



# **ADVANCED AIR MOBILITY STUDY**

## HELIPORT ANALYSIS

**APRIL 2024**

## 1. Select Heliport Tables

**Table 1-1: Heliport Compatibility Initial Viability**

| Facility Name                                      | Loc Id | User Category              | TLOF Dimensions | Initial Viability Test | Notes                         |
|--|--------|----------------------------|-----------------|------------------------|-------------------------------|
| AdventHealth Gordon                                | GE02   | Medical                    | 50x50           | Yes                    | Marked for further evaluation |
| Ae153 Base   | GA93   | Medical                    | 40x40           | No                     | Inadequate TLOF Dimensions    |
| Ae154 Base   | 4GE7   | Medical                    | 40x40           | No                     | Inadequate TLOF Dimensions    |
| Air Evac 95  | GA15   | Medical                    | 40x40           | No                     | Inadequate TLOF Dimensions    |
| Air Evac Base 142                                  | GA34   | Medical                    | 40x40           | No                     | Inadequate TLOF Dimensions    |
| Air Evac Base 86                                   | GA07   | Medical                    | 40x40           | No                     | Inadequate TLOF Dimensions    |
| Apple 1  | 11GE   | Misc Non-Aviation Business | 50x50           | Yes                    | Marked for further evaluation |
| Appling General Hospital                           | GA78   | Medical                    | 40x40           | No                     | Inadequate TLOF Dimensions    |
| Au Medical Center & Children's Hospital Of Georgia | 4GA2   | Medical                    | 63x63           | Yes                    | Marked for further evaluation |
| Bainbridge Memorial Hospital                       | 4GA3   | Medical                    | 30x30           | No                     | Inadequate TLOF Dimensions    |
| Barrow Medical Center                              | 59GA   | Medical                    | 60x60           | Yes                    | Marked for further evaluation |
| Beaver Creek Lodge                                 | 25GE   | Hotel                      | 100x100         | Yes                    | Marked for further evaluation |
| Beaver Trail                                       | GA40   | Individual/Residential     | 250x250         | Yes                    | Marked for further evaluation |
| Blue Ridge Tours                                   | 70GA   | Aviation Business          | 16x16           | No                     | Inadequate TLOF Dimensions    |
| Bridge Building                                    | GA66   | Medical                    | 45x45           | No                     | Marked for further evaluation |
| Buford Precinct                                    | 35GA   | Police                     | 40x40           | No                     | Inadequate TLOF Dimensions    |
| Burke County Hospital                              | 2GE1   | Medical                    | 30x30           | No                     | Inadequate TLOF Dimensions    |
| Caffrey  | 00GE   | Aviation Business          | 125x95          | Yes                    | Marked for further evaluation |
| Caleb  | 24GA   | Individual/Residential     | 25x25           | No                     | Inadequate TLOF Dimensions    |
| Calhoun  | 68GA   | Individual/Residential     | 40x40           | No                     | Inadequate TLOF Dimensions    |
| Candler County Hospital                            | GA32   | Medical                    | 40x40           | No                     | Inadequate TLOF Dimensions    |
| Central State Hospital                             | 6GA6   | Medical                    | 50x50           | Yes                    | Marked for further evaluation |
| Childrens Health Care Atl At Scottish Rite 1       | GA11   | Medical                    | 40x40           | No                     | Inadequate TLOF Dimensions    |
| Childrens Health Care Atl At Scottish Rite 2       | GA11   | Medical                    | 40x40           | No                     | Inadequate TLOF Dimensions    |
| Childrens Health Care Atl At Scottish Rite 3       | GA11   | Medical                    | 40x40           | No                     | Inadequate TLOF Dimensions    |

| Facility Name                               | Loc Id | User Category              | TLOF Dimensions | Initial Viability Test | Notes                         |
|---|--------|----------------------------|-----------------|------------------------|-------------------------------|
| Children's Healthcare Of Atlanta-Egleston 1 | 60GA   | Medical                    | 45x45           | No                     | Marked for further evaluation |
| Children's Healthcare Of Atlanta-Egleston 2 | 60GA   | Medical                    | 45x45           | No                     | Marked for further evaluation |
| Cobb General Hospital                       | 34GA   | Medical                    | 25x25           | No                     | Inadequate TLOF Dimensions    |
| Curtis Parkway North                        | 99GA   | Aviation Business          | 220x180         | Yes                    | Marked for further evaluation |
| Dekalb Police Dept                          | GA58   | Police                     | 25x25           | No                     | Inadequate TLOF Dimensions    |
| Doctors Hospital                            | 8GA4   | Medical                    | 40x40           | No                     | Inadequate TLOF Dimensions    |
| Dorminy Medical Center                      | 9GA7   | Medical                    | 40x40           | No                     | Inadequate TLOF Dimensions    |
| Dwight David Eisenhower Army Medical Cntr   | 8GA2   | Medical                    | 40x40           | No                     | Inadequate TLOF Dimensions    |
| East Georgia Rgnl Medical Center            | GA28   | Medical                    | 90x90           | Yes                    | Marked for further evaluation |
| Elite Helicopters                           | GE14   | Individual/Residential     | 20x20           | No                     | Inadequate TLOF Dimensions    |
| Emanuel County Hospital                     | 93GA   | Medical                    | 50x50           | Yes                    | Marked for further evaluation |
| Emory Johns Creek Hospital                  | GE28   | Medical                    | 50x50           | Yes                    | Marked for further evaluation |
| Emory University Hospital                   | 7GA8   | Medical                    | 39x39           | No                     | Inadequate TLOF Dimensions    |
| Emory University Hospital Midtown           | GA64   | Medical                    | 45x45           | No                     | Marked for further evaluation |
| Fairview Park Hospital                      | 48GA   | Medical                    | 25x25           | No                     | Inadequate TLOF Dimensions    |
| Falcons Nest                                | 41GA   | Police                     | 25x25           | No                     | Inadequate TLOF Dimensions    |
| Floyd County Sheriff's Office               | GE88   | Police                     | 33x33           | No                     | Inadequate TLOF Dimensions    |
| Fmc   | GE13   | Medical                    | 40x40           | No                     | Inadequate TLOF Dimensions    |
| Fort Gordon Hq Helipad                      | GA26   | State/Federal Government   | 40x40           | No                     | Inadequate TLOF Dimensions    |
| Fort McPherson                              | GA96   | State/Federal Government   | 400x200         | Yes                    | Marked for further evaluation |
| Galleria                                    | 16GA   | Misc Non-Aviation Business | 25x25           | No                     | Inadequate TLOF Dimensions    |
| Georgia Baptist Urgent Care                 | 2GE2   | Medical                    | 40x40           | No                     | Inadequate TLOF Dimensions    |
| Georgia Mountain                            | 1GE1   | Misc Non-Aviation Business | 200x200         | Yes                    | Marked for further evaluation |
| Georgia Public Safety Training Center       | 90GA   | State/Federal Government   | 30x30           | No                     | Inadequate TLOF Dimensions    |
| Grady Meml Hospital 1                       | 1GE8   | Medical                    | 62x62           | Yes                    | Marked for further evaluation |
| Grady Meml Hospital 2                       | 1GE8   | Medical                    | 62x62           | Yes                    | Marked for further evaluation |

| Facility Name                              | Loc Id | User Category              | TLOF Dimensions | Initial Viability Test | Notes                         |
|--|--------|----------------------------|-----------------|------------------------|-------------------------------|
| Guardian Centers Of Georgia                | GA97   | Misc Non-Aviation Business | 54x54           | Yes                    | Marked for further evaluation |
| Gwinnett Comm Hosp D/B/A Eastside Med Cntr | 12GA   | Medical                    | 50x50           | Yes                    | Marked for further evaluation |
| Hamilton Medical Center                    | GA70   | Medical                    | 40x40           | No                     | Inadequate TLOF Dimensions    |
| Hartrampf                                  | 23GA   | Individual/Residential     | 100x100         | Yes                    | Marked for further evaluation |
| Hawks Ridge                                | 22GE   | Misc Non-Aviation Business | 100x100         | Yes                    | Marked for further evaluation |
| Hca Parkway Medical Center                 | 6GA3   | Medical                    | 50x50           | Yes                    | Marked for further evaluation |
| Hilton Garden Inn Downtown                 | 7GA6   | Hotel                      | 37x37           | No                     | Inadequate TLOF Dimensions    |
| Houston Healthcare Hospital                | 2GA3   | Medical                    | 40x40           | No                     | Inadequate TLOF Dimensions    |
| Interstate North                           | GA54   | Misc Non-Aviation Business | 85x85           | Yes                    | Marked for further evaluation |
| Kennestone                                 | 56GA   | Medical                    | 50x50           | Yes                    | Marked for further evaluation |
| Lanier                                     | GE03   | Misc Non-Aviation Business | 30x30           | No                     | Inadequate TLOF Dimensions    |
| Lanier Park Hospital                       | 38GA   | Medical                    | 60x60           | Yes                    | Marked for further evaluation |
| Latham Creek                               | 14GA   | Individual/Residential     | 20x20           | No                     | Inadequate TLOF Dimensions    |
| Legacy Medical Center                      | 9GE8   | Medical                    | 30x30           | No                     | Inadequate TLOF Dimensions    |
| Linscott                                   | 9GE6   | Misc Non-Aviation Business | 15x15           | No                     | Inadequate TLOF Dimensions    |
| Mac  | 6GA7   | Individual/Residential     | 60x60           | Yes                    | Marked for further evaluation |
| Matthews                                   | 42GA   | Misc Non-Aviation Business | 25x25           | No                     | Inadequate TLOF Dimensions    |
| Mc Donald                                  | GA84   | Individual/Residential     | 320x55          | Yes                    | Marked for further evaluation |
| Medical Center                             | 01GA   | Medical                    | 65x65           | Yes                    | Marked for further evaluation |
| Medical Center, Navicent Health            | 77GE   | Medical                    | 48x48           | Yes                    | Marked for further evaluation |
| Meml Hospital (Savannah)                   | GA37   | Medical                    | 45x45           | No                     | Marked for further evaluation |
| Meml Satilla Health                        | GA60   | Medical                    | 100x75          | Yes                    | Marked for further evaluation |
| Monroe County Hospital                     | GA24   | Medical                    | 150x100         | Yes                    | Marked for further evaluation |
| Mosby Ahp                                  | 7A7    | State/Federal Government   | 40x40           | No                     | Inadequate TLOF Dimensions    |
| Northside Hospital                         | GA55   | Medical                    | 60x60           | Yes                    | Marked for further evaluation |

| Facility Name                      | Loc Id | User Category              | TLOF Dimensions | Initial Viability Test | Notes                         |
|------------------------------------|--------|----------------------------|-----------------|------------------------|-------------------------------|
| Northside Hospital Forsyth         | 2GA4   | Medical                    | 40x40           | No                     | Inadequate TLOF Dimensions    |
| Northside Hospital Gwinnett        | 55GA   | Medical                    | 40x40           | No                     | Inadequate TLOF Dimensions    |
| Northside Hospital-Cherokee        | 8GE8   | Medical                    | 40x40           | No                     | Inadequate TLOF Dimensions    |
| Ntl Ems Headquarters               | 9GE9   | Medical                    | 20x20           | No                     | Inadequate TLOF Dimensions    |
| Okefenokee                         | 3GE1   | State/Federal Government   | 300x300         | Yes                    | Marked for further evaluation |
| Peach Rgnl Medical Center          | 28GA   | Medical                    | 40x40           | No                     | Inadequate TLOF Dimensions    |
| Phoebe Putney Meml Hospital        | 3GE9   | Medical                    | 50x50           | Yes                    | Marked for further evaluation |
| Phoebe Sumter                      | 1GA7   | Medical                    | 40x40           | No                     | Inadequate TLOF Dimensions    |
| Piedmont Atlanta Hospital          | 2GA6   | Medical                    | 55x55           | Yes                    | Marked for further evaluation |
| Piedmont Fayette Hospital          | 17GE   | Medical                    | 40x40           | No                     | Inadequate TLOF Dimensions    |
| Piedmont Henry Hospital            | 43GA   | Medical                    | 55x50           | Yes                    | Marked for further evaluation |
| Piedmont Hospital-Newnan           | 21GA   | Medical                    | 46x46           | Yes                    | Marked for further evaluation |
| Piedmont Newton Hospital           | 71GA   | Medical                    | 100x70          | Yes                    | Marked for further evaluation |
| Pratt And Whitney Aircraft         | 1GA1   | Aviation Business          | 90x90           | Yes                    | Marked for further evaluation |
| Rabbit Hole                        | 52GA   | Individual/Residential     | 20x20           | No                     | Inadequate TLOF Dimensions    |
| Rabbit Hole Ii                     | GE92   | Misc Non-Aviation Business | 12x12           | No                     | Inadequate TLOF Dimensions    |
| Rabbit Hole Iii                    | GE15   | Individual/Residential     | 800x600         | Yes                    | Marked for further evaluation |
| Ramada Inn Antebellum              | GA05   | Hotel                      | 400x400         | Yes                    | Marked for further evaluation |
| Redmond Rgnl Medical Center        | GA12   | Medical                    | 40x40           | No                     | Inadequate TLOF Dimensions    |
| Rockdale Hospital                  | 3GE5   | Medical                    | 70x70           | Yes                    | Marked for further evaluation |
| Ruffwood                           | 73GA   | Individual/Residential     | 40x75           | No                     | Inadequate TLOF Dimensions    |
| Screven Ems                        | 84GA   | Medical                    | 48x48           | Yes                    | Marked for further evaluation |
| Se Georgia Health System-Brunswick | GE24   | Medical                    | 45x45           | No                     | Marked for further evaluation |
| Smith                              | 06GA   | Individual/Residential     | 300x300         | Yes                    | Marked for further evaluation |
| Smyrna Hospital                    | 40GA   | Medical                    | 50x50           | Yes                    | Marked for further evaluation |
| South Fulton Medical Center        | GA71   | Medical                    | 74x74           | Yes                    | Marked for further evaluation |
| South Georgia Medical Center       | 54GA   | Medical                    | 42x42           | No                     | Inadequate TLOF Dimensions    |

| Facility Name                         | Loc Id | User Category              | TLOF Dimensions | Initial Viability Test | Notes                         |
|---------------------------------------|--------|----------------------------|-----------------|------------------------|-------------------------------|
| Southern Rgnl Medical Center          | 49GA   | Medical                    | 30x30           | No                     | Inadequate TLOF Dimensions    |
| Spalding Rgnl Medical Center          | 45GA   | Medical                    | 40x40           | No                     | Inadequate TLOF Dimensions    |
| St Joseph'S Hospital (Atlanta)        | GA52   | Medical                    | 40x40           | No                     | Inadequate TLOF Dimensions    |
| St Joseph'S Hospital (Savannah)       | 46GA   | Medical                    | 45x45           | No                     | Marked for further evaluation |
| St Marys Health Care Systems          | 7GA0   | Medical                    | 40x40           | No                     | Inadequate TLOF Dimensions    |
| Stakely                               | 14GE   | Individual/Residential     | 50x50           | Yes                    | Marked for further evaluation |
| State Capital Parking Lot 1           | GA85   | State/Federal Government   | 50x50           | Yes                    | Marked for further evaluation |
| State Capital Parking Lot 2           | GA85   | State/Federal Government   | 50x50           | Yes                    | Marked for further evaluation |
| Stone Mountain Park Public Safety     | GE34   | State/Federal Government   | 20x20           | No                     | Inadequate TLOF Dimensions    |
| Stone Mountain Park Skylift           | 92GA   | State/Federal Government   | 110x110         | Yes                    | Marked for further evaluation |
| Stonewall                             | 3GA4   | Police                     | 35x35           | No                     | Inadequate TLOF Dimensions    |
| Tanner Medical Center                 | 3GA2   | Medical                    | 50x50           | Yes                    | Marked for further evaluation |
| Tanner Medical Center/Villa Rica      | 87GA   | Medical                    | 40x40           | No                     | Inadequate TLOF Dimensions    |
| The Barclay Condos                    | 2GE9   | Individual/Residential     | 150x150         | Yes                    | Marked for further evaluation |
| Union General Hospital                | 1GA3   | Medical                    | 35x43           | No                     | Inadequate TLOF Dimensions    |
| University Hospital                   | GA13   | Medical                    | 53x53           | Yes                    | Marked for further evaluation |
| Upton Rgnl Medical Center             | GA02   | Medical                    | 40x40           | No                     | Inadequate TLOF Dimensions    |
| Virgil                                | 2GE6   | Individual/Residential     | 500x100         | Yes                    | Marked for further evaluation |
| Vogle Electric Generating Plant       | GA51   | Misc Non-Aviation Business | 40x40           | No                     | Inadequate TLOF Dimensions    |
| Walton Rgnl Medical Center            | GA38   | Medical                    | 33x33           | No                     | Inadequate TLOF Dimensions    |
| Washington County Rgnl Medical Center | 58GA   | Medical                    | 52x52           | Yes                    | Marked for further evaluation |
| Wayne Meml Hospital                   | 39GA   | Medical                    | 60x60           | Yes                    | Marked for further evaluation |
| Wellstar Douglas Hospital             | 3GE6   | Medical                    | 30x30           | No                     | Inadequate TLOF Dimensions    |
| West Georgia Medical Center           | GA33   | Medical                    | 105x105         | Yes                    | Marked for further evaluation |
| Wgcl-Tv                               | 31GA   | News Station               | 40x30           | No                     | Inadequate TLOF Dimensions    |

| Facility Name | Loc Id | User Category              | TLOF Dimensions | Initial Viability Test | Notes                         |
|---------------|--------|----------------------------|-----------------|------------------------|-------------------------------|
| Williams      | 3GE2   | Misc Non-Aviation Business | 250x100         | Yes                    | Marked for further evaluation |
| Wsb-Tv        | 7GA1   | News Station               | 21x21           | No                     | Inadequate TLOF Dimensions    |

