

**NOTICE OF INTENDED ACTION
TO AMEND RULES AND REGULATIONS FOR
LICENSING OF CERTAIN OPEN-TO-THE-PUBLIC AIRPORTS**

As required by the Georgia Administrative Procedure Act, specifically O.C.G.A. § 50-13-4(a)(1), notice is hereby given to all interested individuals, partnerships, corporations, associations, governmental subdivisions, and public and private organizations of the intention of the Georgia Department of Transportation, an agency of the State of Georgia, to change the official compilation of Rules and Regulations of the State of Georgia ("Rules") by amending Rule 672-9-.03, Airports: Licensing Minimum Standards.

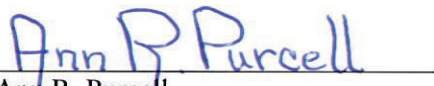
The authority for such amendments is found in O.C.G.A. §§ 32-2-2, 32-9-8 and 50-13-4. A copy of the proposed amendment to the Rule is attached.

All interested individuals, partnerships, corporations, associations, governmental subdivisions, and public and private organizations are invited to present any data, views or arguments that they may have respecting these changes in writing to the Georgia Department of Transportation by forwarding such data, views and arguments to: AviationRules21@dot.ga.gov or *Georgia Department of Transportation, Division of Intermodal, 600 West Peachtree Street, NW, Atlanta, Georgia 30308*. All such written submissions received on or before **5:00 pm on January 13, 2025**, shall be considered prior to any final action on the amendment of the Rules identified herein.

An opportunity for an oral hearing shall be granted only if requested by 25 persons who will be directly affected by the proposed rules, by a governmental subdivision, or by an association having not less than 25 members. Requests for an oral hearing must be submitted to the above address **on or before 5:00 pm on January 13, 2025**.

The State Transportation Board will consider final action on the adoption of the proposed amendments on **February 20, 2025**.

This 12th day of December 2024.



Ann R. Purcell
Chairperson, State Transportation Board

**SYNOPSIS OF PROPOSED RULE AMENDMENT
TO
GA COMP. R. & REGS. R. 672-9-.03,
AIRPORTS: LICENSING MINIMUM STANDARDS**

Ga Comp. R. & Regs. r. 672-9-.03 sets forth the minimum standards for licensing by the Georgia Department of Transportation of open-to-the-public airports. An amendment to subpart A.(4) of Ga Comp. R. & Regs. r. 672-9-.03 is hereby proposed to provide for an alternative licensing qualification as follows:

672-9-.03 A.(4) provides in relevant part that all penetrations to the approach paths of an airport runway, whether natural or manmade, constitute an obstruction to navigation that presents a violation to licensing standards. If the obstruction cannot be removed, the rule presently requires that the runway threshold must be displaced or relocated to a point on the runway that provides a clear and unobstructed flight path.

The proposed amendment to the rule would allow the obstruction to remain if it is mitigated in accordance with Federal Aviation Administration requirements.

West's Georgia Administrative Code

Title 672. State Department of Transportation

Chapter 672-9. Rules and Regulations for Licensing of Certain Open-to-the-Public Airports

Ga Comp. R. & Regs. 672-9-.03

672-9-.03. Airports: Licensing Minimum Standards.

Effective: January 3, 2022

Currentness

A. Unobstructed Approach Paths for:

1. Runways less than 4000 ft shall begin at the runway end (marked threshold), shall slope upward at a minimum of 15:1 ratio, be centered along the extended runway centerline beginning at a width of 120 ft and extend for 500 ft to a width of 300 ft and continue at a width of 300 ft for an additional 2500 ft.
2. Runways 4000 ft. but less than 5000 ft shall begin at the runway end (marked threshold), slope upward at a minimum of 20:1 ratio, be centered along the extended runway centerline beginning at a width of 250 ft and extend for 2250 ft to a width of 700 ft and continue at a width of 700 ft for an additional 2750 ft.
3. Runways 5000 ft. or more shall begin at the runway end (marked threshold), slope upward at a minimum of 20:1 ratio, be centered along the extended runway centerline beginning at a width of 340 ft and extend for 2200 ft to a width of 1000 ft and continue at a width of 1000 ft for an additional 7,800 ft.
4. All penetrations of the Approach Paths, whether natural or manmade, constitute an Obstruction to navigation and a violation to licensing standards. If the Obstruction is not removed or mitigated per FAA requirements, the runway threshold must be displaced or relocated to a point on the runway that will provide a clear and unobstructed flight path.

B. Unobstructed Primary Surface (see above definition for Runway Primary Surface):

1. Shall be centered along runway centerline to the end of the runway.
2. Runways less than 4000 ft. shall have a primary surface width of 120 ft.

3. Runways 4000 ft. but less than 5000 ft. shall have a primary surface width of 250 ft.

4. Runways 5000 ft. or more shall have a primary surface width of 340 ft.

5. The primary surface shall be free of all Obstructions including natural growth and manmade objects. The only allowable Obstructions are frangible runway lights, frangible guidance signs, or navigation equipment that, by function, are required to be within the primary surface boundaries. The area not hard surfaced must be compacted and graded smooth with no ruts, humps, depressions or other potentially hazardous surface variations.

6. If the FAA Runway Object Free Area width is less than the Department's primary surface width set forth in this rule, the FAA Runway Object Free Area width will become the standard for Department use for the primary surface width for that particular area.

C. Unobstructed Runway Safety Area:

1. Shall be centered along runway centerline and extend 240 ft. beyond the end of the runway for all runways less than 5000 ft. in length and 300 ft. beyond the end of the runway for runways 5000 ft. or greater in length.

