Site Number) 618 (Elevation Base of Tower)
- CG Coast Guard Station
- Race Track
- Tank - water, oil or gas
- Oil Well
- Water Well
- Mines And Quarries
- Mountain Pass
- 11823 (Elevation of Pass)

(Pass symbol does not indicate a recommended route or direction of flight and pass elevation does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.)

Non-Perennial Lake — Rocks — Dams — Pier — Perennial Lake

RADIO AIDS TO NAVIGATION AND COMMUNICATION BOXES

- VHF OMNI RANGE (VOR)
- VORTAC
- VOR-DME
- Non-Directional Radiobeacon (NDB)
- NDB - DME
- Other facilities, i.e., Commercial Broadcast Stations, FSS Outlets-RCO, etc.

122.1R 122.6 123.6 — OAKDALE — 362 ★116.8 OAK
122.1R — CHICAGO CHI

Underline indicates no voice on this frequency.
Crosshatch indicates Shutdown status.
★ - Operates less than continuous or On-Request.
T - TWEB
H - HIWAS
A - ASOS/ AWOS

Heavy line box indicates Flight Service Station (FSS). Frequencies 121.5, 122.2, 243.0, and 255.4 (Canada - 121.5, 126.7 and 243.0) are normally available at all FSSs and are not shown above boxes. All other frequencies are shown.

For Local Airport Advisory use FSS frequency 123.6.

R - Receive only

122.1R — MIAMI — FSS providing voice communication

Frequencies above thin line box are remoted to NAVAID site. Other frequencies at FSS providing voice communication may be available as determined by altitude and terrain. Consult Airport/Facility Directory for complete information.

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF).

2⁵ Example: 2,500 feet

The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

GUIDE TO AIRFIELD SIGNS

SIGN and LOCATION	PILOT ACTION or SIGN PURPOSE	SIGN and LOCATION	PILOT ACTION or SIGN PURPOSE	SIGN and LOCATION	PILOT ACTION or SIGN PURPOSE
4-22 On Taxiways at Intersection with a Runway	Do not cross unless clearance has been received (towered airport) or until clear (non-towered airport). Hold short clearance has been accepted.	Edge of Runway Protected Area	These signs are used on non-towered airports to identify the boundary of the runway protected area. It is intended that the pilots exiting this area would use this sign as a guide to judge when the aircraft is clear of the protected area.	Taxiway Ending Marker	Indicates taxiway does not continue.
22-4 On Runways at Runway Intersection	At runway/runway intersections, hold short clearance has been accepted.	Edge of ILS Critical Area	These signs are used on non-towered airports to identify the boundary of the ILS critical area. It is intended that pilots exiting this area would use this sign as a guide to judge when the aircraft is clear of the ILS critical area.	4 Distance Remaining	Provides remaining runway length in 1,000 feet increments.
4-APCH Hold Position on Taxiway Located in Runway Approach or Departure Area Hold	Towered Airport - Hold when instructed by ATC. Non-Towered Airport - Proceed when no traffic conflict exists.	B → Taxiways and Runways	On Taxiways - Provides direction to turn at next intersection to maneuver aircraft onto named taxiway. On Runways - Provides direction to turn to exit runway onto named taxiway.	B Taxiway	Indicates taxiway on which aircraft is located.
ILS ILS Critical Area	Hold when instructed by ATC when approaches are being made with visibility less than 2 miles or ceiling less than 800 feet.	22 → Taxiways	Provides general taxiing direction to named runway.	22 Runway	Indicates runway on which aircraft is located.
⊖ Areas where Aircraft are Forbidden to Enter	Do not enter. Identifies paved areas where aircraft entry is prohibited.	TERM → Taxiways and Runways	Provides general taxiing direction to identified destinations.		

