



Georgia Department of Transportation

## Aviation Program

# Airport Inspections

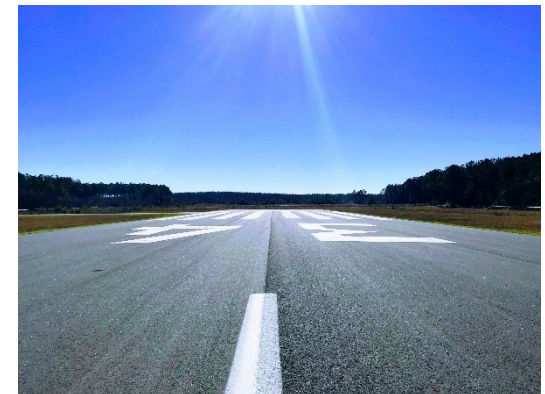
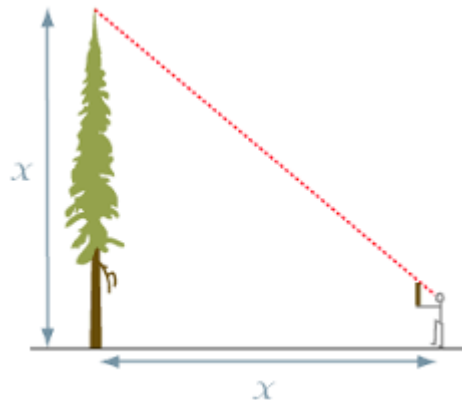
May 24, 2022

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



# Airport Inspections and Licensing

The Official Code of Georgia Annotated 32-9-8 requires our office to inspect and license all open-to-the-public airports in Georgia. The airport owner must also secure a Georgia Airport License if it is open to the public, and the issuance of a Georgia Airport License is contingent upon compliance with the requirements set out in Georgia Department of Transportation's updated Rules and Regulations for Licensing of Certain Open-to-the-Public Airports, Chapter 672-9. In addition, contractual agreements require that we also conduct an airport inspection for the Federal Aviation Administration's (FAA) Airport Safety Data Program. Inspections and licensing occur biennially for all 95 public airports in Georgia.





# Inspection letter



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

October 20, 2021

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

**Re: 2021 Georgia Airport Inspection**

Dear Chairman Smith,

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

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

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

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

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

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

**Additional Action Items –**

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

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

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

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

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

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

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

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

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

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

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

Sincerely,



Steven V. Brian, Manager  
Aviation Programs

SVB:ach

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

# Inspection letter

The Honorable Tom Smith, Chairman  
2021 Airport Inspection  
October 20, 2021  
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- The Runway Safety Area serving Runway 23 does not meet standards for length, for a B-II runway with 1 mile visibility:
  - The standard for Runway Safety Area length is 300'; and it was measured at 200'.
- The taxiway serving Runway 5/23 does not meet standards for hold position location, and width for a B-II runway, with 1 mile or greater visibility minimums:
  - The standard for hold position separation from runway centerline is 200', and it was measured at 140'.

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

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

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

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## Written Corrective Action Plan

- Every item called out on the inspection letter needs to be addressed in your response.
- If not corrected immediately, every item needs a month and year spelled out for when it will be addressed that is not dependent on funding.
- Expectation is to see reasonable progress, and we understand there is unforeseen circumstances and those are the exceptions.