Source: (Federal Aviation Administration, 2023), Woolpert Analysis

**Table 1-2: Secondary Heliport Viability and Notes**

| Facility Name                                      | Loc Id | User Category              | TLOF Dimensions | Secondary Viability Test | Reason   |
|--|--------|----------------------------|-----------------|--------------------------|--|
| AdventHealth Gordon                                | GE02   | Medical                    | 50x50           | No                       | Inadequate space for FATO and/or Safety Area                                       |
| Apple 1  | 11GE   | Misc Non-Aviation Business | 50x50           | No                       | No - smaller than reported dimensions and no room for expansion                    |
| Au Medical Center & Children's Hospital Of Georgia | 4GA2   | Medical                    | 63x63           | No                       | Inadequate space for FATO and/or Safety Area                                       |
| Barrow Medical Center                              | 59GA   | Medical                    | 60x60           | No                       | Inadequate space for FATO and/or Safety Area                                       |
| Beaver Creek Lodge                                 | 25GE   | Hotel                      | 100x100         | No                       | No - remote grass area, limited/no ground access, likely very little/no utilities. |
| Beaver Trail                                       | GA40   | Individual/Residential     | 250x250         | No                       | No - residential heliport with no commercial or public application.                |
| Bridge Building                                    | GA66   | Medical                    | 45x45           | No                       | Inadequate space for FATO and/or Safety Area                                       |
| Caffrey  | 00GE   | Aviation Business          | 125x95          | Yes                      | Yes - owned by geospatial firm. Multiple landing pads and adequate space.          |
| Central State Hospital                             | 6GA6   | Medical                    | 50x50           | Yes                      | Yes - ability to be right-sized with minor redesign.                               |
| Children's Healthcare Of Atlanta-Egleston 1        | 60GA   | Medical                    | 45x45           | No                       | Inadequate space for FATO and/or Safety Area                                       |
| Children's Healthcare Of Atlanta-Egleston 1        | 60GA   | Medical                    | 45x45           | No                       | Inadequate space for FATO and/or Safety Area                                       |
| Curtis Parkway North                               | 99GA   | Aviation Business          | 220x180         | No                       | No - exact site unclear and facility likely operates on the adjacent airport.      |
| East Georgia Rgnl Medical Center                   | GA28   | Medical                    | 90x90           | Yes                      | Yes - ability to be right-sized with minor redesign.                               |
| Emanuel County Hospital                            | 93GA   | Medical                    | 50x50           | No                       | Inadequate space for FATO and/or Safety Area                                       |
| Emory Johns Creek Hospital                         | GE28   | Medical                    | 50x50           | No                       | Inadequate space for FATO and/or Safety Area                                       |



| Facility Name                              | Loc Id | User Category              | TLOF Dimensions | Secondary Viability Test | Reason  |
|--|--------|----------------------------|-----------------|--------------------------|---|
| Emory University Hospital Midtown          | GA64   | Medical                    | 45x45           | No                       | Inadequate space for FATO and/or Safety Area  |
| Fort McPherson                             | GA96   | State/Federal Government   | 400x200         | No                       | No - on military base and for exclusive use by the military. For this reason, it was excluded.                                      |
| Georgia Mountain                           | 1GE1   | Misc Non-Aviation Business | 200x200         | No                       | No - grass patch without clear TLOF and inadequate space for FATO and/or Safety Area  |
| Grady Meml Hospital 1                      | 1GE8   | Medical                    | 62x62           | No                       | Inadequate space for FATO and/or Safety Area  |
| Grady Meml Hospital 1                      | 1GE8   | Medical                    | 62x62           | No                       | Inadequate space for FATO and/or Safety Area  |
| Guardian Centers Of Georgia                | GA97   | Misc Non-Aviation Business | 54x54           | No                       | No - this is a private emergency training field designated specifically for helicopter landings. No commercial or public viability. |
| Gwinnett Comm Hosp D/B/A Eastside Med Cntr | 12GA   | Medical                    | 50x50           | No                       | Inadequate space for FATO and/or Safety Area  |
| Hartrampf                                  | 23GA   | Individual/Residential     | 100x100         | No                       | No - residential heliport with no commercial or public application.   |
| Hawks Ridge                                | 22GE   | Misc Non-Aviation Business | 100x100         | No                       | No - no established landing facility, just designated as a heliport to allow helicopter landings at a golf course.                  |
| Hca Parkway Medical Center                 | 6GA3   | Medical                    | 50x50           | No                       | Inadequate space for FATO and/or Safety Area  |
| Interstate North                           | GA54   | Misc Non-Aviation Business | 85x85           | Yes                      | Yes - limited room for expansion but otherwise viable landing facility with access to nearby attractions.                           |
| Kennestone                                 | 56GA   | Medical                    | 50x50           | No                       | Inadequate space for FATO and/or Safety Area  |
| Lanier Park Hospital                       | 38GA   | Medical                    | 60x60           | No                       | Inadequate space for FATO and/or Safety Area  |
| Mac  | 6GA7   | Individual/Residential     | 60x60           | No                       | No - residential heliport with no commercial or public application.   |
| Mc Donald                                  | GA84   | Individual/Residential     | 320x55          | No                       | No - residential heliport with no commercial or public application.   |
| Medical Center                             | 01GA   | Medical                    | 65x65           | No                       | Inadequate space for FATO and/or Safety Area  |

| Facility Name                      | Loc Id | User Category            | TLOF Dimensions | Secondary Viability Test | Reason  |
|------------------------------------|--------|--------------------------|-----------------|--------------------------|---|
| Medical Center, Navicent Health    | 77GE   | Medical                  | 48x48           | No                       | Inadequate space for FATO and/or Safety Area  |
| Meml Hospital (Savannah)           | GA37   | Medical                  | 45x45           | No                       | Inadequate space for FATO and/or Safety Area  |
| Meml Satilla Health                | GA60   | Medical                  | 100x75          | No                       | Inadequate space for FATO and/or Safety Area  |
| Monroe County Hospital             | GA24   | Medical                  | 150x100         | No                       | Inadequate space for FATO and/or Safety Area  |
| Northside Hospital                 | GA55   | Medical                  | 60x60           | No                       | Inadequate space for FATO and/or Safety Area  |
| Okefenokee                         | 3GE1   | State/Federal Government | 300x300         | No                       | No - no utilities, extremely remote and likely for emergency landings.                      |
| Phoebe Putney Meml Hospital        | 3GE9   | Medical                  | 50x50           | No                       | Inadequate space for FATO and/or Safety Area  |
| Piedmont Atlanta Hospital          | 2GA6   | Medical                  | 55x55           | No                       | Inadequate space for FATO and/or Safety Area  |
| Piedmont Henry Hospital            | 43GA   | Medical                  | 55x50           | No                       | Inadequate space for FATO and/or Safety Area  |
| Piedmont Hospital-Newnan           | 21GA   | Medical                  | 46x46           | No                       | Inadequate space for FATO and/or Safety Area  |
| Piedmont Newton Hospital           | 71GA   | Medical                  | 100x70          | No                       | Inadequate space for FATO and/or Safety Area  |
| Pratt And Whitney Aircraft         | 1GA1   | Aviation Business        | 90x90           | No                       | No - no dedicated landing site and located on large engine manufacturing campus.            |
| Rabbit Hole Iii                    | GE15   | Individual/Residential   | 800x600         | No                       | No - residential heliport with no commercial or public application.                         |
| Ramada Inn Antebellum              | GA05   | Hotel                    | 400x400         | Yes                      | Yes - grass area between several hotels.  |
| Rockdale Hospital                  | 3GE5   | Medical                  | 70x70           | No                       | Inadequate space for FATO and/or Safety Area  |
| Screven Ems                        | 84GA   | Medical                  | 48x48           | No                       | Inadequate space for FATO and/or Safety Area  |
| Se Georgia Health System-Brunswick | GE24   | Medical                  | 45x45           | No                       | Inadequate space for FATO and/or Safety Area  |
| Smith                              | 06GA   | Individual/Residential   | 300x300         | No                       | No - residential heliport with no commercial or public application. Exact location unclear. |

| Facility Name                         | Loc Id | User Category              | TLOF Dimensions | Secondary Viability Test | Reason  |
|---------------------------------------|--------|----------------------------|-----------------|--------------------------|---|
| Smyrna Hospital                       | 40GA   | Medical                    | 50x50           | Yes                      | Yes - ability to be right-sized with minor redesign.  |
| South Fulton Medical Center           | GA71   | Medical                    | 74x74           | Yes                      | Yes - ability to be right-sized with minor redesign.  |
| St Joseph'S Hospital (Savannah)       | 46GA   | Medical                    | 45x45           | No                       | Inadequate space for FATO and/or Safety Area  |
| Stakely                               | 14GE   | Individual/Residential     | 50x50           | No                       | No - remote area with no commercial or public application.  |
| State Capital Parking Lot 1           | GA85   | State/Federal Government   | 50x50           | No                       | Inadequate space for FATO and/or Safety Area  |
| State Capital Parking Lot 1           | GA85   | State/Federal Government   | 50x50           | No                       | Inadequate space for FATO and/or Safety Area  |
| Stone Mountain Park Skylift           | 92GA   | State/Federal Government   | 110x110         | Yes                      | Yes. While TLOF is smaller than reported, it's in a large lot and there is adequate space to expand.  |
| Tanner Medical Center                 | 3GA2   | Medical                    | 50x50           | No                       | Inadequate space for FATO and/or Safety Area  |
| The Barclay Condos                    | 2GE9   | Individual/Residential     | 150x150         | No                       | No - possibly on condo rooftop, but exact location unclear and not marked. Reported TLOF size is inaccurate as there is no room for a landing facility of that size in this location. |
| University Hospital                   | GA13   | Medical                    | 53x53           | No                       | Inadequate space for FATO and/or Safety Area  |
| Virgil                                | 2GE6   | Individual/Residential     | 500x100         | No                       | No - remote area with no commercial or public application.  |
| Washington County Rgnl Medical Center | 58GA   | Medical                    | 52x52           | No                       | Inadequate space for FATO and/or Safety Area  |
| Wayne Meml Hospital                   | 39GA   | Medical                    | 60x60           | Yes                      | Yes - ability to be right-sized with minor redesign.  |
| West Georgia Medical Center           | GA33   | Medical                    | 105x105         | No                       | Inadequate space for FATO and/or Safety Area  |
| Williams                              | 3GE2   | Misc Non-Aviation Business | 250x100         | No                       | No - no established landing facility, just designated as a heliport to allow helicopter landings at a golf course.  |

Source: (Federal Aviation Administration, 2023), Google Earth, Woolpert Analysis

**Table 1-3: Remaining Viable Heliports**

| Facility Name                    | Loc Id | User Category              | TLOF Dimensions | Viability | Reason  |
|----------------------------------|--------|----------------------------|-----------------|-----------|---|
| Caffrey                          | 00GE   | Aviation Business          | 125x95          | Yes       | Yes - owned by geospatial firm. Multiple landing pads and adequate space.                                 |
| Central State Hospital           | 6GA6   | Medical                    | 50x50           | Yes       | Yes - ability to be right-sized with minor redesign.  |
| East Georgia Rgnl Medical Center | GA28   | Medical                    | 90x90           | Yes       | Yes - ability to be right-sized with minor redesign.  |
| Interstate North                 | GA54   | Misc Non-Aviation Business | 85x85           | Yes       | Yes - limited room for expansion but otherwise viable landing facility with access to nearby attractions. |
| Ramada Inn Antebellum            | GA05   | Hotel                      | 400x400         | Yes       | Yes - grass area between several hotels.  |
| Smyrna Hospital                  | 40GA   | Medical                    | 50x50           | Yes       | Yes - ability to be right-sized with minor redesign.  |
| South Fulton Medical Center      | GA71   | Medical                    | 74x74           | Yes       | Yes - ability to be right-sized with minor redesign.  |
| Stone Mountain Park Skylift      | 92GA   | State/Federal Government   | 110x110         | Yes       | Yes. While TLOF is smaller than reported, it's in a large lot and there is adequate space to expand.      |
| Wayne Meml Hospital              | 39GA   | Medical                    | 60x60           | Yes       | Yes - ability to be right-sized with minor redesign.  |

Source: FAA ADIP, Google Earth, Woolpert Analysis

## 2. Heliport Analysis

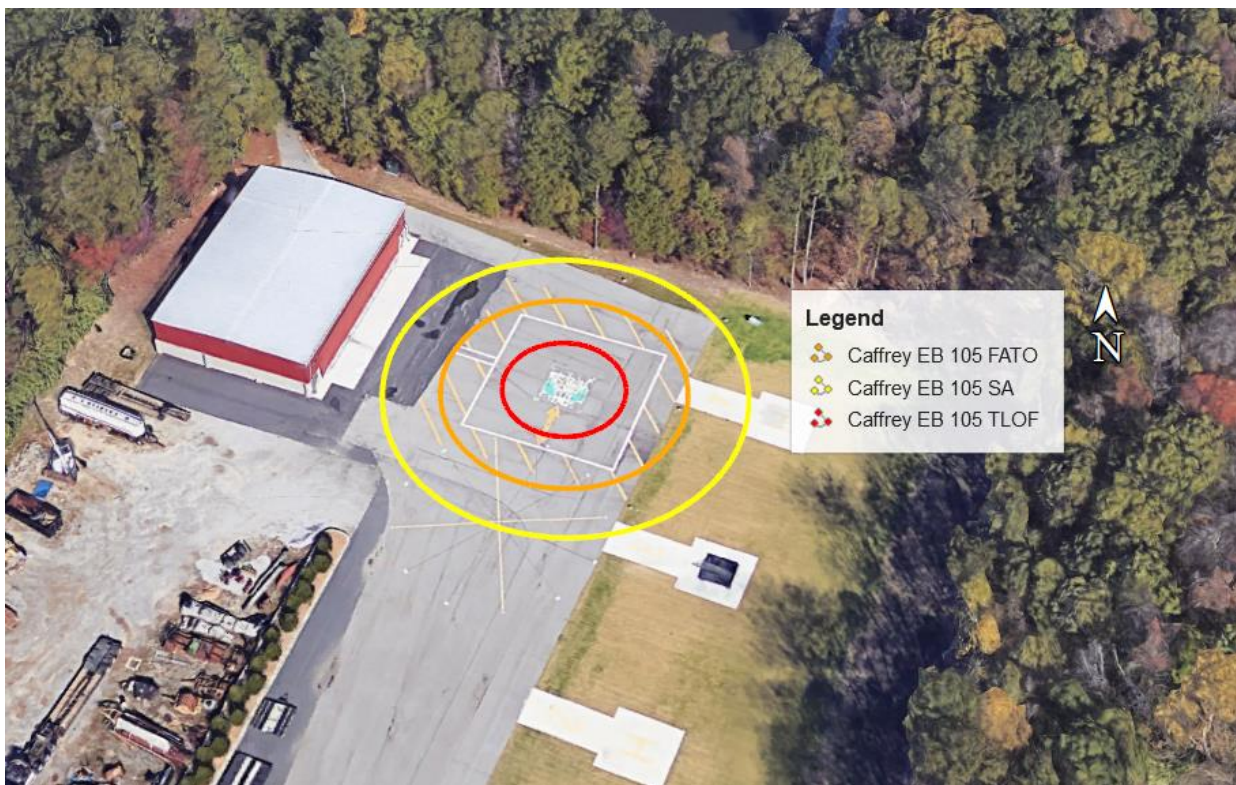
### 1. Caffrey

The Caffrey Heliport (00GE) is a privately owned and privately used heliport owned by Mark and Leigh Caffrey who run Rotorworks, a geospatial firm that operates two helicopters.

#### Landing Dimensions

The facility has a 20 ft. x 20 ft. TLOF, an 80 ft. x 80 ft. FATO, and a 100 ft. x 100 ft. SA. These dimensions fall short of the design criteria described for an eVTOL with a 50-foot controlling dimension described earlier in this section. Expanding the facility to meet those criteria would require only a slight redesign of the pavement and the possible relocation or loss of the nearest parking platform. The theoretical TLOF, FATO, and SA dimensions from EB 105 are overlaid onto the existing facility in **Figure 2-1**.

**Figure 2-1: Vertiport Landing Dimension Overlay**



Source: Google Earth, (Federal Aviation Administration, 2022), Woolpert Analysis

#### Controlled Airspace

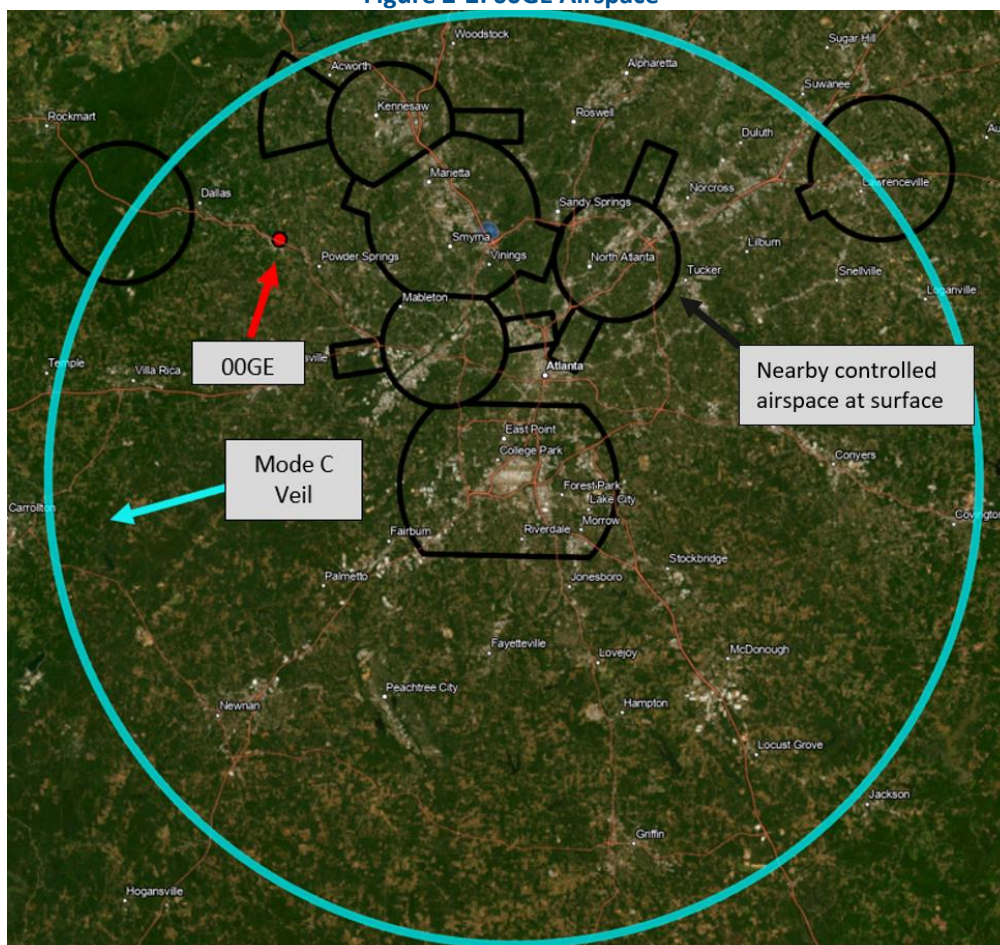
00GE is not in Class B – E airspace, but it is within the Mode C Veil for Atlanta Hartsfield Jackson International Airport. A Mode C veil is the airspace within 30 nautical miles of an airport listed in Appendix D, Section 1 of

14 CFR Part 91 (generally primary airports within Class B airspace areas), from the surface upward to 10,000 feet MSL. Unless otherwise authorized by air traffic control, aircraft operating within this airspace must be equipped with an operable radar beacon transponder with automatic altitude reporting capability and operable Automatic Dependent Surveillance-Broadcast (ADS-B) equipment.

However, aircraft that were not originally certificated with an engine-driven electrical system or that have not subsequently been certified with a system installed may conduct operations within a Mode C veil provided the aircraft remains outside Class A, B, or C airspace; and below the altitude of the ceiling of a Class B or Class C airspace area designated for an airport or 10,000 feet MSL, whichever is lower. eVTOLs in development will have ADS-B transponders and would meet controlled airspace requirements.

While it may be congested and operators must meet the minimum requirements for operating in a Mode C veil, airspace does not pose a significant challenge should the facility be adapted into a vertiport. The location of 00GE within the Mode C veil is shown in **Figure 2-2**.

**Figure 2-2: 00GE Airspace**



Source: (Federal Aviation Administration, 2023)

### **Obstruction Analysis**

There are numerous penetrations in the 8:1 airspace cone at 00GE, but they are limited exclusively to the trees surrounding the north, east, and west of the vertiport and the hangar immediately west of the heliport. The heliport, surrounding cone, and penetrations in the surface are shown in **Figure 2-3** and **Figure 2-4**.

Tree penetrations exist surrounding the helipad from 165° to 249° from the center of the TLOF. These penetrations begin approximately 38 feet from the edge of the FATO and extend outward at varying distances, with the furthest penetration at approximately 950 feet from the edge of the FATO. Beyond this point, no penetrations exist based on the Google Earth 3D analysis.

A hangar adjacent to the landing pad penetrates the airspace cone from 273° – 326° from the center of the TLOF, beginning approximately 65 ft. from the edge of the FATO and extending 130 feet from the edge of the FATO. No obstacles from the FAA Digital Obstacle File (DOF) are present within the boundaries of the 8:1 airspace cone.

### **Feasibility Analysis**

00GE is a private heliport located on the ground, not on a rooftop. Therefore, load-bearing requirements for a rooftop facility would not apply and are not a concern for the site. While its landing dimensions are smaller than what would be needed under EB 105, a minor redesign of the facility would be needed to meet those dimensions. This redesign would involve revising existing pavement markings to accommodate the dimensions specified by EB 105 and redesigning or closing the parking area nearest the landing pad.

There are two types of penetrations in the airspace cone that potentially interfere with the ability of the facility to have a clear ingress and egress: trees and the adjacent hangar. While one clear route exists, EB 105 specifies that two separate paths must exist, and must have at least 135° separation. In order to establish this, tree clearing or trimming would be needed on at least one additional side of the facility.

The heliport is not in controlled airspace other than the Mode C veil described earlier, so aircraft equipped with ADS-B could largely operate without major restriction. Additionally, the facility contains four parking pads for aircraft as well as two hangars and a commercial building. These facilities mean that if the heliport were converted into a vertiport, it may be able to sustain higher volume and tempo operations than as aircraft will be able to move from the landing pad and park at a charging station, clearing the landing pad for a new operation. This development, however, would be contingent on the owners of the heliport selling or leasing the heliport to eVTOL operators.