ATC LIGHT SIGNALS

COLOR AND TYPE OF SIGNAL	ON THE GROUND	IN FLIGHT
Steady Green	Cleared for takeoff	Cleared to land
Flashing Green	Cleared to taxi	Return for landing (to be followed by steady green at proper time)
Steady Red	Stop	Give way to other aircraft and continue circling
Flashing Red	Taxi clear of landing area (runway) in use	Airport unsafe -- do not land
Flashing White	Return to starting point on airport	(No Assigned Meaning)
Alternating Red and Green	General warning signal Exercise extreme caution	General warning signal Exercise extreme caution

RECOMMENDED COMMUNICATION PROCEDURES AT NON-TOWERED AIRPORTS

FACILITY AT AIRPORT	FREQUENCY USE	OUTBOUND	INBOUND
1. UNICOM (No Tower or FSS)	Communicate with UNICOM station on published CTAF frequency (122.7, 122.8, 122.725, 122.975, or 123.0) If unable to contact UNICOM station, self-announce procedures on CTAF.	Before taxiing and before taxiing on the runway for departure.	10 Miles out. Entering downwind, base, and final. Leaving the runway.
2. No tower, FSS, or UNICOM.	Self-announce on MULTICOM frequency 122.9.	Before taxiing and before taxiing on the runway for departure.	10 Miles out. Entering downwind, base, and final. Leaving the runway.
3. No tower in operation, FSS open	Communicate with FSS on CTAF frequency.	Before taxiing and before taxiing on the runway for departure.	10 Miles out. Entering downwind, base, and final. Leaving the runway.
4. FSS closed (No Tower)	Self-announce on CTAF frequency.	Before taxiing and before taxiing on the runway for departure.	10 Miles out. Entering downwind, base, and final. Leaving the runway.
5. Tower or FSS not in operation	Self-announce on CTAF frequency.	Before taxiing and before taxiing on the runway for departure.	10 Miles out. Entering downwind, base, and final. Leaving the runway.

ATLANTA CLASS B AIRSPACE

OPERATING RULES AND PILOT/EQUIPMENT REQUIREMENTS. Regardless of weather conditions an ATC authorization is required prior to operating within the Class B Airspace. Pilots should not request an authorization to operate within the Class B Airspace unless the requirements of FAR 91.215 and FAR 91.131 are met. Included among those requirements are:

1. Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that Class B Airspace.
2. No person may take off or land a civil aircraft at the Hartsfield-Jackson Atlanta International Airport unless the pilot in command holds at least a private pilot certificate.
3. No person may take off or land a civil aircraft at an airport within the Class B Airspace or operate a civil aircraft within the Class B Airspace unless:
   (a) The pilot in command holds at least a private pilot certificate or:
   (b) The aircraft is operated by a student pilot who has met the requirements of FAR 61.95
4. Unless otherwise authorized by ATC, each person operating a large turbine engine powered aircraft to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the Class B Airspace.
5. An operable VOR or TACAN receiver for IFR operations.
6. A transponder with automatic altitude reporting equipment.

NOTE: ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement or for a transponder failure; however, other requests for deviations from the transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

FLIGHT PROCEDURES

IFR FLIGHTS - Aircraft operating within the Atlanta Class B Airspace must be operated in accordance with ATC clearances and instructions.