# Inspection

## State Standards

### FAA Part 77

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



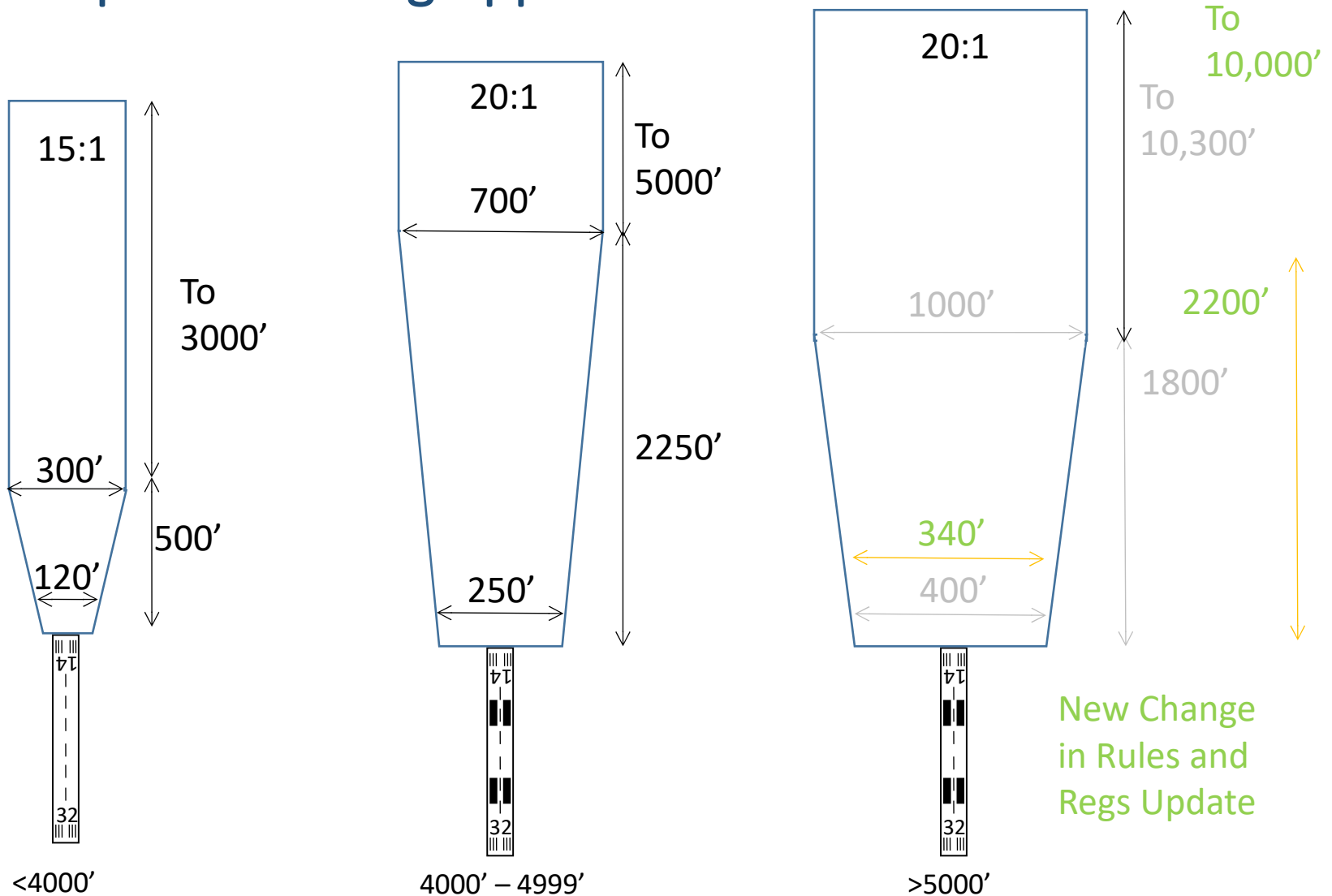
## Approach Surfaces

- 3 categories of approach surfaces for GA Airports
  - State Licensing
  - FAA Part 77
  - Threshold Siting Surface (Tables 3-2 through 3-5 in new AC 150/5300-13B)