### **Takeaways: 00GE**

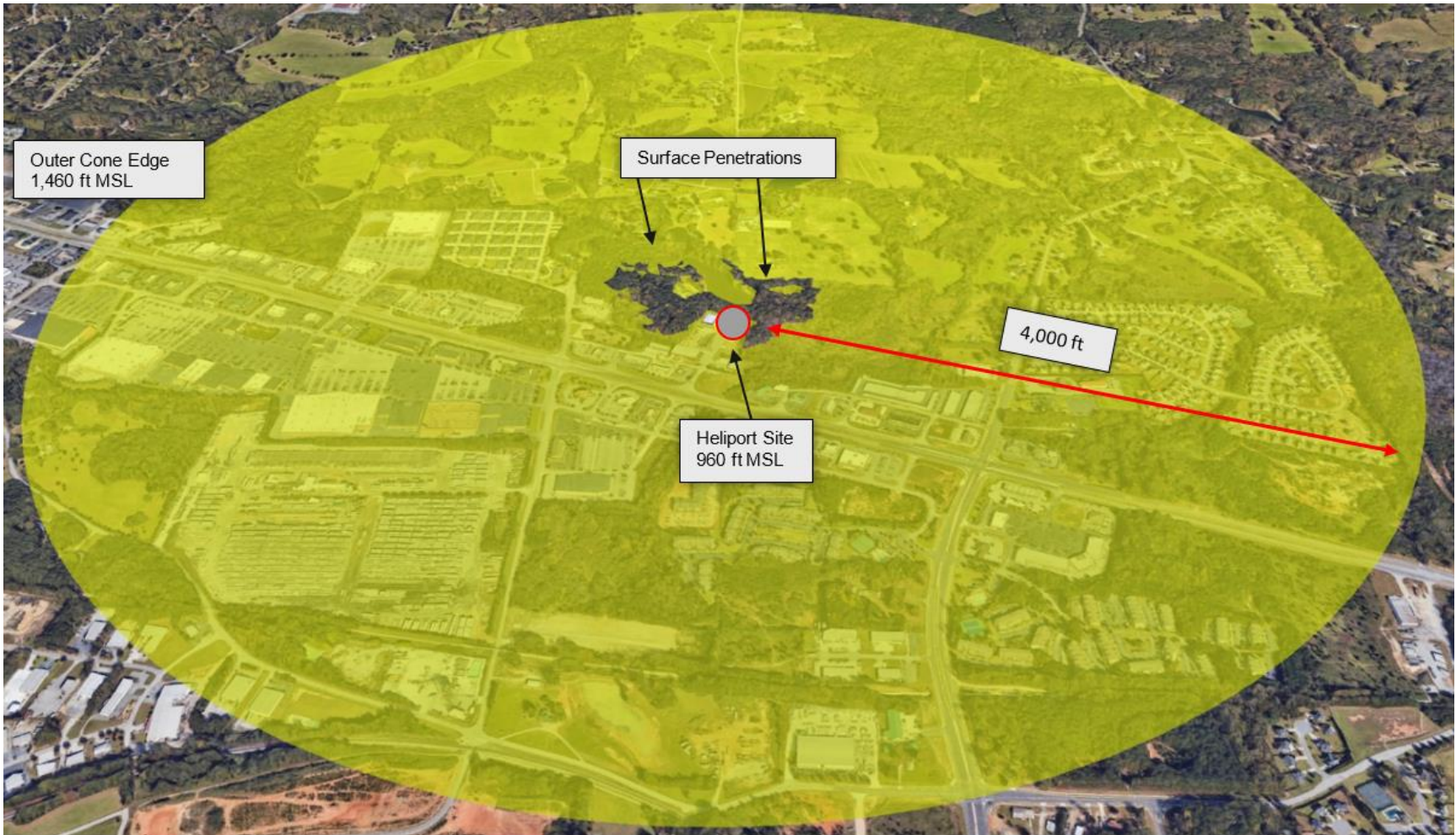
Based on this analysis, modifying this heliport to accommodate eVTOLs would involve a minor redesign of the landing area and the clearing/trimming of trees in some directions. The heliport is currently owned and operated privately for business use, so conversion of the facility would be contingent on the sale or lease of the heliport to other owners and operators. A use case for the facility would also have to be established since the heliport is not in a dense, urban environment and a last-mile issue would arise. It is possible that cargo or public service operators may sustain a use case if a need is identified nearby. Overall, this heliport represents a near best-case scenario in Georgia when considering the other heliports in the state, but there are still hurdles to converting a facility like this into a vertiport. **Table 2-1** summarizes the findings from this analysis.

**Table 2-1: Caffrey Heliport Compatibility Analysis**

| Facility Name/ID               | Caffrey / 00GE   |
|--------------------------------|--|
| Facility Owner                 | Mark and Leigh Caffrey   |
| Landing Dimensions (feet)      | TLOF: 20x20; FATO 80x80, SA: 100x100 <ul style="list-style-type: none"> <li>• Minor redesign needed to meet EB 105 landing geometry</li> </ul>   |
| Controlled Airspace at Surface | No – only Mode C veil  |
| Obstructions in 8:1 Cone       | Tree Penetration <ul style="list-style-type: none"> <li>• 249° - 165° from the center of TLOF, beginning 38 feet from edge of FATO out to 950 feet from edge of FATO</li> </ul> Hangar penetration <ul style="list-style-type: none"> <li>• 273° - 326° from center of TLOF, beginning 65 feet from edge of FATO to 130 feet from edge of FATO</li> </ul>  |
| Key Takeaways                  | <ul style="list-style-type: none"> <li>• Minor redesign of landing area needed to meet EB 105 dimensions; clearing/trimming of trees in one direction needed for clear ingress/egress</li> <li>• No major airspace issues</li> <li>• Multiple landing pads and support hangars make this a best-case scenario compared to other heliports in Georgia</li> <li>• Facility could support air cargo or public service use cases if a need is identified</li> <li>• Still, heliport is privately owned and operated and thus permission or sale would be needed for eVTOLs to operate</li> </ul> |

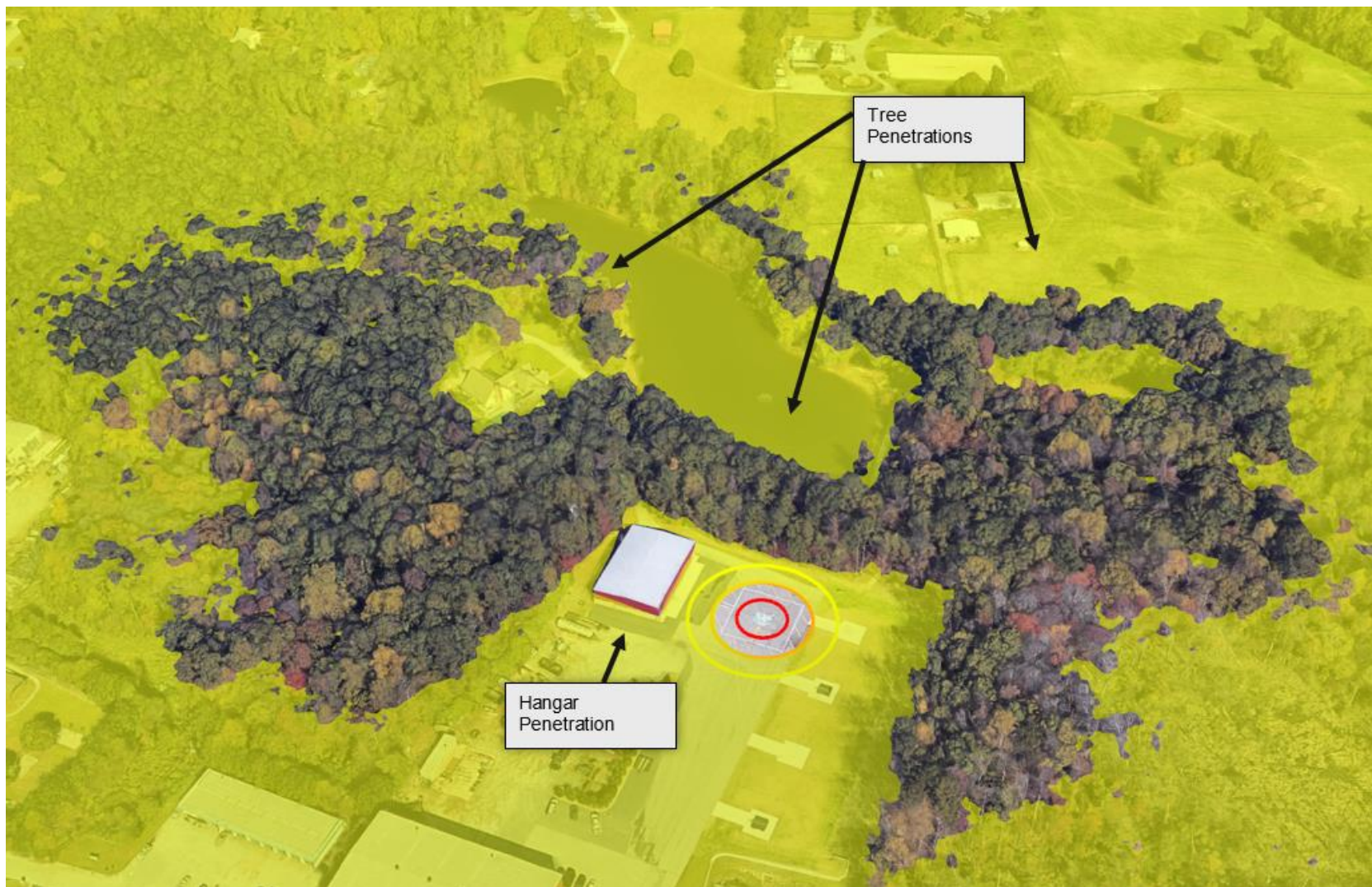


Figure 2-3: 00GE Site and Airspace Cone



Source: Google Earth, Woolpert Analysis

Figure 2-4: 00GE Site and Cone Penetrations



Source: Google Earth, Woolpert Analysis

### Central State Hospital Heliport

The Central State Hospital Heliport (6GA6) is a publicly owned and privately used heliport in Milledgeville, Georgia, owned by Central State Hospital for air medical operations.

### Landing Dimensions

As reported by the FAA, the landing area is 50 ft. x 50 ft., and this matches what was found on Google Earth. There is a FATO/SA surrounding the TLOF, though it is not clearly distinguished between the two. Regardless, it measures 60 ft. x 60 ft., and there is not a clearly marked third area.

When EB 105 dimensions are overlaid onto the existing landing area, it demonstrates that there is adequate room for a full-size vertiport landing area to be built. There may need to be grading of newly paved areas, but there are no trees or significant hurdles to expanding the landing area. The theoretical TLOF, FATO, and SA dimensions from EB 105 are overlaid onto the existing facility in **Figure 2-5**.

**Figure 2-5: Vertiport Landing Dimension Overlay**



Source: Google Earth, (Federal Aviation Administration, 2022), Woolpert Analysis

### Controlled Airspace

6GA6 is in uncontrolled, Class G airspace, at ground level up to 1,200 feet AGL. This means that operations are allowed at this heliport with minimal restrictions. Because Class G airspace is not controlled, an air traffic control clearance is not required to operate under visual flight rules.

### **Obstruction Analysis**

Google Earth's 3D feature was unavailable at the heliport, so the protocol for penetrations in **Section 6.4** was used. There are two types of significant penetrations in the airspace cone, including trees and the hospital building. The heliport, surrounding cone, and penetrations in the surface are shown in Figure 6 8.

The helicopter landing area has tree penetrations from 184° – 317° from the center of the TLOF, beginning 415 feet and extending out to 780 feet from the edge of the FATO, as well as penetrations from 40° – 162° from the TLOF beginning 150 ft. and extending out 780 ft. from the edge of the FATO.

The hospital building and adjacent road penetrate the airspace surface at 40° to 99° from the center of the TLOF, beginning immediately 240 feet off the edge of the FATO and extending out to 460 feet from the edge of the FATO.

There are four obstacles from the FAA DOF within the airspace cone for GA71. An examination of each obstacle's height and distance from the heliport determined that no obstacles penetrated the airspace cone.

Combined, these airspace penetrations are significant. While trees could theoretically be trimmed or removed, there is a substantial canopy that penetrates the surfaces. The hospital could not be removed and thus would continue to penetrate the airspace cone. These penetrations are shown in **Figure 2-6** and **Figure 2-7**.

### **Feasibility Analysis**

6GA6 is a publicly owned and privately used heliport located at the Central State Hospital. This means that load-bearing requirements for a rooftop facility would not apply and are not a concern for the site. Its TLOF meets the requirements from EB 105, but its FATO and Safety Area would have to be expanded and paved. However, beyond grading and paving the new surfaces, minimal redesign would be needed to expand the heliport.

The heliport is in uncontrolled Class G airspace, so operations from this facility could take place with very few restrictions and do not present an obstacle.

There are two types of penetrations in the airspace cone that interfere with the ability of the facility to have a clear ingress and egress: trees and the hospital. Minimal tree clearing would be required to achieve a clear ingress and egress, as there is a large gap in trees north of the heliport, and the trees south of the heliport largely fall underneath the airspace cone. Should the facility be converted, an aeronautical survey should take place to verify the heights of these trees.

The site has one TLOF/FATO/SA and nowhere for aircraft to move if a charging need is anticipated. This fact does significantly limit the throughput of such a facility, limiting the heliport to its current use as an air medical facility.

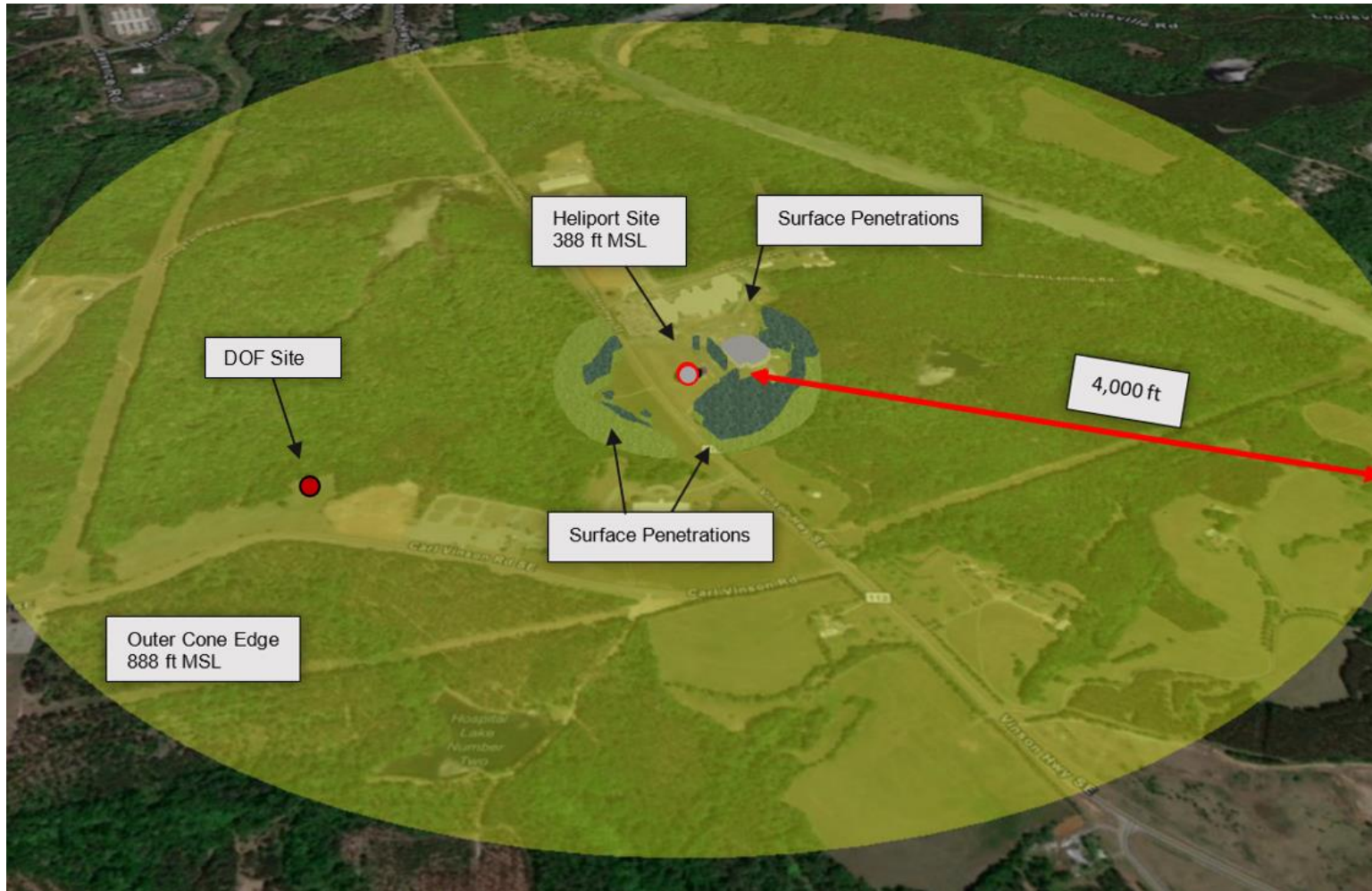
### **Takeaways: 6GA6**

Based on this analysis, it is possible to modify 6GA6 to accommodate eVTOLs. However, this modification would necessitate minor adjustments to the nearby pavement and can only be implemented within the heliport's present role as a medical facility. It is not equipped to handle high-tempo/volume traffic or other non-air ambulance medical services. **Table 2-2** documents a summary of the findings from this analysis.

**Table 2-2: South Fulton Medical Center Heliport Compatibility Analysis**

| Facility Name/ID               | Central State Hospital / 6GA6   |
|--------------------------------|---|
| Facility Owner                 | Central State Hospital  |
| Landing Dimensions (feet)      | TLOF: 50x50; FATO: 60x60, SA: N/A <ul style="list-style-type: none"> <li>• Plenty of room to expand facilities to match EB 105 with minimal grading</li> </ul>  |
| Controlled Airspace at Surface | No – Class G  |
| Obstructions in 8:1 Cone       | Tree Penetrations <ul style="list-style-type: none"> <li>• Penetrations 184° - 317° from the center of the TLOF, beginning 415 feet and extending outward in some directions to 780 feet from the edge of the FATO</li> <li>• Penetrations 40° - 162° from the center of the TLOF, beginning 150 feet and extending outward in some directions to 780 feet from the edge of the FATO</li> </ul> Hospital Penetrations <ul style="list-style-type: none"> <li>• Penetration at 40° - 99° from the center of the TLOF beginning 240 feet and extending out to 460 feet from the edge of the FATO</li> </ul> |
| Key Takeaways                  | <ul style="list-style-type: none"> <li>• Minimal redesign needed to meet EB 105 standards</li> <li>• Uncontrolled airspace means minimal restrictions on operations</li> <li>• Clear ingress and egress could likely be achieved with minor clearing or trimming of trees</li> <li>• Assuming electric needs are met this facility could support air medical eVTOL operations</li> </ul>  |

Figure 2-6: 6GA6 Site and Airspace Cone



Source: Google Earth, Woolpert Analysis

Figure 2-7: 6GA6 Site and Cone Penetrations



Source: Google Earth, Woolpert Analysis

### East Georgia Regional Medical Center Heliport

The East Georgia Regional Medical Center Heliport (GA28) is a privately owned and privately used medical heliport at the East Georgia Regional Medical Center.

#### Landing Dimensions

Despite ADIP records showing a 90 ft. x 90 ft. TLOF, upon aerial review it was clear the facility has a 40 ft. x 40 ft. TLOF, a 90 ft. x 90 ft. FATO, and a 130 ft. x 110 ft. SA. These dimensions fall short of the design criteria described for an eVTOL with a 50-foot controlling dimension described earlier in this section. Expanding the facility to meet those criteria would require a minor redesign of the surrounding roads and parking facilities at the hospital. The theoretical EB 105 TLOF, FATO, and SA dimensions are overlaid onto the existing facility in **Figure 2-8**.

**Figure 2-8: Vertiport Landing Dimension Overlay**



Source: Google Earth, (Federal Aviation Administration, 2022), Woolpert Analysis

#### Controlled Airspace

GA28 is in uncontrolled, Class G airspace, at ground level up to 700 feet AGL. This means that operations are allowed at this heliport with minimal restrictions. Because Class G airspace is not controlled, an air traffic control clearance is not required to operate under VFR.