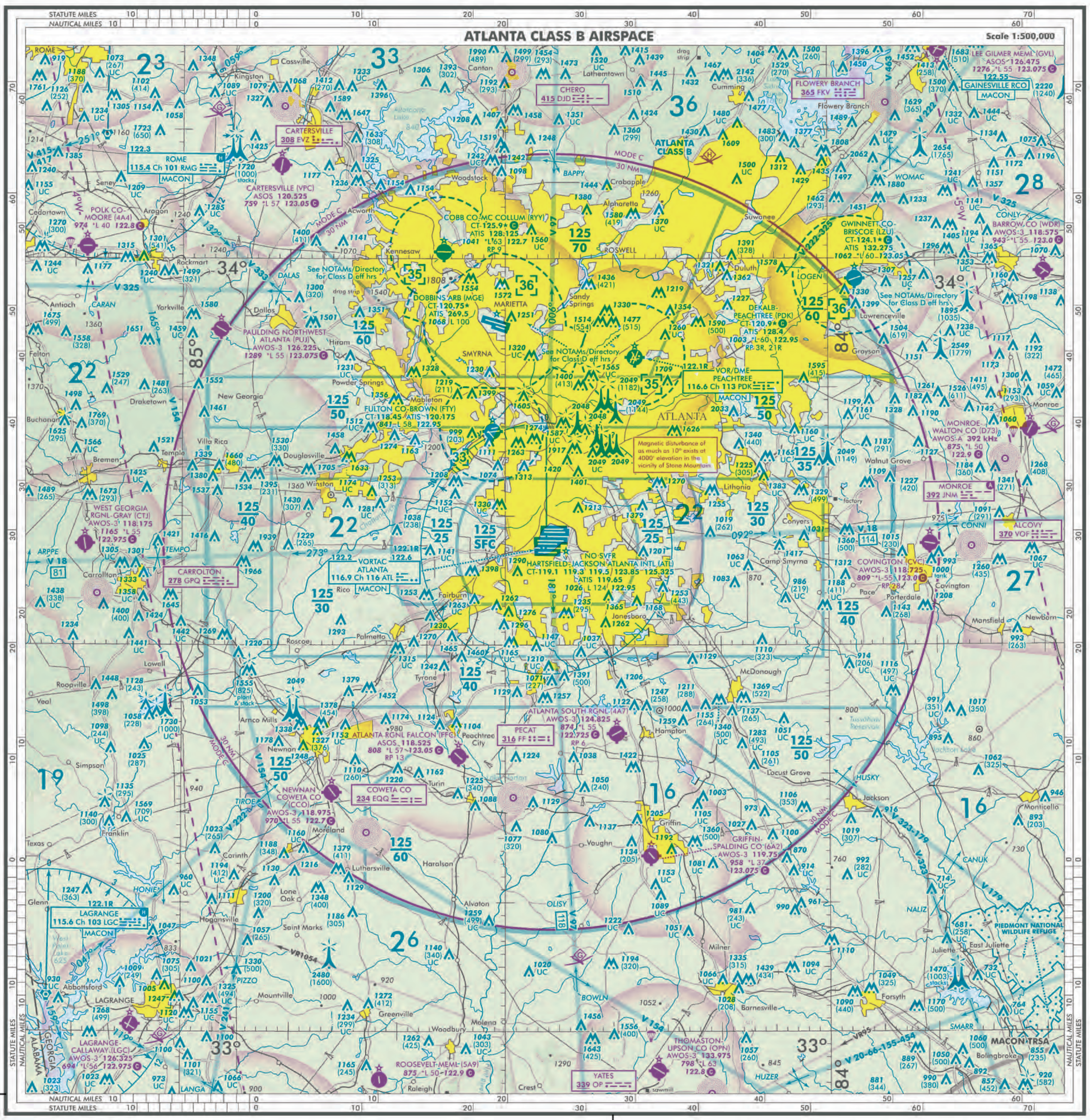
VFR FLIGHTS -

1. Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.
3. Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

ATC PROCEDURES

All aircraft will be controlled and separated while operating within the Class B Airspace, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other nonradar procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside the Class B Airspace.

NOTE: Assignment of radar headings and/or altitudes is based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading or altitude will cause the pilot to violate such rules.