2. The width of the runway safety area shall be 120 ft. for all runways less than 5000 ft in length and 150 ft. for runways 5000 ft. or greater in length.

3. The Runway Safety Area shall be free of all Obstructions including natural growth and manmade objects. The only allowable Obstructions are frangible runway lights, frangible guidance signs, or navigation equipment that, by function, are required to be within the Runway Safety Area boundaries. The area that is not hard surfaced must be compacted and graded smooth with no ruts, humps, depressions or other potentially hazardous surface variations.

4. If the FAA Runway Safety Area length and width are less than the Department standards set forth in this rule, the FAA Runway Safety Area length and width will become the standard for Department use for the Runway Safety Area length and width for that particular Airport.

D. Airport Marking: All runways shall be marked in a manner that clearly identifies the boundaries of the landing area.

1. Minimum marking for hard surface runways and taxiways:

2. All markings on hard surfaced runways and taxiways shall be painted and must be maintained in legible condition.
3. Runway markings shall be white and taxiway markings shall be yellow. The size, shape, location and color of the marking shall be in compliance with the current FAA AC 150/5340-1, Standards for Airport Markings, as amended or superseded.
 - i. Minimum marking for turf or sod runways: All runway markings shall be colored white, securely attached to the surface, clearly visible from the Airport traffic pattern and identify the boundaries of the landing area.
 - ii. Threshold markings shall be L-shaped on each corner of each threshold. Runway side line markers shall be spaced at minimum intervals of 500 ft.
 - iii. Displaced Thresholds shall be identified by placing markers on each runway side at the displacement point. The markers shall be perpendicular to the runway with the inner edge aligned with the runway sideline markers.

E. Wind Direction Indicators:

1. All Airports are required to have an operational wind direction indicator. The wind direction indicator must be installed in a highly visible area easily observed from the air and the ground. It must be located in an open area free from Obstructions to insure accurate wind direction and approximate wind velocity. Night operations require that the wind indicator be lighted.

F. Airport Lighting: Runway lights are required for all Airports that conduct night operations.

1. Minimum Lighting Requirements:

- i. The location, spacing, light intensity and lens color of runway, threshold and taxiway lights shall conform to the standards specified in the current FAA AC 150/5340-30, Design and Installation Details for Airport Visual Aids, as amended or superseded.
- ii. All runway, threshold and taxiway lighting shall be maintained in an operational condition and shall not be obscured by natural growth such as grass or weeds.

2. Airport Beacon: All Airports with runway lights for night operations shall have an operational airport location beacon. The beacon shall have appropriately colored lenses to identify the type airport. The beacon shall be located at a site on or near the Airport at an elevation that will ensure that it is not obstructed by natural growth or manmade structures and is clearly visible from the air.

G. Runway, Taxiway and Apron Minimum Conditions:

1. Runway and Taxiway Requirements:

i. The runway and taxiway surface must be maintained smooth and free of any defect or Obstruction that could damage Aircraft during operations. This requirement includes any pavement pot holes, depressions or humps.

ii. The lip of paved runways or taxiways must not exceed 1.5 inches in elevation from the top of the pavement to the runway shoulder. The drop should be only enough to allow adequate drainage from the runway and not pose a control problem for Aircraft.

iii. Turf runways must be graded smooth and grassed. The grass must be maintained, mowed to a height of less than 12 inches above the graded surface on the marked portions of the runway.

iv. The runway and taxiway width requirements shall conform to the current FAA AC 150/5300-13, Airport Design, as amended or superseded.

v. Seaplane Bases shall conform to the standards established by the controlling jurisdictions rules and regulations for operations on the body of water. If no specific standards have been established, the Seaplane Base shall conform to standard design guidance of FAA AC 150/5395-1, Seaplane Bases, as amended or superseded.

vi. Heliport landing areas and hover lanes/taxiways shall conform to the standards contained in FAA AC 150/5390-2, Heliport Design, as amended or superseded.

2. Apron Requirements:

i. The Aircraft apron (parking area) is for the operation, servicing and parking of Aircraft only.

ii. The apron surface should be smooth and free of Obstructions or defects that could cause damage to Aircraft during

operation.

iii. The apron length, width, taxilane and tiedown requirements shall conform to the current FAA AC 150/5300-13, Airport Design, as amended or superseded.

H. Fueling Area Requirements:

1. Sign(s) must be posted to prohibit open flames or smoking in the Airport fueling area.
2. Bonding cables must be present and in working order.
3. A fire extinguisher approved for the purpose of extinguishing petroleum product fires must be available during all fueling operations.

I. Geometric Layout: The most recent version of the Federal Aviation Administration's Advisory Circular 150/5300-13 Airport Design, as may be amended or superseded, is adopted in its entirety as it pertains to Airport construction design standards for the licensing of Airports within the State of Georgia. No License shall be denied to the owner or operator of an Airport in existence on July 1, 1978, because of the failure to meet minimum standards prescribed with regard to Geometric Layout and separation between Airport runway, taxiway and Aircraft parking areas.

Credits

Adopted July 23, 1979; Emergency amended 672-9-0.9-.03, July 19, 1979; Amended Oct. 10, 1979. Amended Aug. 1, 2013; Jan. 3, 2022.

Authority: [O.C.G.A. §§ 32-2-2\(b\), 32-9-8, 50-13-4](#).

Current with amendments available through October 29, 2024. Some sections may be more current; see credits for details.

Ga Comp. R. & Regs. 672-9-.03, GA ADC 672-9-.03

End of Document

© 2024 Thomson Reuters. No claim to original U.S. Government Works.