#### Obstruction Analysis

There are numerous penetrations in the 8:1 approach and departure surface cone at GA28, but it is still possible to establish distinct approach and departure paths to and from the heliport with at least 135° separation between the paths, as prescribed in EB 105. The heliport, surrounding cone, and penetrations in the surface are shown in **Figure 2-9**. These penetrations exist in multiple directions, with the first penetration being a tree approximately 95 feet from the edge of the FATO. Tree penetrations extend out in multiple



directions out to 680 feet from the edge of the FATO. The associated hospital building also penetrates the 8:1 cone in multiple areas, from 273° - 333° from the center of the TLOF, with the penetrations beginning 138 feet from the edge of the FATO and extending to 495 feet from the edge of the FATO. These penetrations are documented more thoroughly in **Figure 2-10**.

It should be noted that no obstacles from the FAA Digital Obstacle File are present within the boundaries of the 8:1 airspace cone. Some minor obstruction removal of the tree penetrations may be needed to secure the approach and departure paths, but overall, the ability to establish these paths remains intact.

### Feasibility Analysis

GA28 is a medical heliport located on the ground, and not on a rooftop. This means that load-bearing requirements for a rooftop facility would not apply and are not a concern for the site. While its landing dimensions are smaller than what would be needed under the EB 105 dimensions described earlier, only a minor redesign of the facility would be needed to meet those dimensions. This redesign would involve relocating the hospital roads north and/or south of the heliport, and/or moving part of the parking lot northwest of the heliport. Alternatively, this heliport could be converted into a vertiport designed to accommodate only an eVTOL with a controlling dimension of less than 50 ft., in which case redesign may not be needed.

There are numerous penetrations in the 8:1 surface cone, but most of these penetrations are trees that could be trimmed if necessary to accommodate sufficient approach and departure paths. Penetrations in the approach and departure paths likely do not represent a significant threat to converting the facility into a vertiport.

Because the hospital owns and uses the heliport, only very specific operations would be allowed under the current ownership. Air ambulance services using eVTOLs could likely be accommodated at the site and utilizing an eVTOL for those services may prove a more cost-effective solution for hospital heliports after eVTOLs are certified. The site has one TLOF/FATO/SA and nowhere for aircraft to move if a charging need is anticipated. This fact significantly limits the throughput of such a facility, further limiting the heliport to its current use as an air ambulance facility.

### Takeaways: GA28

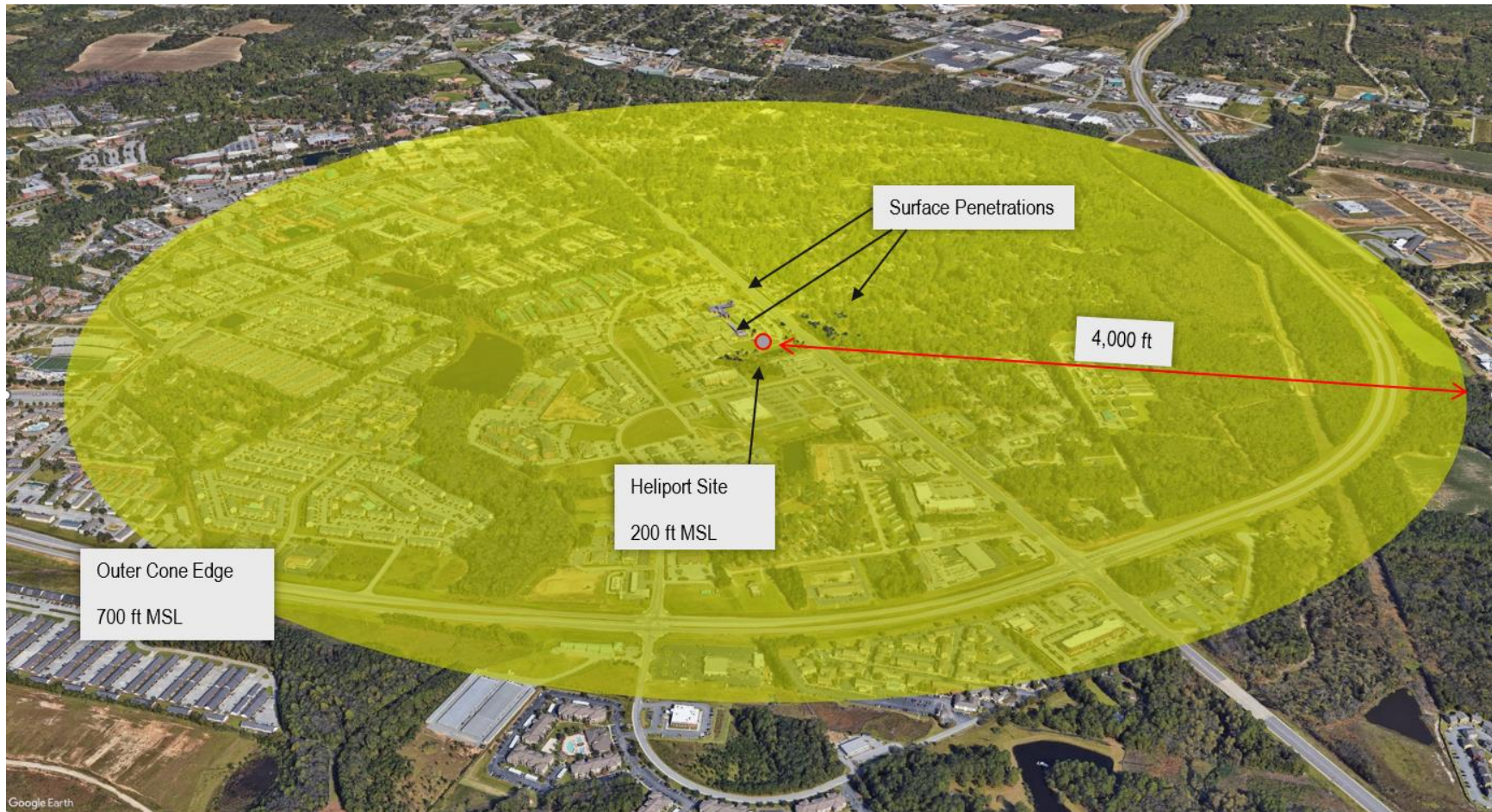
Based on this analysis, it is possible to modify GA28 to accommodate eVTOLs. However, this modification would necessitate minor adjustments to the nearby pavement and can only be implemented within the heliport's present role as a medical facility. It is not equipped to handle high-tempo/volume traffic or other non-air medical services. **Table 2-3** documents a summary of the findings from this analysis.

**Table 2-3: East Georgia Regional Medical Center Heliport Compatibility Analysis**

| Facility Name/ID               | East Georgia Regional Medical Center / GA28  |
|--------------------------------|--|
| Facility Owner                 | East Georgia Regional Medical Center   |
| Landing Dimensions (feet)      | TLOF: 40x40; FATO 90x90, SA: 130x130 <ul style="list-style-type: none"> <li>Minor redesign needed to meet EB 105 landing geometry</li> </ul>     |
| Controlled Airspace at Surface | Class G - No   |
| Obstructions in 8:1 Cone       | Hospital Building Penetration <ul style="list-style-type: none"> <li>273° - 333° from center of TLOF, 138' – 495' from center of TLOF</li> </ul> |

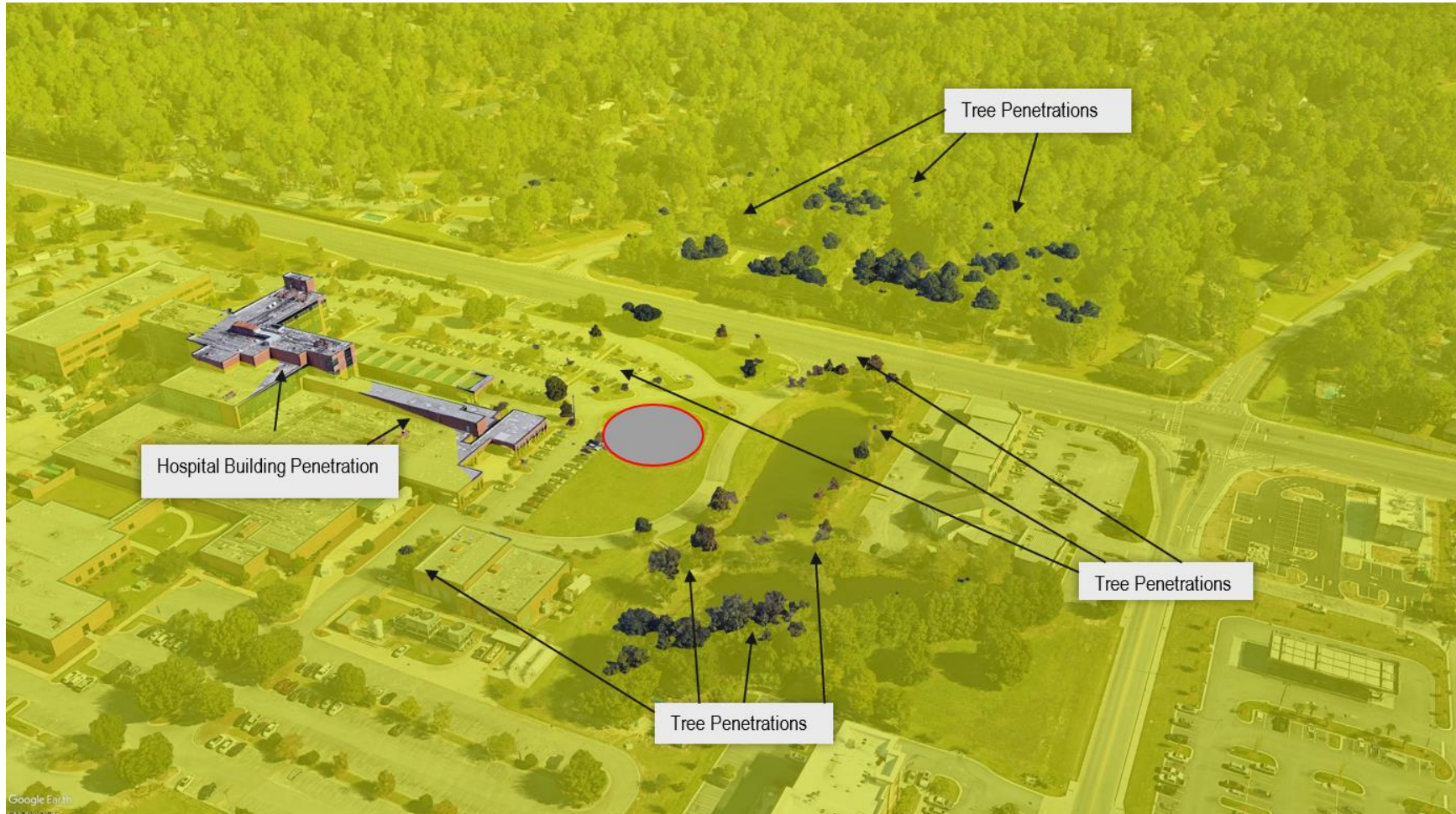
| Facility Name/ID | East Georgia Regional Medical Center / GA28  |
|------------------|--|
| Key Takeaways    | <p>Tree Penetrations</p> <ul style="list-style-type: none"> <li>• Multidirectional from center of TLOF, 95' – 680' from center of TLOF</li> <li>• Minor expansion of TLOF and FATO needed to meet EB 105 standards; Minor redesign of road and/or parking lot needed to accommodate SA.</li> <li>• Numerous penetrations in 8:1 cone, but penetrations involving trees appear minimal and the facility can likely accommodate clear approach and departure paths with at least 135° separation with minor obstruction removal or marking.</li> <li>• The heliport can be converted to a vertiport, but its capabilities would be limited to the low-volume medical operations that the facility currently accommodates.</li> </ul> |

Figure 2-9: GA28 Site and Airspace Cone



Source: Google Earth, Woolpert Analysis

**Figure 2-10: GA28 Site and Cone Penetrations**



Source: Google Earth, Woolpert Analysis

### Interstate North

The Interstate North Heliport (GA54) is a privately owned and privately used heliport owned by Equitable Life Assurance Society in Atlanta, Georgia.

### Landing Dimensions

The facility has a 45 ft. x 45 ft. TLOF and an 80 ft. x 80 ft. FATO but lacks an identifiable SA. These dimensions fall short of the design criteria described for an eVTOL with a 50-foot controlling dimension described earlier in this section. Expanding the facility to meet those criteria would require a minor redesign of the surrounding grass and trees. The theoretical TLOF, FATO, and SA dimensions from EB 105 are overlaid onto the existing facility in **Figure 2-11**.

**Figure 2-11: Vertiport Landing Dimension Overlay**

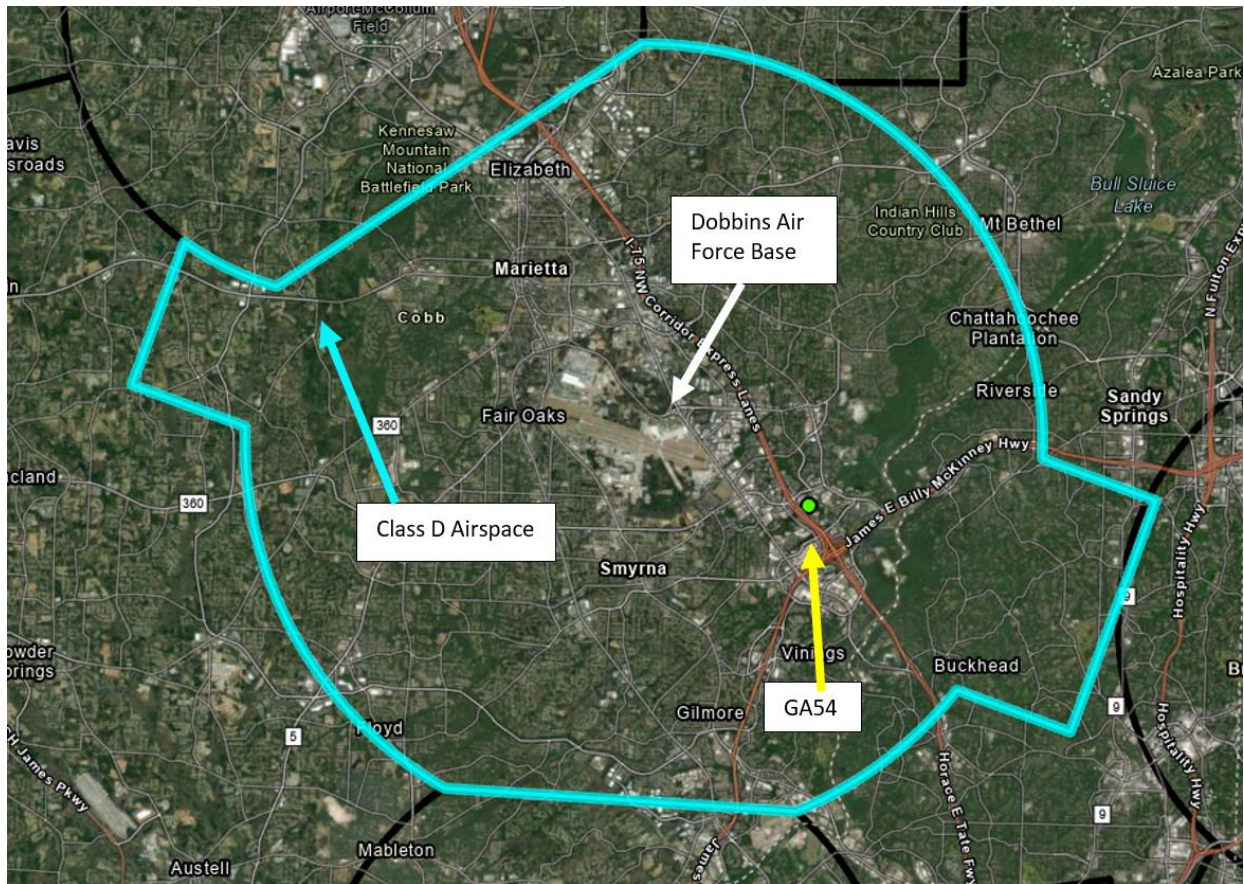


Source: Google Earth, (Federal Aviation Administration, 2022), Woolpert Analysis

### Controlled Airspace

GA54 is in Marietta Class D at ground level up to 3,600 feet AGL. This airspace is shown in **Figure 2-12**.

**Figure 2-12: GA54 Airspace**



Source: (Federal Aviation Administration, 2023)

Class D airspace is generally established to provide controlled airspace for terminal VFR and IFR at airports with an operational air traffic control tower (ATCT) and can also be found at non-towered airports with instrument procedures if justified or within the public’s interest. Class D airspace generally exists from the surface to 2,500 feet above the airport elevation and, while individually tailored for each airport, it will normally contain the airport’s instrument procedures. In this case, the airspace extends to 3,500 ft. above ground level. It is designed to contain IFR arrivals while between the surface and 1,000 ft. above the surface and IFR departures while between the surface and the base of adjacent controlled airspace.

Unless otherwise authorized, each aircraft operator must establish two-way radio communications with the designated air traffic control facility prior to entering the airspace and maintain communications while within it. Generally, air traffic separation services are not provided to aircraft in the airspace operating under VFR.

GA54 is also within the Mode C Veil for Atlanta Hartsfield Jackson International Airport. A Mode C veil is the airspace within 30 nautical miles of an airport listed in Appendix D, Section 1 of 14 CFR Part 91 (generally primary airports within Class B airspace areas), from the surface upward to 10,000 feet MSL. Unless otherwise authorized by air traffic control, aircraft operating within this airspace must be equipped with an operable radar beacon transponder with automatic altitude reporting capability and operable ADS-B equipment.

The location of GA54 within this airspace is problematic. The site is located roughly two miles off the end of Runway 29 at Dobbins Air Force Base. This location would mean that significant coordination with air traffic

control at Dobbins would be needed to ensure that VTOL operations at GA54 do not interfere with takeoffs or landings at that runway.

### *Obstruction Analysis*

There are numerous penetrations in the 8:1 approach and departure surface cone at GA54. Based on the available data, the heliport is surrounded in most directions by trees that visually penetrate the airspace cone. The heliport, surrounding cone, and penetrations in the surface are shown in **Figure 2-13** and **Figure 2-14**. These penetrations exist in multiple directions. The first penetrations are trees that overlap with the overlaid EB 105 Safety Area. Tree penetrations extend out in multiple directions to approximately 830 feet from the edge of the FATO.

An apartment building to the northwest penetrates the airspace cone from 292° - 330°, with the penetrations beginning 380 ft. from the edge of the FATO out to 800 ft. A commercial building east of GA54 penetrates the airspace cone from 96° - 101°, with the penetration beginning approximately 1,400 ft. from the edge of the FATO and continuing 1,500 ft. from the edge of the FATO. Southeast of the heliport is a commercial office building that penetrates the airspace cone from 129° - 157° beginning 470 ft. from the edge of the FATO and extending out to 740 ft. Farther south, a hotel penetrates the airspace cone from 152° - 161° beginning 855 ft. from the edge of the FATO out to 930 ft. from the edge of the FATO.

Twenty-three obstacles from the FAA DOF are present within the boundaries of the airspace cone. The height of these obstacles and their distance from the heliport were calculated to determine if any of the obstacles constituted a penetration in the surface. Out of the 23, it was determined that two penetrated the surface. However, these penetrations were repeats of the penetrations listed above; the apartment building to the northwest and the commercial building east. Because these penetrations are already included in the analysis, no additional analysis is needed.

### *Feasibility Analysis*

GA54 is a private heliport located on the ground, not on a rooftop. Therefore, load-bearing requirements for a rooftop facility would not apply and are not a concern for the site. While its landing dimensions are smaller than what would be needed under the EB 105 dimensions described earlier, a minor redesign of the facility would be needed to meet those dimensions. This redesign would involve clearing out any trees or any obstacles in the SA, as well as grading any portion of the surface in the newly expanded footprint. Alternatively, this heliport could be converted into a vertiport designed to only accommodate eVTOL with a controlling dimension smaller than 50 ft., in which case redesign may not be needed.