AUTOMATED WEATHER SYSTEMS-AWOS/ASOS

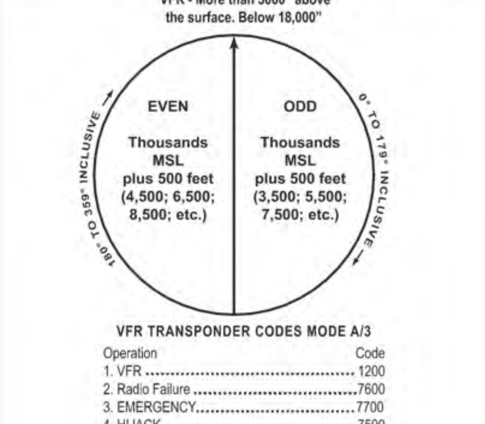
CITY	ID	TYPE	FREQ	PHONE
Albany	ABY	ASOS	133.05	229-434-7494
Alma	AMG	ASOS	118.325	912-632-8738
Americus	ACJ	AWOS-3	128.375	229-928-0934
Athens	AHN	ASOS	132.875	706-613-7373
Atlanta	4A7	AWOS-3	124.825	770-707-1719
Atlanta	CVC	AWOS-3	118.725	770-385-7057
Atlanta	FTY	ASOS	120.175	404-696-5660
Atlanta	CCO	AWOS-3	118.975	770-254-1617
Atlanta	FFC	ASOS	118.525	770-487-1610
Atlanta	RYY	AWOS-3	128.125	770-425-3406
Atlanta	PDK	ASOS	128.4	770-457-1691
Atlanta	ATL	ASOS	119.65	404-762-1121
Atlanta	PUJ	AWOS-3	126.225	770-445-3870
Augusta	AGS	ASOS	132.75	706-790-0631
Augusta	DNL	ASOS	135.275	706-481-8629
Bainbridge	BGE	AWOS-3	121.125	229-248-2104
Baxley	BHC	AWOS-3	118.2	912-705-5865
Blairsville	DZJ	AWOS-3	119.325	706-745-9271
Blakely	BIJ	AWOS-3	118.475	229-723-5511
Brunswick	BQK	AWOS-3	124.175	912-261-0531
Brunswick	SSI	ASOS	120.025	912-638-7042
Butler	6A1	AWOS-3	119.525	478-862-2966
Calhoun	CZL	AWOS-3	119.975	706-602-5906
Camilla	CXU	AWOS-3	118.675	229-336-0744
Canon	18A	AWOS-3	118.625	706-245-1097
Canton	CNI	AWOS-3	119.825	770-704-6235
Carrollton	CTJ	AWOS-3	118.175	770-214-9667
Cartersville	VPC	ASOS	120.525	770-606-0375
Claxton	CWV	AWOS-3	120.075	912-739-3768
Columbus	CSG	ASOS	127.75	706-576-4715
Cordele	CKF	AWOS-3	119.325	229-276-2669
Cornelia	AJR	AWOS-3	119.175	706-778-3675
Dalton	DNN	AWOS-3	127.65	706-278-7010
Douglas	DQH	AWOS-3	119.075	912-383-7258
Dublin	DBN	AWOS-3	118.425	478-277-9051
Eastman	EZM	AWOS-3	119.425	912-374-9979
Elberton	27A	AWOS-3	120.875	706-283-8133
Ellijay	49A	AWOS-3	118.075	706-276-4513
Fitzgerald	FZG	AWOS-3	118.625	229-426-5072
Gainesville	GVL	ASOS	126.475	770-532-4687
Greensboro	3J7	AWOS-3	124.525	706-453-0017
Griffin	6A2	AWOS-3	119.75	770-227-3934
Hazlehurst	AZE	AWOS-3	119.125	912-375-0650
Hinesville	LHW	AWOS-3	118.475	912-435-3087
Homerville	HOE	AWOS-3	118.725	912-487-1253
Jasper	JZP	AWOS-3	118.55	706-253-9008
Jefferson	19A	AWOS-3	118.125	706-367-1607
Jesup	JES	AWOS-3	118.125	912-427-0855
LaFayette	9A5	AWOS-3	119.775	706-639-1976
LaGrange	LGC	AWOS-3	126.325	706-845-0677
Lawrenceville	LZU	AWOS-3	132.275	770-339-7753
Macon	MCN	ASOS	120.775	478-784-8825
Milledgeville	MLJ	AWOS-3	120.925	478-445-7718
Monroe	D73	AWOS-A	392	No Phone
Moultrie	MGR	AWOS-3	118.925	229-890-5320
Perry	PXE	AWOS-3	123.825	478-987-8768
Rome	RMG	ASOS	119.925	706-235-3467
Sandersville	OKZ	AWOS-3	120.575	478-240-9432
Savannah	SAV	ASOS	123.75	912-966-0364
Statesboro	TBR	AWOS-3	119.025	912-764-9321
Swainsboro	SBO	AWOS-3	133.375	912-237-8437
Sylvania	JYL	AWOS-3	118.875	912-857-9000
Thomaston	OPN	AWOS-3	133.975	706-646-4123
Thomasville	TVI	AWOS-3	119.175	229-225-4336
Thomson	HQU	AWOS-3	120.625	706-597-9801
Tifton	TMA	AWOS-3	118.525	229-386-8937
Toccoa	TOC	AWOS-3	119.625	706-297-7473
Valdosta	VLD	ASOS	126.225	229-245-8746
Vidalia	VDI	AWOS-3	119.925	912-538-0219
Washington	IIY	AWOS-3	118.375	706-678-3647
Waycross	AYS	AWOS-3	118.575	912-287-4466
Winder	WDR	AWOS-3	118.575	770-868-0642