There are numerous penetrations in the 8:1 surface cone. Tree penetrations exist in nearly every direction out from the vertiport so significant trimming or clearing would be needed to ensure a safe ingress and egress from the site. Beyond the tree penetrations, several buildings also penetrate the cone, but an approach and departure path could likely be designed around those buildings.

A major complication for this site is its location approximately two miles off the end of Runway 29 of Dobbins Air Force Base. The base sees significant traffic off of that runway and, because this heliport is located in the airspace of that base, vertiport operations would have to be cleared in accordance with Class D airspace rules. This requirement further limits the ability of the vertiport to have high-tempo or high-volume operations.

Because the heliport is a single landing pad with very little room to expand, VTOLs landing at the site would have to remain on the landing area until departing again, meaning only one VTOL would be able to use the site at any given time.

Given the ownership of the site, it likely supports low-tempo operations to fly specific individuals to or from locations crucial to their business. Site use would be limited to specific users unless specific permission was given or the facility was sold or leased to a different operator.

**Takeaways: GA54**

Based on this analysis, modifying this heliport to accommodate eVTOLs would face many barriers. Beyond the significant obstacle clearing that would be needed to establish an ingress and egress for the vertiport, the site has significant airspace complications and would feature a significantly limited use case. For these reasons, spending resources to convert GA54 into a vertiport is not advisable. **Table 2-4** documents a summary of the findings from this analysis.

**Table 2-4: Interstate North Heliport Compatibility Analysis**

| Facility Name/ID               | Interstate North / GA54   |
|--------------------------------|---|
| Facility Owner                 | Equitable Life Assurance Society  |
| Landing Dimensions (feet)      | TLOF: 45x45; FATO 80x80, SA: N/A <ul style="list-style-type: none"> <li>Minor redesign needed to meet EB 105 landing geometry, including tree clearing and grading</li> </ul>   |
| Controlled Airspace at Surface | Class D – Yes<br>Two miles off RWY 29 of Dobbins Air Force Base   |
| Obstructions in 8:1 Cone       | Apartment Building Penetration <ul style="list-style-type: none"> <li>273° - 333° from center of TLOF, 400’ – 858’ from heliport</li> </ul> Commercial Building Penetration <ul style="list-style-type: none"> <li>96° - 101° from center of TLOF, 1,400’ – 1,500’ from heliport</li> </ul> Office Building <ul style="list-style-type: none"> <li>129° - 157° from center of TLOF, 470’ – 740’ from heliport</li> </ul> Hotel Penetration <ul style="list-style-type: none"> <li>152° - 161° from center of TLOF, 855’ – 933’</li> </ul> Tree Penetrations <ul style="list-style-type: none"> <li>Multidirectional from center of TLOF, from Safety Area out to 800 feet.</li> </ul> |
| Key Takeaways                  | <ul style="list-style-type: none"> <li>Minor expansion of TLOF and FATO needed to meet EB 105 standards; tree clearing/trimming would be required, grading of ground required</li> <li>Significant airspace issue; Class D airspace and location off runway would require significant coordination with air force base and FAA</li> <li>Numerous penetrations in 8:1 cone, especially close to landing area. If trees are cleared, minimal penetrations from buildings</li> <li>The heliport would face significant barriers if efforts were made to convert to a vertiport</li> </ul>  |



Figure 2-13: GA54 Site and Airspace Cone



Source: Google Earth, Woolpert Analysis

Figure 2-14: GA54 Site and Cone Penetrations



Source: Google Earth, Woolpert Analysis

### Ramada Inn Antebellum Heliport

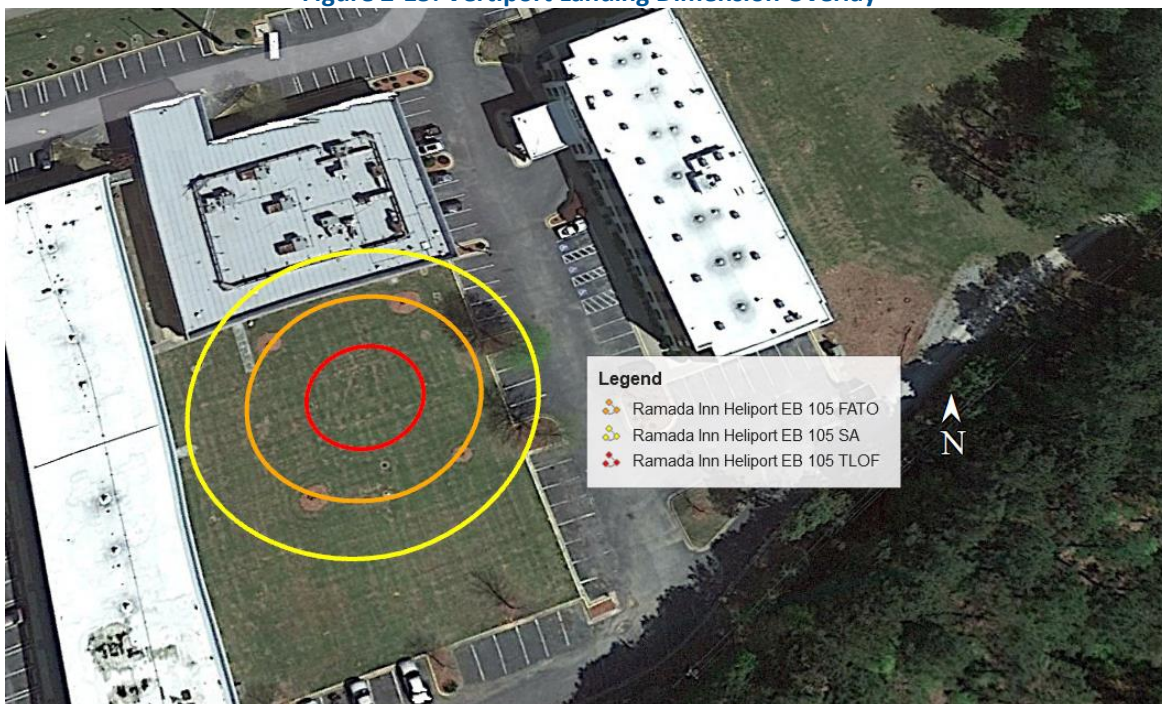
The Ramada Inn Antebellum Heliport (GA05) is a privately owned and privately used heliport in Madison, Georgia, owned by Ramada Inn Antebellum

### Landing Dimensions

As reported by the FAA, the landing area is 400x400 feet, though it is not clear how this figure was determined. The entire grass area on which the heliport rests is approximately 170x135 feet.

When EB 105 dimensions are overlaid onto the existing landing area, it demonstrates that some redesign of the surrounding parking lot would be needed, and the center of the TLOF, FATO, and SA would need to be relocated into a more central position on the grass so that the building north of the site would not interfere with the SA of the vertiport. The theoretical TLOF, FATO, and SA dimensions from EB 105 are overlaid onto the existing facility in **Figure 2-15**.

**Figure 2-15: Vertiport Landing Dimension Overlay**



Source: Google Earth, (Engineering Brief No. 105, Vertiport Design, 2022), Woolpert Analysis

### Controlled Airspace

GA05 is in uncontrolled, Class G airspace at ground level. This means that operations are allowed at this heliport with minimal restrictions. Because Class G airspace is not controlled, an air traffic control clearance is not required to operate under visual flight rules.

### *Obstruction Analysis*

Google Earth's 3D feature was unavailable at the heliport, so the protocol for penetrations in Section 6.4 was used. There are two types of significant penetrations in the airspace cone, including trees and the adjacent hotels.

The heliport, surrounding cone, and penetrations in the surface are shown in **Figure 2-16**.

The tree penetrations are located between 295° - 218° from the center of the TLOF, starting at 125 feet and extending outward up to 800 feet from the edge of the FATO. It is important to note that while not all of the trees in the vicinity may be considered penetrations, the estimation of 100 feet for each tree was used due to the lack of 3D imagery for this site. As a result, any tree within a distance of 800 feet from the FATO is considered a penetration.

On the other hand, hotel penetrations can be found at 82° - 194° from the center of the TLOF, beginning right off the FATO and extending out to 150 feet from the edge of the FATO. There is also an additional hotel penetration located at 172°-192°, which begins 300 feet from the edge of the FATO and extends out to 380 feet from the same point. Combined, the hotel and tree penetrations mean significant complications to clear ingress and egress from the site.

No obstacles from the FAA DOF are within the airspace cone for GA05.

These penetrations are shown in **Figure 2-16** and **Figure 2-17**.

### *Feasibility Analysis*

G05 is a privately owned and privately used heliport located on a grass area near the Ramada Inn Antebellum in Madison, GA. This means that load-bearing requirements for a rooftop facility would not apply and are not a concern for the site. In order to right-size the heliport for eVTOL operations, the center of the landing area would have to be moved to the center of the grass area to avoid the adjacent hotels impacting the safety area. Even so, the parking lot to the east of the facility would have to be redesigned as the safety area would cross into this lot regardless of its location on the grass.

The heliport is in uncontrolled Class G airspace, so operations from this facility could take place with very few restrictions. The presence of controlled airspace is not an issue for this site.

There are two types of penetrations in the airspace cone that interfere with the ability of the facility to have a clear ingress and egress: trees and the surrounding hotel buildings. The hotels surrounding the heliport are extremely close to the facility and block a clear ingress and egress from the heliport in three directions. Trees block a clear ingress and egress in the remaining direction (as well as other directions). It is unlikely that penetrations could be cleared in such a way to achieve clear approaches.

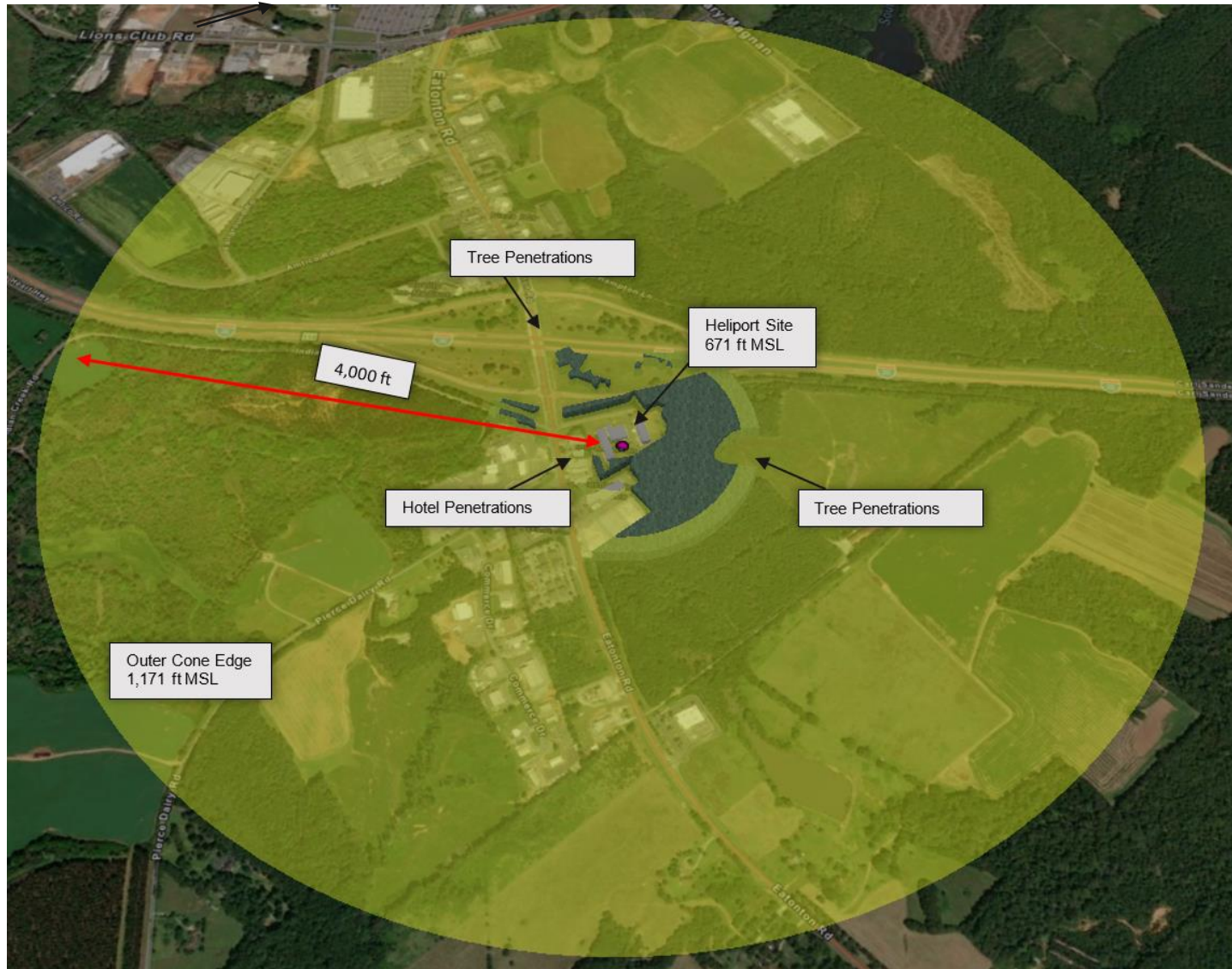
### *Takeaways: GA05*

Based on this analysis, it is not feasible to modify GA05 to accommodate eVTOLs. Even after a redesign of the landing site, a clear ingress and egress would be difficult if not impossible to achieve. **Table 2-5** documents a summary of the findings from this analysis.

**Table 2-5: Ramada Inn Antebellum Heliport Compatibility Analysis**

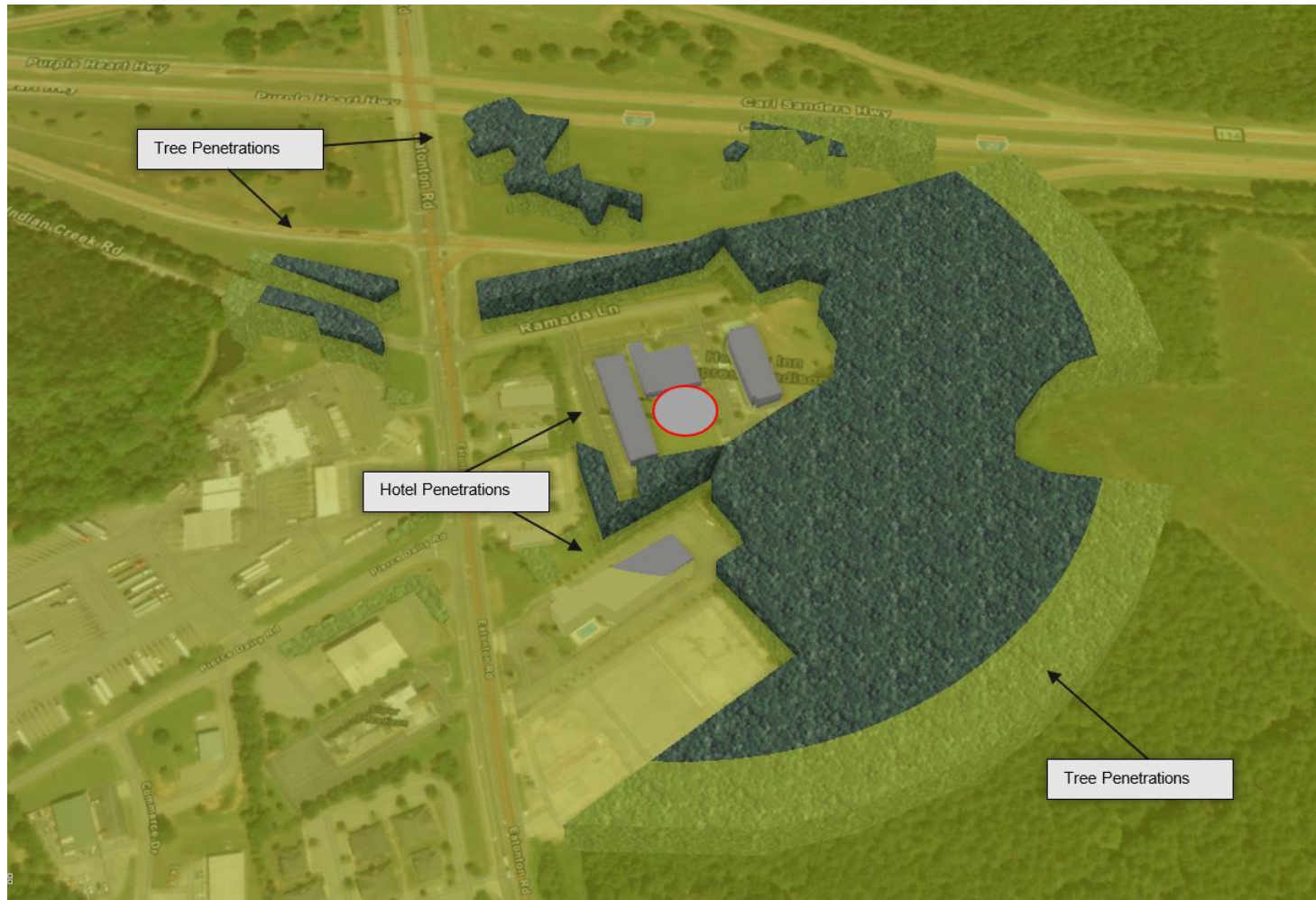
| Facility Name/ID               | Ramada Inn Antebellum Heliport / GA05  |
|--------------------------------|--|
| Facility Owner                 | Ramada Inn Antebellum  |
| Landing Dimensions (feet)      | TLOF: N/A; FATO: N/A, SA: N/A <ul style="list-style-type: none"> <li>• All landing areas unmarked on grass area measuring approximately 170x135 feet</li> </ul>  |
| Controlled Airspace at Surface | No – Class G<br>Tree Penetrations <ul style="list-style-type: none"> <li>• Penetrations in all directions except 218° - 295° from the center of the TLOF, beginning 125 feet and extending outward in some directions to 800 feet from the edge of the FATO</li> </ul>   |
| Obstructions in 8:1 Cone       | Hotel Penetrations <ul style="list-style-type: none"> <li>• Penetration at 82° - 194° from the center of the TLOF beginning immediately off the FATO and extending out to 150 feet from the edge of the FATO</li> <li>• Additional hotel penetration at 172°-192° beginning 300 feet and extending out to 380 feet from the edge of the FATO</li> </ul>                      |
| Key Takeaways                  | <ul style="list-style-type: none"> <li>• Redesign of adjacent parking lot and relocation of all landing area to center of grass needed to meet EB 105 standards</li> <li>• Uncontrolled airspace means minimal restrictions on operations</li> <li>• Clear ingress and egress unlikely to be achieved due to hotel and tree penetrations in nearly all directions</li> </ul> |

Figure 2-16: GA05 Site and Airspace Cone



Source: Google Earth, Woolpert Analysis

Figure 2-17: GA05 Site and Cone Penetrations



Source: Google Earth, Woolpert Analysis

### Smyrna Hospital

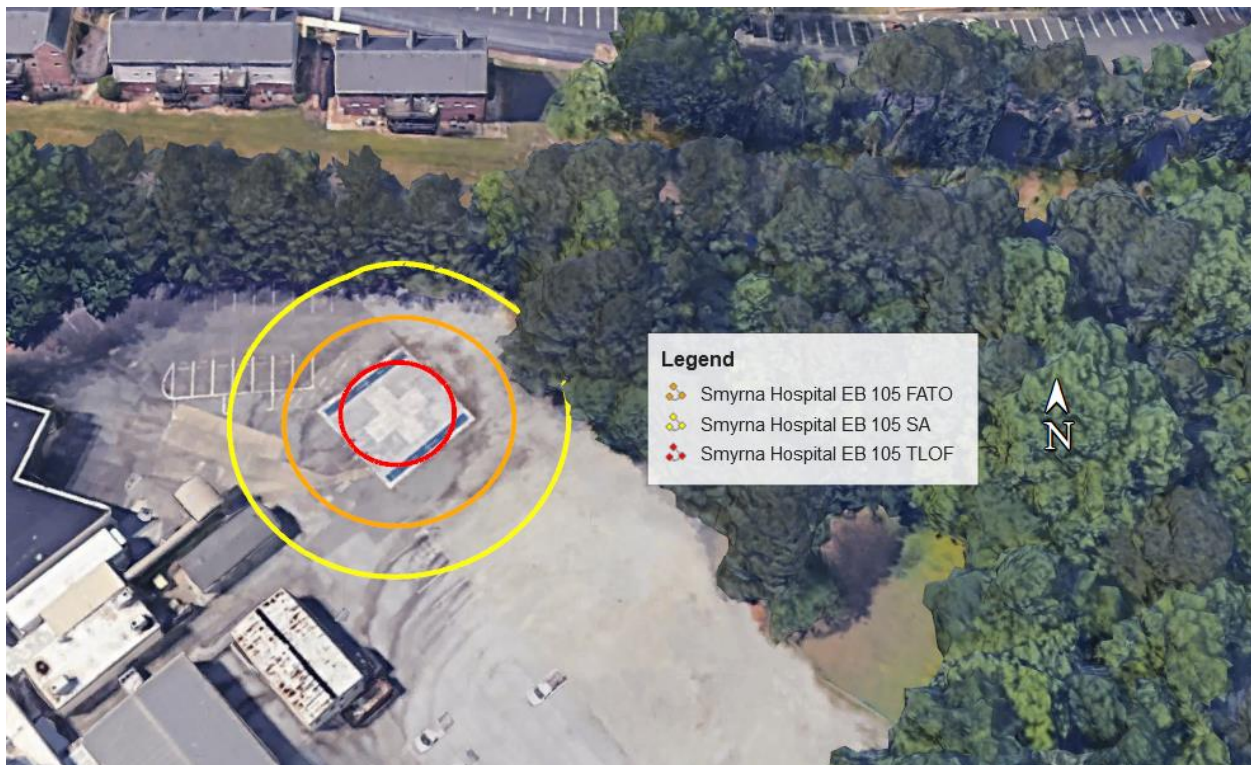
The Smyrna Hospital Heliport (40GA) is a privately owned and privately used heliport in Smyrna, Georgia, owned by Emory Adventist Hospital for air medical operations.

### Landing Dimensions

This heliport has a 50x50 foot TLOF, and the FATO and Safety Area are not marked. When EB 105 dimensions are overlaid onto the existing landing area, it demonstrates that there is adequate room for a 100x100 foot FATO, but the addition of the Safety Area would require trees to be removed north and northeast of the pad, and it would touch up against the hospital to its southwest.

Expanding the facility to meet EB 105 criteria is theoretically possible, but there is not much room and some redesign would be needed. The theoretical TLOF, FATO, and SA dimensions from EB 105 are overlaid onto the existing facility in **Figure 2-18**.

**Figure 2-18: Vertiport Landing Dimension Overlay**



Source: Google Earth, (Federal Aviation Administration, 2022), Woolpert Analysis

### Controlled Airspace

40GA is in Marietta Class D airspace at ground level up to 3,600 feet MSL.

Class D airspace is generally established to provide controlled airspace for terminal visual flight rules and instrument flight rules at airports with an operational ATCT. It can also be found at non-towered airports with instrument procedures if justified or within the public's interest. Class D airspace generally exists from the surface to 2,500 feet above the airport elevation and, while individually tailored for each airport, it will normally contain the airport's instrument procedures. In this case, the airspace extends to 3,600 feet MSL. It



is designed to contain IFR arrivals while between the surface and 1,000 feet above the surface and IFR departures while between the surface and the base of adjacent controlled airspace.

Unless otherwise authorized, each aircraft operator must establish two-way radio communications with the air traffic control facility serving the airspace prior to entering the airspace and maintain communications while within it. Generally, air traffic separation services are not provided to aircraft in the airspace operating under visual flight rules.

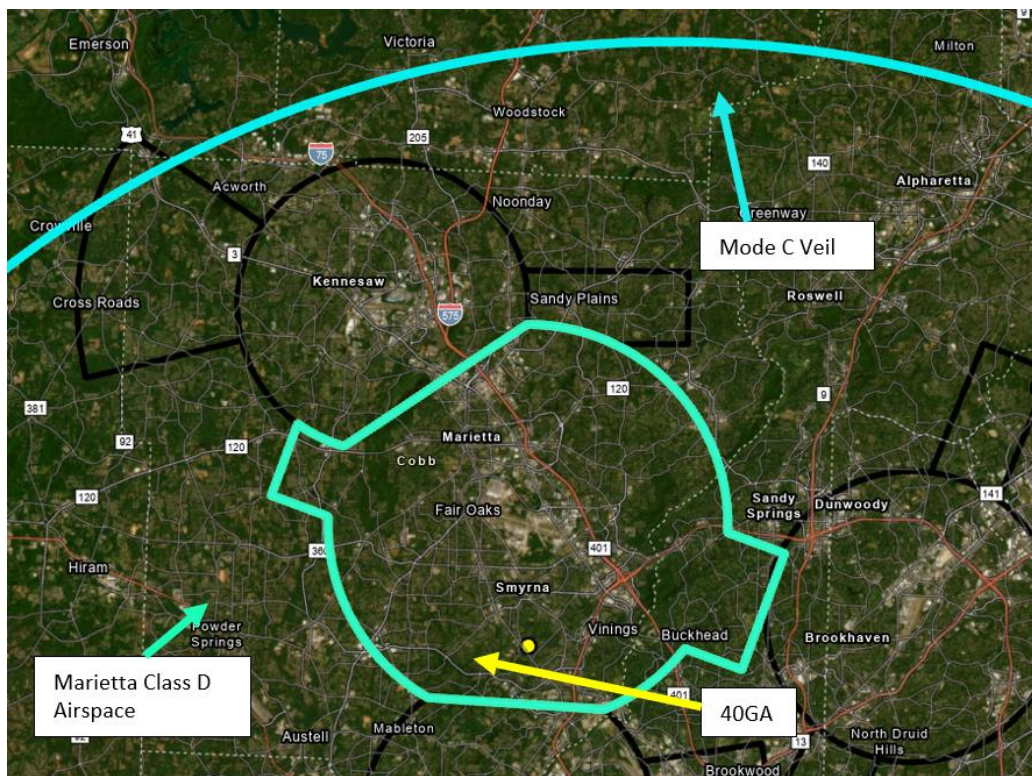
40GA is also within the Mode C Veil for Atlanta Hartsfield Jackson International Airport. A Mode C veil is the airspace within 30 nautical miles of an airport listed in Appendix D, Section 1 of 14 CFR Part 91 (generally primary airports within Class B airspace areas), from the surface upward to 10,000 feet MSL. Unless otherwise authorized by ATC, aircraft operating within this airspace must be equipped with an operable radar beacon transponder with automatic altitude reporting capability and operable ADS-B equipment.

However, aircraft that were not originally certificated with an engine-driven electrical system or that have not subsequently been certified with a system installed may conduct operations within a Mode C veil provided the aircraft remains outside Class A, B or C airspace; and below the altitude of the ceiling of a Class B or Class C airspace area designated for an airport or 10,000 feet MSL, whichever is lower.

Because 40GA is located in Class D airspace, operations at this facility must contact two-way radio communications with the air traffic control facility serving the airspace. This means that additional coordination would be needed with air traffic control prior to establishing the facility as a vertiport.

The location of 40GA within Marietta Class D and the Mode C veil is shown in **Figure 2-19**.

**Figure 2-19: 40GA Airspace**



Source: (Federal Aviation Administration, 2023)

### *Obstruction Analysis*

There are many significant penetrations in the airspace cone for 40GA, including trees, the hospital building, and residential buildings.

The heliport, surrounding cone, and penetrations in the surface are shown in **Figure 2-20**.

The helicopter landing area has tree penetrations in all directions except 192° to 242° from the center of the TLOF. These trees start about 10 feet from the edge of the FATO and extends outwards in some cases up to 1,500 feet.

The hospital building penetrates the airspace surface at 186° to 285° from the center of the TLOF, beginning 15 feet and extending out to 265 feet from the edge of the FATO.

Residential buildings penetrate the airspace surface from 286° - 31° from the center of the TLOF, beginning 95 feet and extending out to 660 feet from the edge of the FATO.

Combined, these airspace penetrations are significant and prevent a clear ingress and egress in nearly any direction. While trees could theoretically be trimmed or removed, they often serve as a visual barrier between the hospital and the nearby residential neighborhood. The hospital building and the residential buildings could not be removed and thus would continue to penetrate the airspace cone in many directions even if the trees were removed.

These penetrations are shown in **Figure 2-20** and **Figure 2-21**.

### *Feasibility Analysis*

40GA is a privately owned and privately used heliport located on pavement behind the Smyrna Hospital. This means that load-bearing requirements for a rooftop facility would not apply and are not a concern for the site. While its landing dimensions are smaller than what would be needed under the EB 105 dimensions described earlier, a minor redesign of the facility would be needed to meet those dimensions. This redesign would involve revising existing pavement markings to accommodate the dimensions specified by EB 105.

The heliport is in controlled Marietta Class D airspace, so operations from this facility would require coordination with the controlling air traffic control tower. It is also in the Mode C veil described earlier, so aircraft equipped with ADS-B could largely operate without major additional restrictions aside from Class D requirements.

There are three types of penetrations in the airspace cone that interfere with the ability of the facility to have a clear ingress and egress: trees, the hospital, and the residential buildings. It is unlikely that these penetrations could be mitigated in such a way that a clear ingress and egress could be established.

The site has one TLOF/FATO/SA and nowhere for aircraft to move if a charging need is anticipated. This fact significantly limits the throughput of such a facility, further limiting the heliport to its current use as an air ambulance facility.

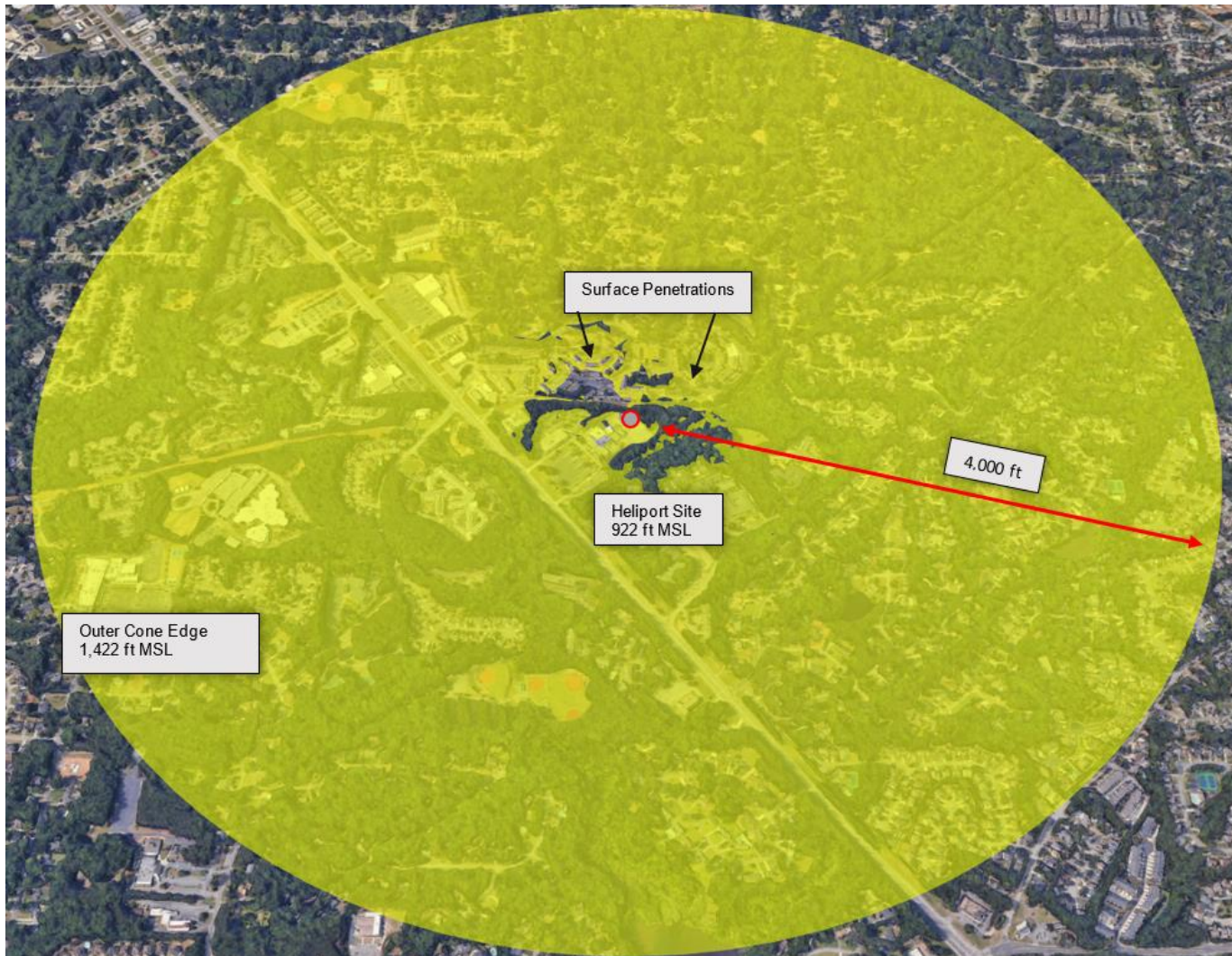
### *Takeaways: 40GA*

Based on this analysis, modifying this facility to accommodate eVTOL operations is likely not feasible, due to the significant penetrations that exist in the airspace cone. **Table 2-6** documents a summary of the findings from this analysis.

**Table 2-6: Smyrna Hospital Heliport Compatibility Analysis**

| Facility Name/ID               | Smyrna Hospital / 40GA   |
|--------------------------------|--|
| Facility Owner                 | Emory Adventist Hospital   |
| Landing Dimensions (feet)      | TLOF: 50x50; FATO N/A, SA: N/A <ul style="list-style-type: none"> <li>Space is adequate for properly sized TLOF and FATO, but minor redesign of lot is needed for SA.</li> </ul>   |
| Controlled Airspace at Surface | Yes – Class D at surface to 3,600' MSL and Mode C Veil at surface to 10,000 MSL  |
| Obstructions in 8:1 Cone       | Tree Penetration <ul style="list-style-type: none"> <li>Consistent penetrations in all directions except 192° - 242° from center of TLOF, beginning roughly 10 feet and extending up to 1,500 feet from the edge of the FATO</li> </ul> Hospital Penetration <ul style="list-style-type: none"> <li>186° - 285° from center of TLOF, beginning 15 feet and extending out to 265 feet from edge of FATO</li> </ul> Residential Building Penetration <ul style="list-style-type: none"> <li>286° - 31° from center of TLOF, beginning 96 feet and extending out to 660 feet from edge of FATO</li> </ul> |
| Key Takeaways                  | <ul style="list-style-type: none"> <li>Minor redesign of landing area needed to meet EB 105 dimensions; clearing/trimming of trees nearby. SA would directly abut the hospital building</li> <li>Significant penetrations in all directions. While trees could be trimmed, hospital building and nearby residential uses would still be significant penetrations</li> <li>Site unlikely to reasonably establish clear ingress and egress and thus is not a feasible site for conversion</li> </ul>   |

Figure 2-20: 40GA Site and Airspace Cone



Source: Google Earth, Woolpert Analysis

Figure 2-21: 40GA Site and Cone Penetrations



Source: Google Earth, Woolpert Analysis

### South Fulton Medical Center

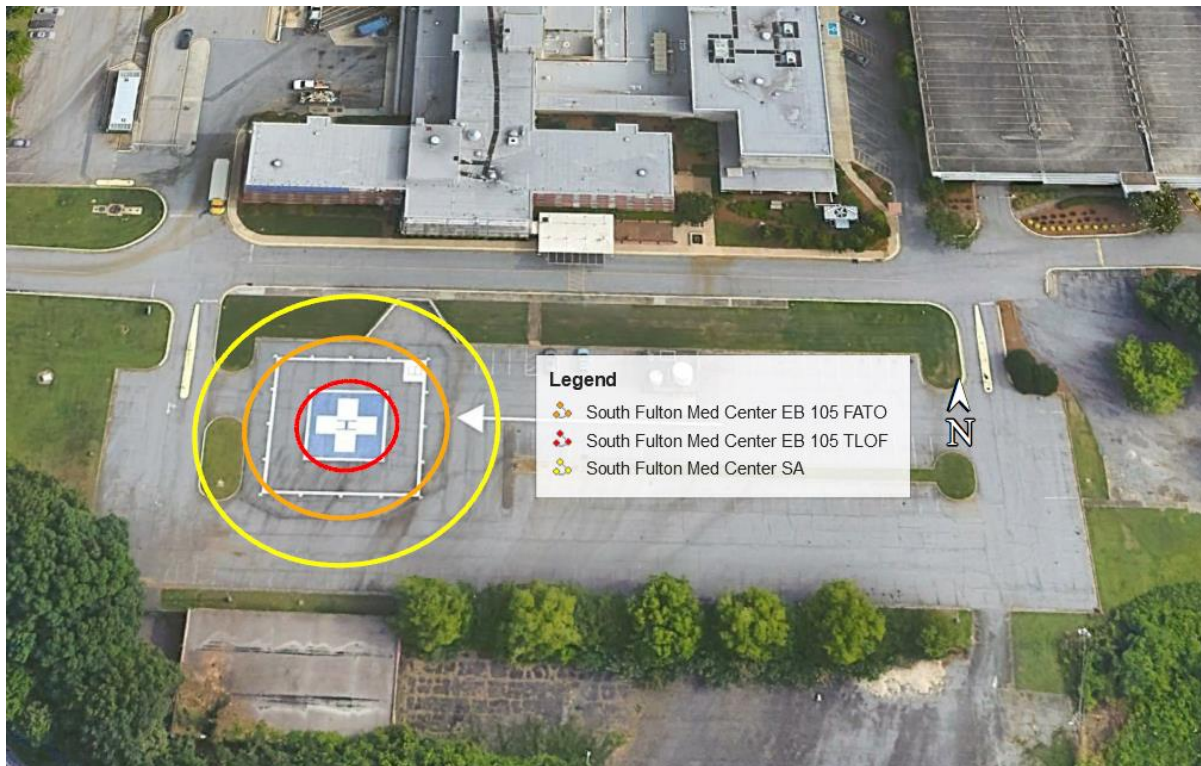
The South Fulton Medical Center (GA71) is a privately owned and privately used heliport in East Point, Georgia, owned by Atlanta Medical Center for air medical operations.

### Landing Dimensions

As reported by FAA, the landing area is 74x74 feet, but aerial imagery from Google Earth reveals that this measurement includes the FATO. As measured on Google Earth, the TLOF is 37x37 feet, the FATO is 74x74 feet, and the Safety Area is not marked. When EB 105 dimensions are overlaid onto the existing landing area, it demonstrates that there is adequate room for a 100x100 foot FATO, but the addition of the Safety Area would require a redesign of the surrounding pavement and grass, and either grading/closure of the tunnel area to the north of the facility or moving the whole landing area slightly south to avoid that area.

Expanding the facility to meet EB 105 criteria is theoretically possible, but there is not much room, and some redesign would be needed. The theoretical TLOF, FATO, and SA dimensions from EB 105 are overlaid onto the existing facility in **Figure 2-22: Vertiport Landing Dimension Overlay**

**Figure 2-22: Vertiport Landing Dimension Overlay**



Source: Google Earth, (Federal Aviation Administration, 2022), Woolpert Analysis

### Controlled Airspace

GA71 is in Atlanta Class B airspace at ground level up to 12,500 feet MSL. Class B airspace is generally designed to increase flight safety by decreasing the potential for midair collisions in the airspace surrounding airports with high-density air traffic. Any aircraft operating in Class B airspace is bound by specific operating rules and equipment prerequisites. The airspace that makes up Class B around a high-

density airport is designed by the FAA for safe and efficient air traffic control management to and from any airports contained within it.

Class B airspace generally exists from the surface up to 10,000 feet MSL surrounding the busiest airports in terms of passenger enplanements and aircraft operations. The configuration of the airspace is individually tailored for each location and includes a surface area and two or more layers. It is designed to contain all published instrument procedures. A clearance is required from Air Traffic Control (ATC) to operate in Class B airspace, and all aircraft cleared for operation in the area receive separation services within the airspace. The cloud clearance requirement for VFR operations is “clear of clouds.”