PILOT CONTROLLED LIGHTING (PCL)

Control System	Key Mike	Intensity
3 step light system	7 times within 5 sec.	High
	5 times within 5 sec.	Medium
	3 times within 5 sec.	Low
2 step light system	5 times within 5 sec.	High
	3 times within 5 sec.	Medium
ACTIVATE (Rwy lights, REIL, or VASI)	5 times within 5 sec.	Lights on

Use UNICOM frequency unless otherwise indicated

VFR ALTITUDES/FLIGHT LEVELS CONTROLLED/UNCONTROLLED AIRSPACE

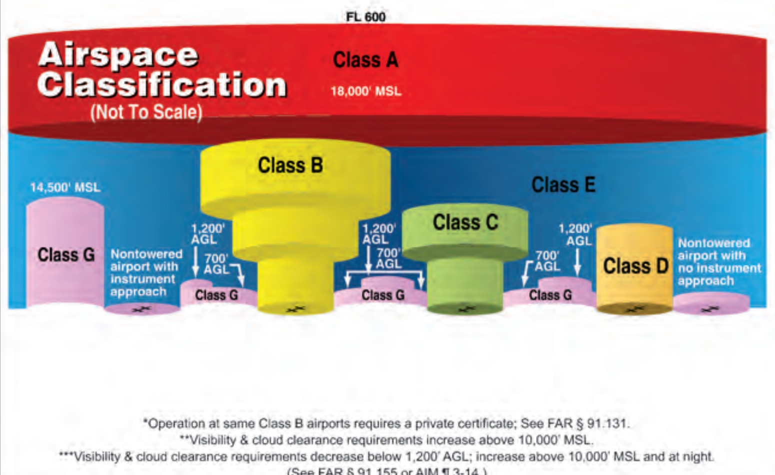


VFR TRANSPONDER CODES MODE A/3

Operation	Code
1. VFR	1200
2. Radio Failure	7600
3. EMERGENCY	7700
4. HIJACK	7500

NOTE: Refrain from switching through Code 7700, 7600, 7500

AIRSPACE CLASSIFICATION



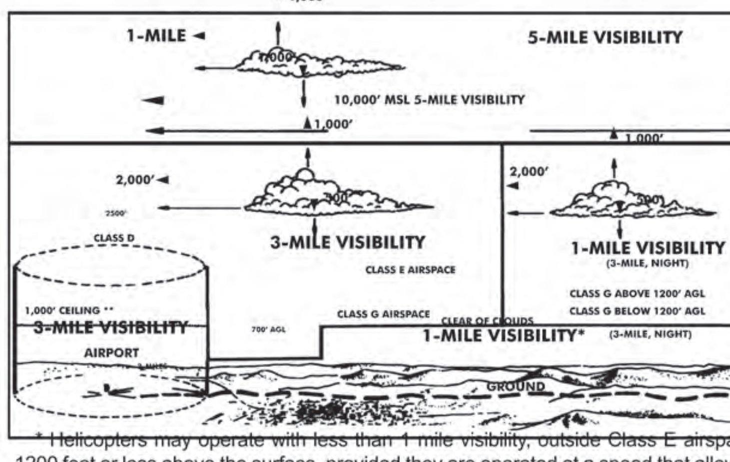
*Operation at same Class B airports requires a private certificate; See FAR § 91.131.
**Visibility & cloud clearance requirements increase above 10,000' MSL.
***Visibility & cloud clearance requirements decrease below 1,200' AGL; increase above 10,000' MSL and at night. (See FAR § 91.155 or AIM ¶ 3-14.)