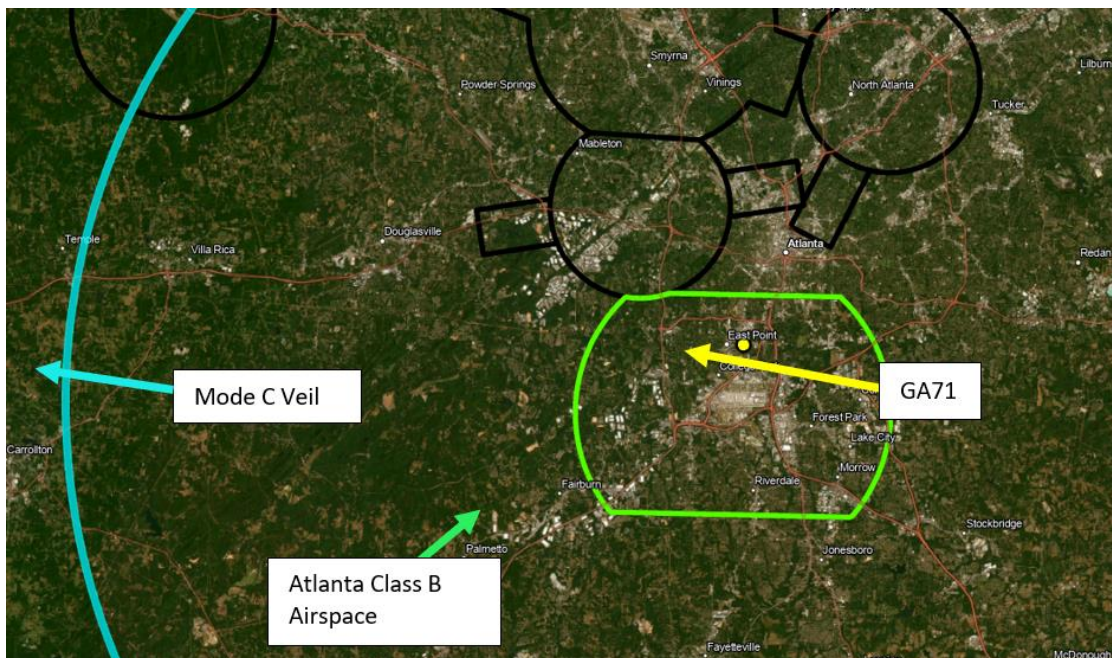
GA71 is also within the Mode C Veil for Atlanta Hartsfield Jackson International Airport. A Mode C veil is the airspace within 30 nautical miles of an airport listed in Appendix D, Section 1 of 14 CFR Part 91 (generally primary airports within Class B airspace areas), from the surface upward to 10,000 feet MSL. Unless otherwise authorized by ATC, aircraft operating within this airspace must be equipped with an operable radar beacon transponder with automatic altitude reporting capability and operable ADS-B =equipment.

However, aircraft that were not originally certificated with an engine-driven electrical system or that have not subsequently been certified with a system installed may conduct operations within a Mode C veil provided the aircraft remains outside Class A, B or C airspace; and below the altitude of the ceiling of a Class B or Class C airspace area designated for an airport or 10,000 feet MSL, whichever is lower.

Because GA71 is located in Class B airspace, operations at this facility must receive clearance from air traffic control to operate in the airspace, and all aircraft in the airspace receive separation services. This means that additional coordination would be needed with air traffic control prior to establishing the facility as a vertiport so as to not overwhelm the air traffic control tower.

The location of GA71 within Atlanta Class B and the Mode C veil is shown in **Figure 2-23**.

**Figure 2-23: GA71 Airspace**



Source: (Federal Aviation Administration, 2023)

### **Obstruction Analysis**

There are two types of significant penetrations in the airspace cone, including trees and the hospital building. The heliport, surrounding cone, and penetrations in the surface are shown in **Figure 2-24**.

The helicopter landing area has tree penetrations in all directions except 105° to 12° from the center of the TLOF. These trees start about 45 feet from the edge of the FATO and extends outwards in some cases up to 1,240 feet.

The hospital building and adjacent road penetrate the airspace surface at 336° to 70° from the center of the TLOF, beginning immediately off the edge of the FATO and extending out to 665 feet from the edge of the FATO.

There are four obstacles from the FAA DOF within the airspace cone for GA71. An examination of each obstacle's height and distance of each obstacle from the heliport determined that none of these obstacles penetrated the airspace cone.

Combined, these airspace penetrations are significant. While trees could theoretically be trimmed or removed, there is a substantial canopy that penetrates the surfaces and significant effort would be involved in mitigating these penetrations. The hospital could not be removed and thus would continue to penetrate the airspace cone. These penetrations are shown in **Figure 2-24** and **Figure 2-25**.

### **Feasibility Analysis**

GA71 is a privately owned and privately used heliport located on the pavement south of the South Fulton Medical Center. This means that load-bearing requirements for a rooftop facility would not apply and are not a concern for the site. Its landing dimensions are smaller than what would be needed under the EB 105 dimensions described earlier, and due to the roadway and tunnel north of the heliport, a redesign of the facility would be needed to meet those dimensions, either by shifting the entire facility south or by grading and closing the tunnel. Because this tunnel serves as an access point to the hospital from the heliport, it is unlikely that this tunnel could be closed without defeating the purpose of the landing area in the first place.

The heliport is in controlled Atlanta Class B airspace, so operations from this facility would require clearance from the controlling air traffic control tower. Because the heliport is already in existence, this clearance can be granted, but any attempt at higher volume or higher tempo operations may run into issues with controller workload.

There are two types of penetrations in the airspace cone that interfere with the ability of the facility to have a clear ingress and egress: trees and the hospital. Substantial tree clearing could create a clear ingress and egress for the facility.

The site has one TLOF/FATO/SA and nowhere for aircraft to move if a charging need is anticipated. This fact significantly limits the throughput of such a facility, further limiting the heliport to its current use as an air medical facility.

### **Takeaways: GA71**

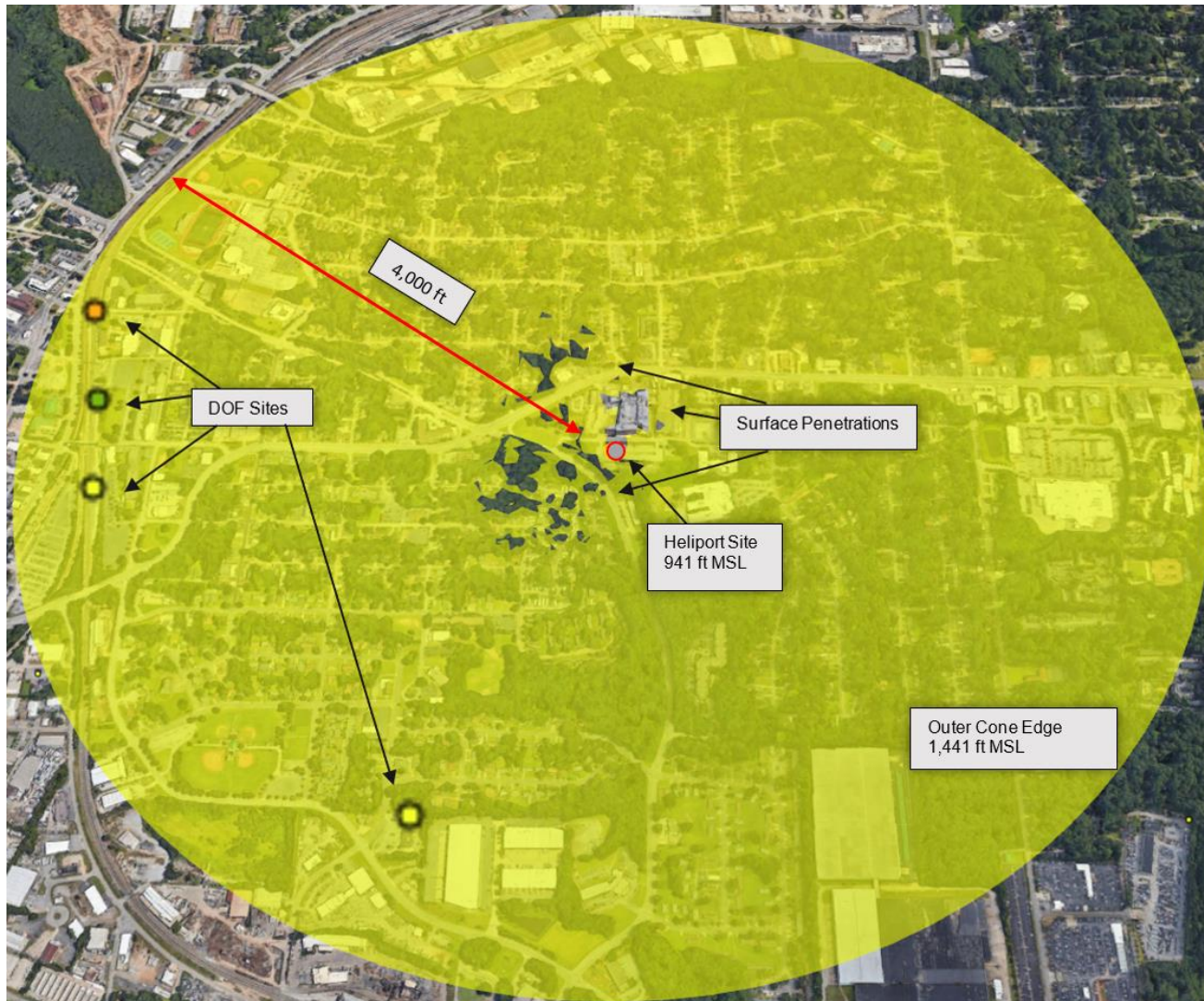
Based on this analysis, it is unlikely that the heliport could be resized to accommodate agnostic eVTOLs due to the redesign of the road and tunnel north of the heliport. The facility could support eVTOL operations if the operation was limited to an aircraft with a smaller controlling dimension than the 50-foot dimension used for this analysis. Still, the facility could not support high-tempo or high-volume operations and thus would be limited to its current use as an air medical facility. **Table 2-7** documents a summary of the findings from this analysis.



**Table 2-7: South Fulton Medical Center Heliport Compatibility Analysis**

| Facility Name/ID               | South Fulton Medical Center / GA71  |
|--------------------------------|---|
| Facility Owner                 | Atlanta Medical Center  |
| Landing Dimensions (feet)      | TLOF: 37x37; FATO 74x74, SA: N/A <ul style="list-style-type: none"> <li>Space is adequate for properly sized TLOF and FATO, but redesign is needed for SA.</li> </ul>   |
| Controlled Airspace at Surface | Yes – Class B at surface to 12,500 MSL and Mode C Veil at surface to 10,000 MSL   |
| Obstructions in 8:1 Cone       | Tree Penetrations <ul style="list-style-type: none"> <li>Penetrations in all directions except 105° - 12° from the center of the TLOF, beginning 45 feet and extending outward in some directions to 1,240 feet from the edge of the FATO</li> </ul> Hospital Penetrations <ul style="list-style-type: none"> <li>Penetration at 336° - 70° from the center of the TLOF beginning immediately off the FATO and extending out to 665 feet from the edge of the FATO</li> </ul> |
| Key Takeaways                  | <ul style="list-style-type: none"> <li>Redesign of landing area needed to meet EB 105 dimensions; would require relocation of landing area or significant changes to tunnel/road directly north</li> <li>Class B airspace is strict and requires clearance</li> <li>Trees could be trimmed to create a clear ingress and egress, but space for landing area likely limits use to small eVTOLs</li> </ul>  |

Figure 2-24: GA71 Site and Airspace Cone



Source: Google Earth, Woolpert Analysis

Figure 2-25: GA71 Site and Cone Penetrations



Source: Google Earth, Woolpert Analysis

### Stone Mountain Park Skylift

The Stone Mountain Park Skylift Heliport (92GA) is a publicly owned and privately used heliport owned by Stone Mountain Park Public Safety and used for their operations.

### Landing Dimensions

While FAA records suggest this facility has a 110 ft. x 110 ft. TLOF, a review of aerial imagery shows that the facility has a 40 ft. x 40 ft. TLOF, and the FATO and SA are not marked. In this case, FAA records likely refer to the entire paved area and not just the TLOF. The true dimensions fall short of the design criteria described for an eVTOL with a 50-foot controlling dimension described earlier in this section. Expanding the facility to meet those criteria would require only a slight redesign of the pavement. The theoretical TLOF, FATO, and SA dimensions from EB 105 are overlaid onto the existing facility in **Figure 2-26**.

**Figure 2-26: Vertiport Landing Dimension Overlay**



Source: Google Earth, (Federal Aviation Administration, 2022), Woolpert Analysis

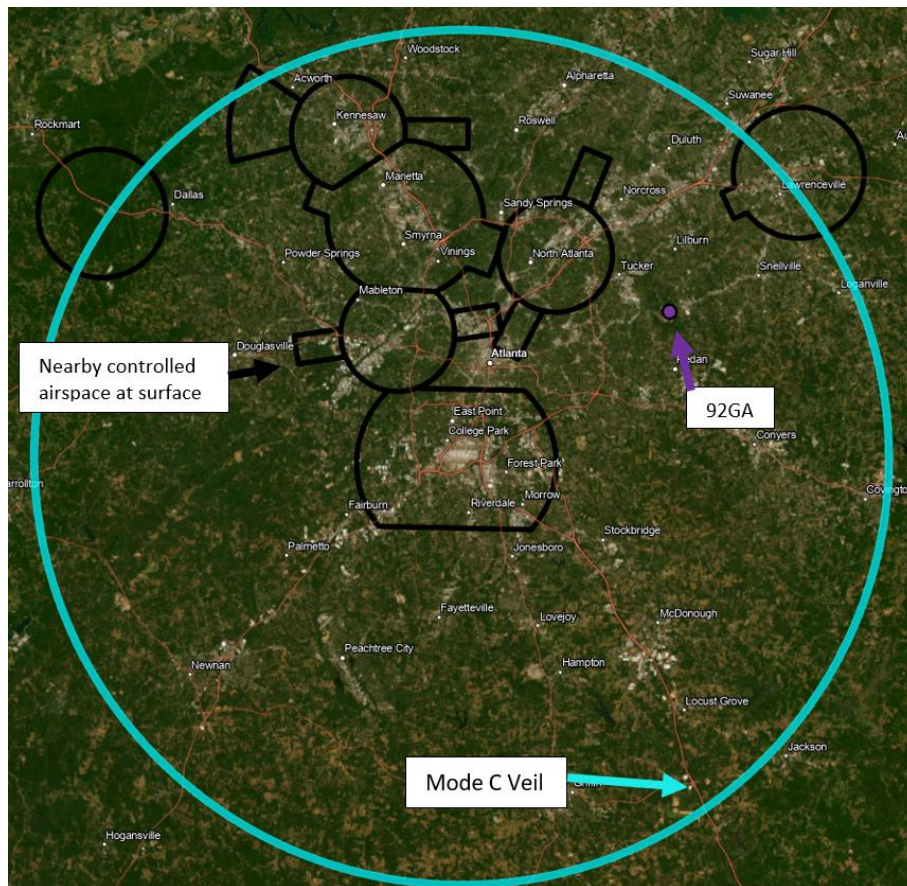
### Controlled Airspace

92GA not in Class B – E airspace, but it is within the Mode C Veil for Atlanta Hartsfield Jackson International Airport. A Mode C veil is the airspace within 30 nautical miles of an airport listed in Appendix D, Section 1 of 14 CFR Part 91 (generally primary airports within Class B airspace areas), from the surface upward to 10,000 feet MSL. Unless otherwise authorized by air traffic control, aircraft operating within this airspace must be equipped with an operable radar beacon transponder with automatic altitude reporting capability and operable ADS-B equipment.

However, aircraft that were not originally certificated with an engine-driven electrical system or that have not subsequently been certified with a system installed may conduct operations within a Mode C veil provided the aircraft remains outside Class A, B, or C airspace; and below the altitude of the ceiling of a Class B or Class C airspace area designated for an airport or 10,000 feet MSL, whichever is lower. eVTOLs in development will have ADS-B transponders and will meet the requirements.

While it may be congested and operators must meet the minimum requirements for operating in a Mode C veil, airspace does not pose a significant challenge should the facility be adapted into a vertiport. The location of 92GA within the Mode C veil is shown in **Figure 2-27**.

**Figure 2-27: 92GA Airspace**



Source: (Federal Aviation Administration, 2023)

### **Obstruction Analysis**

There are several penetrations in the airspace cone for 92GA, but they are limited to spotty trees in the parking lot where the landing area is located, and to Stone Mountain itself. The heliport, surrounding cone, and penetrations in the surface are shown in **Figure 2-28**.

The helicopter landing area has spotty tree penetrations between 56° - 145° from the center of the TLOF. These trees start about 40 ft. from the edge of the FATO and extends outwards for around 700 ft. The penetrations caused by the trees seem to be minor and can be fixed with simple tree trimming or removal.

Stone Mountain is located between 177° and 242° from the center of TLOF, spanning 1,900 to 3,900 ft. from the edge of FATO. On top of the mountain, there is a tower that is represented in the FAA DOF. All these penetrations are noted in **Figure 2-28** and **Figure 2-29**.

### Feasibility Analysis

92GA is a publicly owned but privately used heliport located adjacent to a Stone Mountain Park parking lot. This means that load-bearing requirements for a rooftop facility would not apply and are not a concern for the site. While its landing dimensions are smaller than what would be needed under the EB 105 dimensions described earlier, a minor redesign of the facility would be needed to meet those dimensions. This redesign would involve revising existing pavement markings to accommodate the dimensions specified by EB 105.

There are two types of penetrations in the airspace cone that potentially interfere with the ability of the facility to have a clear ingress and egress: trees and Stone Mountain itself. The tree penetrations are relatively minor and could be cleared. After that process, clear ingress and egress would exist regardless of Stone Mountain’s presence in the airspace cone. The heliport is not in controlled airspace other than the Mode C veil described earlier, so aircraft equipped with ADS-B could largely operate without major restrictions.

The location of this heliport presents a possible use case, in which tourists to the park could fly an eVTOL from a neighboring town or parking area. However, because the heliport is currently owned by Stone Mountain Park Public Safety, accommodations would have to be made so that the facility could still support emergency operations by Public Safety. From a conversion standpoint, the facility is relatively clear of any insurmountable challenges to support eVTOLs.

### Takeaways: 92GA

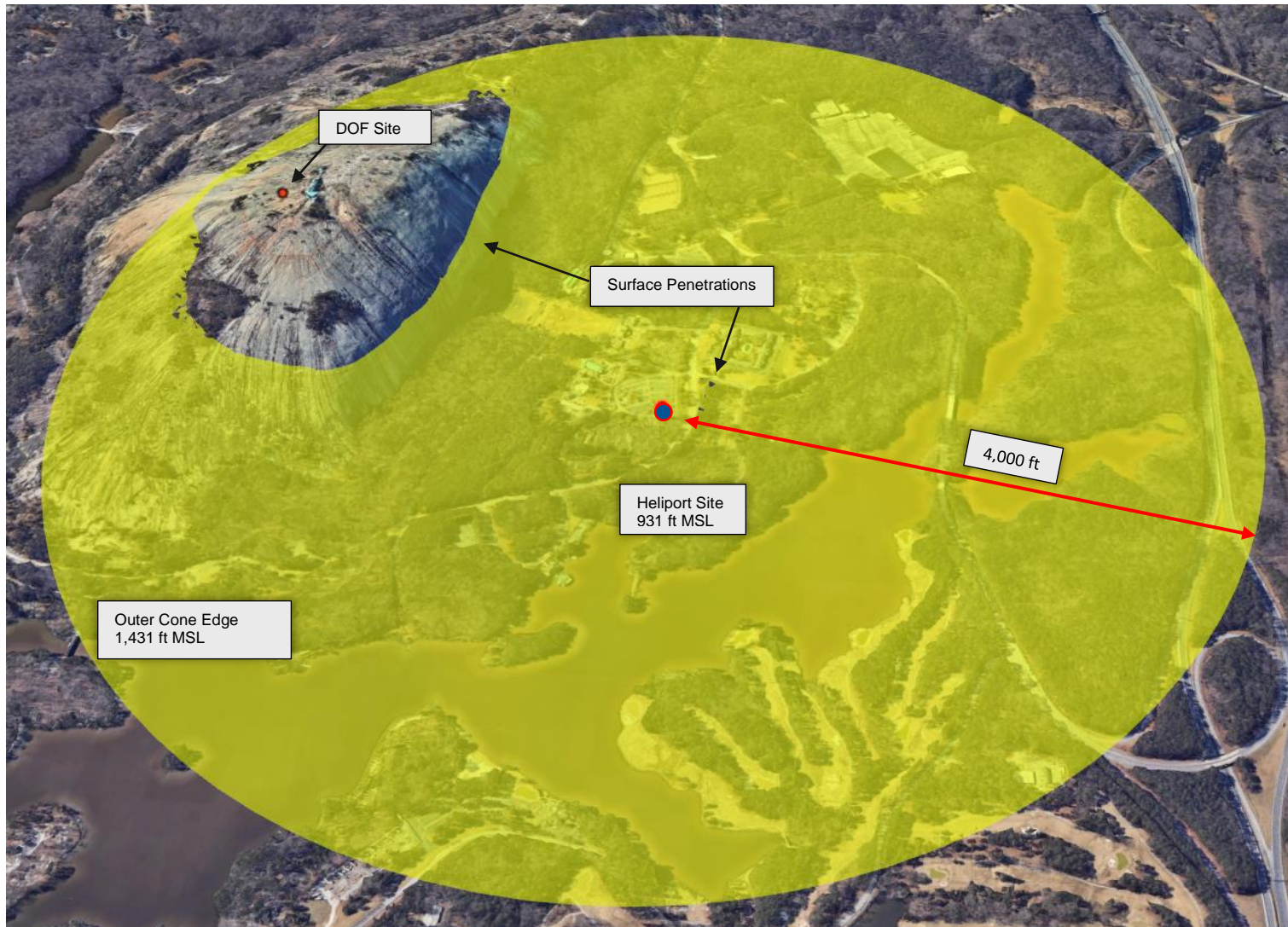
Based on this analysis, modifying this heliport to accommodate eVTOLs would involve a minor redesign of the landing area and the clearing/trimming of trees in some directions. A possible use case exists in transporting tourists to and from the park. Should the heliport be converted, additional components, like the availability of adequate electrical supply and fire safety protocols would have to be evaluated. **Table 2-8** documents a summary of the findings from this analysis.