Airspace Features	Class A	Class B	Class C	Class D	Class E	Class G
Previous Airspace Equivalent	Positive Control Area (PCA)	Terminal Control Area (TCA)	Airport Radar Service Area (ARSA)	Airport Traffic Areas combined with Control Zones	Control Zones/ General Controlled Airspace	Uncontrolled Airspace
Operations Permitted	IFR	IFR and VFR	IFR and VFR	IFR and VFR	IFR and VFR	IFR and VFR
Entry Prerequisites	ATC Clearance	ATC Clearance	IFR Clearance/ VFR Radio Contact	IFR Clearance/ VFR Radio Contact	Clearance & Radio Contact for IFR	None
Minimum Pilot Qualifications	Instrument Rating	Student Certificate/ *Endorsed Student	Student Certificate	Student Certificate	Student Certificate	Student Certificate
Two-way Radio Communications	Yes	Yes	Yes	Yes	IFR	No
VFR Minimum Visibility	N/A	3 Statute Miles	3 Statute Miles	3 Statute Miles	**3 Statute Miles	**1 Statute Mile
VFR Minimum Distance from Clouds	N/A	Clear of Clouds	500' below, 1,000' above, and 2,000' horizontal	500' below, 1,000' above, and 2,000' horizontal	**500' below, 1,000' above, and 2,000' horizontal	***500' below, 1,000' above, and 2,000' horizontal
Aircraft Separation	All	All	IFR, SVFR, and runway ops	IFR, SVFR, and runway ops	IFR and SVFR	None
Conflict Resolution	N/A	N/A	Between IFR and VFR ops	No	No	No
Traffic Advisories	N/A	N/A	Yes	Workload permitting	Workload permitting	Workload permitting
Safety Advisories	Yes	Yes	Yes	Yes	Yes	Yes

PHOENETIC ALPHABET AND RADIOTELEGRAPH CODE

A – ALFA	• –	S – SIERRA	• • •
B – BRAVO	– • • •	T – TANGO	–
C – CHARLIE	– • – •	U – UNIFORM	• • –
D – DELTA	– • •	V – VICTOR	• • • –
E – ECHO	•	W – WHISKEY	• – –
F – FOXTROT	• • – •	X – XRAY	– • • –
G – GOLF	– – •	Y – YANKEE	– • – –
H – HOTEL	• • • •	Z – ZULU	– – • •
I – INDIA	• •	0 – *ZE-RO*	– – – – –
J – JULIETT	• – – –	1 – *WUN*	• – – – –
K – KILO	– • –	2 – *TOO*	• • – – –
L – LIMA	• – • •	3 – *TREE*	• • • – –
M – MIKE	– –	4 – *FOW-er*	• • • • –
N – NOVEMBER	– •	5 – *FIFE*	• • • • •
O – OSCAR	– – –	6 – *SIX*	– • • • •
P – PAPA	• – – •	7 – *SEV-en*	– – • • •
Q – QUEBEC	– – • –	8 – *AIT*	– – – • •
R – ROMEO	• – •	9 – *NIN-er*	– – – – •

VFR CHART VISIBILITY & CLOUD MINIMUMS



*Helicopters may operate with less than 1 mile visibility, outside Class E airspace at 1200 feet or less above the surface, provided they are operated at a speed that allows the pilot adequate opportunity to see any air traffic or obstructions in time to avoid collisions.

**In addition, when operating within Class D airspace beneath a ceiling, the ceiling must not be less than 1000'. If the pilot intends to land or takeoff or enter a traffic pattern within Class D airspace, the ground visibility must be at least 3 miles at the airport. If ground visibility is not reported at the airport, 3 miles flight visibility is required. (FAR 91.155)

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, or U.S. Forest Service without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government.

All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service; National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service; and Wilderness and Primitive areas administered by the U.S. Forest Service. FAA Advisory Circular (AC) 91-36C, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surfaces as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley.

Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the three agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

— — — Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas and U.S. Forest Service Wilderness and Primitive areas.

NOTICE TO USERS OF THIS CHART
CHART IS NOT AUTHORIZED FOR FLIGHT USE

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User comments are welcome. Please contact Georgia Department of Transportation, Aviation Programs at 600 West Peachtree Street, N.W., Atlanta, Georgia 30308; 404.374.0574; or aviationprograms@dot.ga.gov.

J3 Morning Original Cover Art by Georgia Aviation Hall of Fame Artist Sam Lyons
www.lyonsstudio.com 863.644.5010

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