**Table 2-8: Stone Mountain Park Skylift Heliport Compatibility Analysis**

| Facility Name/ID               | Stone Mountain Park Skylift / 92GA   |
|--------------------------------|--|
| Facility Owner                 | Stone Mountain Park Public Safety  |
| Landing Dimensions (feet)      | TLOF: 40x40; FATO N/A, SA: N/A <ul style="list-style-type: none"> <li>Landing area itself is simply painted pavement on parking lot. Space is adequate for properly sized TLOF and FATO, but minor redesign of lot is needed for SA.</li> </ul>  |
| Controlled Airspace at Surface | No – only Mode C veil  |
| Obstructions in 8:1 Cone       | Tree Penetration <ul style="list-style-type: none"> <li>Spotty in all directions except 56° - 145° from center of TLOF, beginning approximately 40 feet from the edge of the FATO and extending out approximately 700 feet</li> <li>Penetrations appear minor and require simple trimming</li> </ul> |

| Facility Name/ID | Stone Mountain Park Skylift / 92GA  |
|------------------|---|
| Key Takeaways    | <p>Mountain Penetration</p> <ul style="list-style-type: none"> <li>• 177° - 242° from center of TLOF, beginning 1,900 feet from edge of FATO to 3,900 feet from edge of FATO</li> <li>• Minor redesign of landing area needed to meet EB 105 dimensions; clearing/trimming of trees nearby. Stone Mountain can be avoided on approach/departure</li> <li>• Possible use case transporting tourists exists, but accommodations would have to be made to ensure Public Safety has access</li> <li>• Should the facility be converted, electrical supply and fire safety should be considered</li> </ul> |

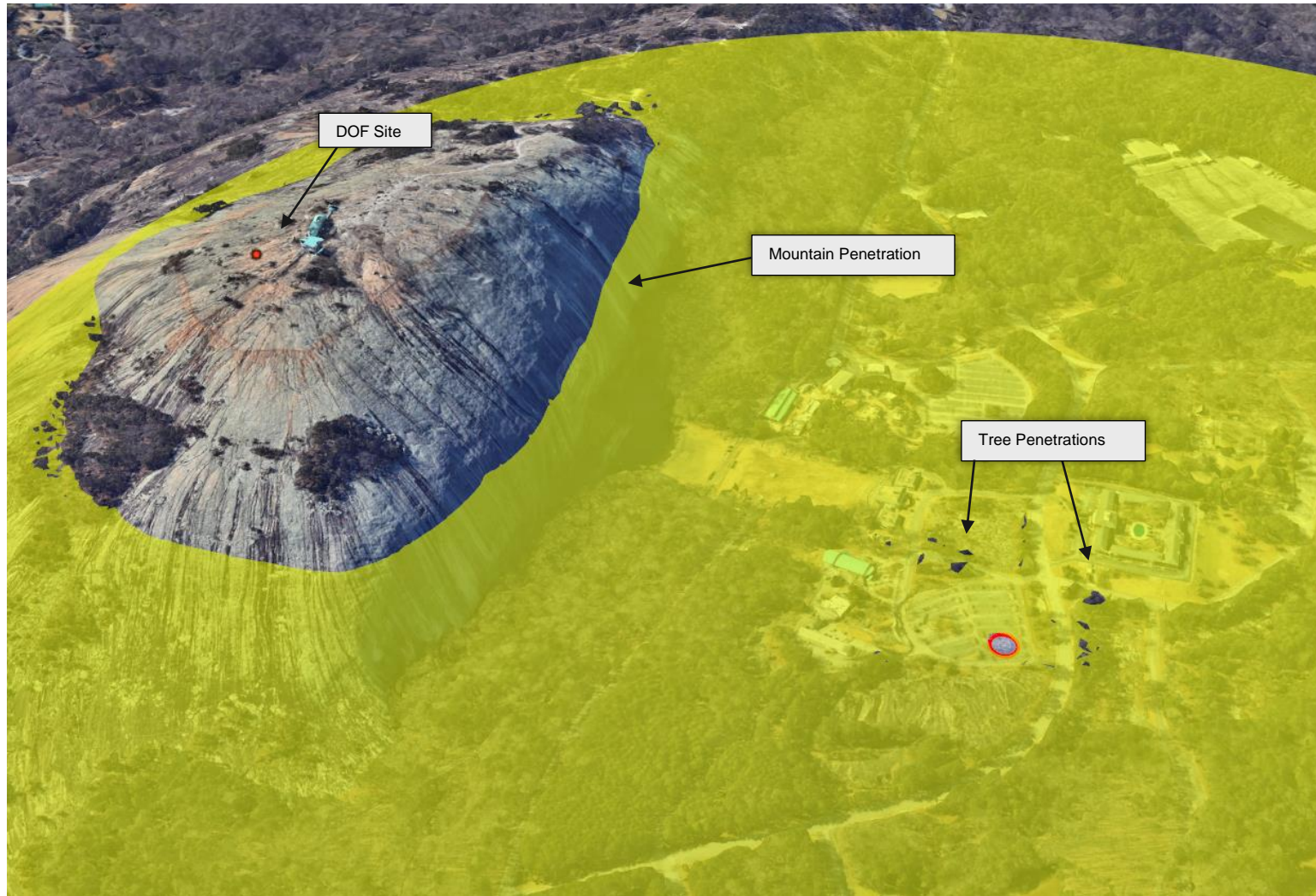
Figure 2-28: 92GA Site and Airspace Cone



Source: Google Earth, Woolpert Analysis



Figure 2-29: 92GA Site and Cone Penetrations



Source: Google Earth, Woolpert Analysis

### Wayne Memorial Hospital

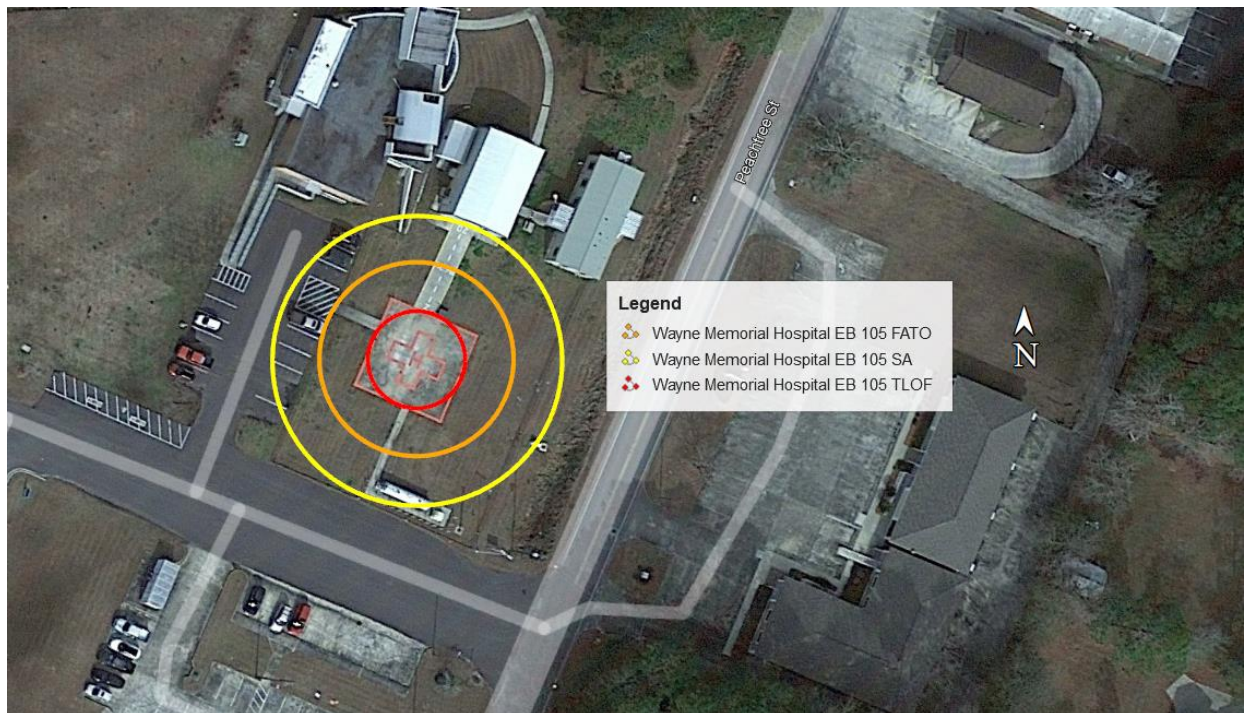
The Wayne Memorial Hospital Heliport (39GA) is a privately owned and privately used heliport in Jesup, Georgia, owned by Wayne Memorial Hospital.

### Landing Dimensions

As reported by the FAA, the landing area is 60 ft. x 60 ft., but measuring on Google Earth indicates a 50-ft. x 50-ft. TLOF, and no marked FATO or SA.

When EB 105 dimensions are overlaid onto the existing landing area, it demonstrates that there is adequate room for a full size vertiport landing area to be built after some redesign. The SA extends into the existing parking lot, overlaps with the fuel tank, and pushes up against the adjacent hangar. These areas would have to be redesigned to accommodate EB 105 specifications. The theoretical TLOF, FATO, and SA dimensions from EB 105 are overlaid onto the existing facility in **Figure 2-30**.

**Figure 2-30: Vertiport Landing Dimension Overlay**



Source: Google Earth, (Federal Aviation Administration, 2022), Woolpert Analysis

### Controlled Airspace

39GA is in uncontrolled, Class G airspace, at ground level up to 700 ft. AGL. This means that operations are allowed at this heliport with minimal restrictions. Because Class G airspace is not controlled, an air traffic control clearance is not required to operate under visual flight rules.

### Obstruction Analysis

Google Earth's 3D feature was unavailable at the heliport, so the protocol for penetrations in Section 6.4 was used. There are two types of significant penetrations in the airspace cone, including trees and nearby buildings. The heliport, surrounding cone, and penetrations in the surface are shown in **Figure 2-31**.

The helicopter landing area has tree penetrations that are spotty in most directions except from 245° - 320° from the center of the TLOF, beginning 130 ft. and extending out to 780 ft. from the edge of the FATO, as well as penetrations from 40° - 162° from the TLOF beginning 150 ft. and extending out to 780 ft. from the edge of the FATO.

There are also nearby building penetrations, most notably the hospital building itself and the hangar/terminal for the heliport. The heliport buildings penetrate the surface from 350° - 65° from the center of the TLOF and, beginning 30 ft. and extending out to 140 ft. from the edge of the FATO. The hospital building penetrates the surface from 241° - 255° from the center of the TLOF beginning 265 ft. and extending out to 510 ft. from the edge of the FATO. There are no obstacles from the FAA DOF within the airspace cone for 39GA.

Combined, the penetrations in the airspace cone represent a hurdle to achieving a clear ingress and egress, but due to the clear path on the west side of the heliport, it is likely that tree trimming could clear a separate path on the east side of the facility. Also, because of the assumptions for tree height made for this site, it is possible that some or many of the trees are shorter than 100 feet and may not truly penetrate the airspace cone. A true aeronautical survey would yield firm answers for this situation. These penetrations are shown in **Figure 2-31** and **Figure 2-32**.

**Feasibility Analysis**

39GA is a privately owned and privately used heliport located at the Wayne Memorial Hospital. Its location on the ground means that load-bearing requirements for a rooftop facility would not apply and are not a concern for the site. Its TLOF meets the requirements from EB 105, but it doesn't currently have a marked FATO or SA. When those dimensions are overlaid onto the existing facility, it shows that they could fit but it would require a redesign of the parking lot and relocation of the fuel tank.

The heliport is in uncontrolled Class G airspace, so operations from this facility could take place with very few restrictions and airspace does not present an obstacle. There are two types of penetrations in the airspace cone that interfere with the ability of the facility to have a clear ingress and egress: trees and several buildings. The building penetrations are the hospital and the heliport's hangar/terminal and thus are fixed. There is a clear path west without penetrations, so it is possible that trees east of the facility could be trimmed or cleared to create a separate approach/departure path. Should the facility be converted, an aeronautical survey should take place to verify the heights of these trees to determine if they are truly obstacles.

The site has one TLOF/FATO/SA, and aircraft would have nowhere to move for charging. This fact does significantly limit the throughput of such a facility, constraining the heliport to its current use as an air medical facility.

**Takeaways: 39GA**

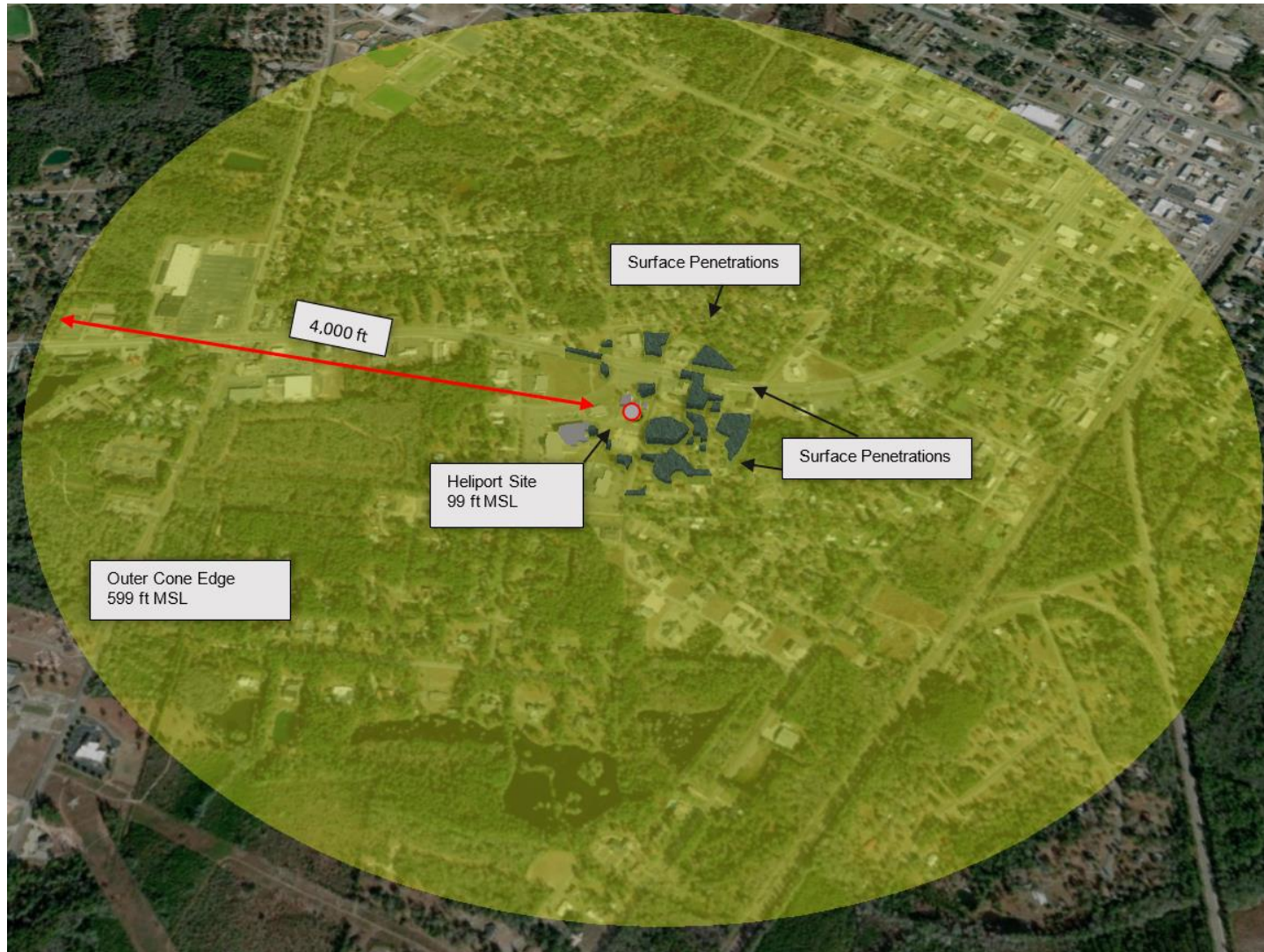
Based on this analysis, it is possible to modify GA28 to accommodate eVTOLs. However, this modification would necessitate minor adjustments to the nearby pavement and can only be implemented within the heliport's present role as a medical facility. It is not equipped to handle high-tempo/volume traffic or other non-air ambulance medical services. **Table 2-9** documents a summary of the findings from this analysis.

**Table 2-9 Wayne Memorial Hospital Heliport Compatibility Analysis**

| Facility Name/ID          | Wayne Memorial Hospital / 39GA  |
|---------------------------|---------------------------------|
| Facility Owner            | Wayne Memorial Hospital         |
| Landing Dimensions (feet) | TLOF: 50x50; FATO: N/A; SA: N/A |

| Facility Name/ID               | Wayne Memorial Hospital / 39GA   |
|--------------------------------|--|
|                                | <ul style="list-style-type: none"> <li>Plenty of room to expand facilities to match EB 105 with minimal grading</li> </ul>   |
| Controlled Airspace at Surface | No – Class G   |
| Obstructions in 8:1 Cone       | <p>Tree Penetrations</p> <ul style="list-style-type: none"> <li>Spotty in most directions except for 245° - 320° from the center of the TLOF, beginning 130 feet and extending out to 780 feet from the edge of the FATO</li> </ul> <p>Building Penetrations</p> <ul style="list-style-type: none"> <li>Penetrations 350° - 65° from the center of the TLOF, beginning 30 feet and extending outward to 140 feet from the edge of the FATO</li> <li>Penetrations 241° - 255° from the center of the TLOF, beginning 265 feet and extending outward in some directions to 510 feet from the edge of the FATO</li> </ul> |
| Key Takeaways                  | <ul style="list-style-type: none"> <li>Minimal redesign needed to meet EB 105 standards, but would impact parking lot</li> <li>Uncontrolled airspace means minimal restrictions on operations</li> <li>Clear ingress and egress could likely be achieved with clearing or trimming of trees in at least one direction</li> <li>Assuming electric needs are met this facility could support air medical eVTOL operations</li> </ul>   |

**Figure 2-31: 39GA Site and Airspace Cone**



Source: Google Earth, Woolpert Analysis

Figure 2-32: 39GA Site and Cone Penetrations



Source: Google Earth, Woolpert