## GDOT Airport Licensing Approach Standards

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

# GDOT Airport Licensing Approach Standards





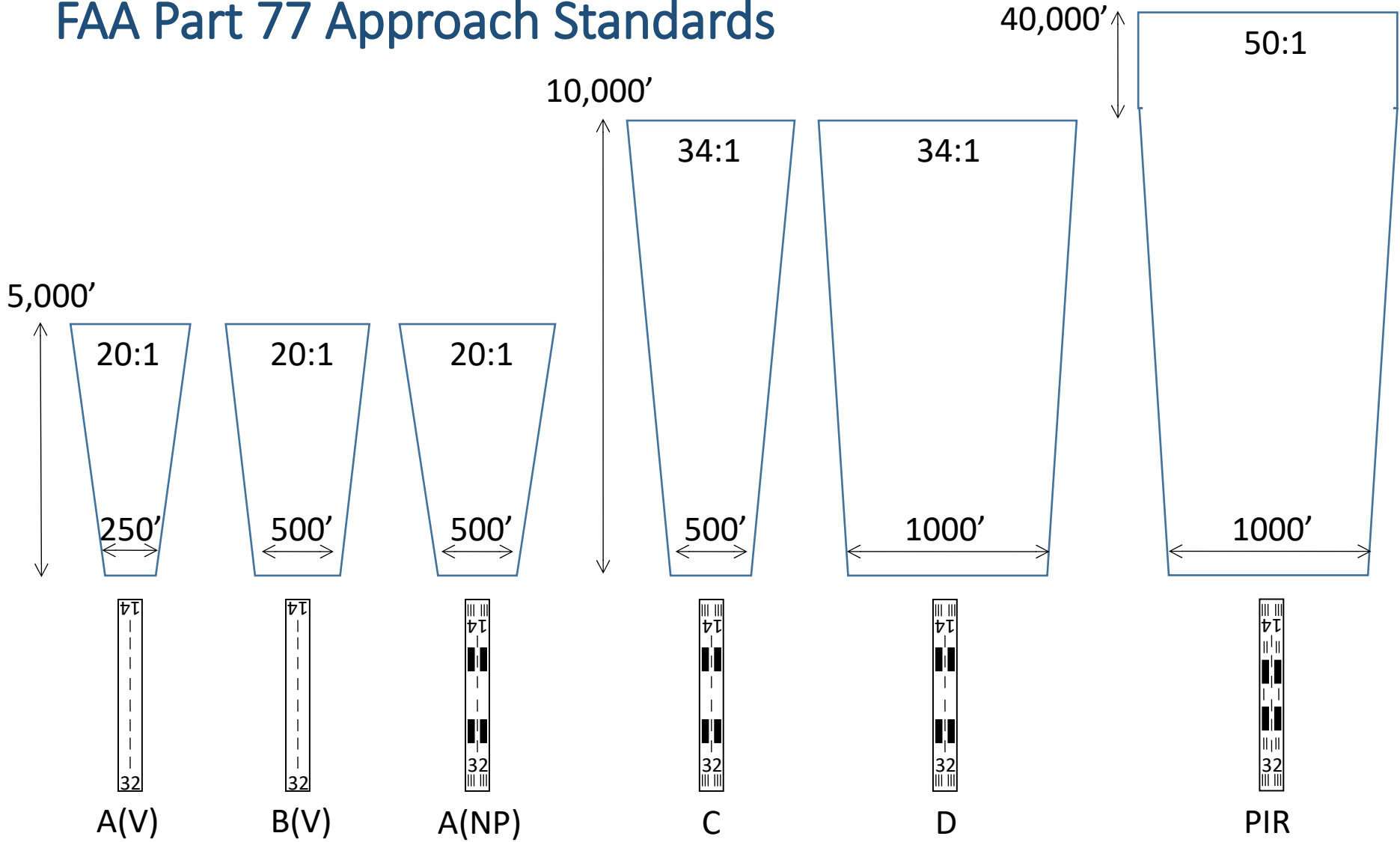
## GDOT Airport Licensing Approach Standards

- Obstruction Removal
  - obstructions must be removed as soon as possible with written plan with specified dates provided to GDOT by specified date in letter.
  - if removal is not possible, displace threshold

## FAA Part 77 Approach Standards

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

# FAA Part 77 Approach Standards



## FAA Part 77 Approach Standards

- Obstruction Removal
  - Obstructions *should* be removed or provide schedule for removal
  - Obstructions found are presumed to be a hazard until determined otherwise by FAA



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

- Mandatory for NPIAS airports
- Runway Type
  - Surface 1 – 15:1 – Rwy for small aircraft w/ approach speeds < 50 knots – Visual only
  - Surface 2 – 20:1 – Rwy for small aircraft w/ approach speeds  $\geq$  50 knots – Visual only
  - Surface 3 – 20:1 – Rwy for large aircraft – Visual only
  - Surface 4a – 20:1 – Rwy with an instrument approach of  $\geq \frac{3}{4}$  mi vis
  - Surface 4b – 34:1 – Rwy with an instrument approach of  $< \frac{3}{4}$  mi vis
  - Surface 5a – 20:1 – Rwy with ILS, MMLS, PAR, and landing distance available (LDA) with glidepath, LPV, LNAV/VNAV, RNP, or GLS and  $\geq \frac{3}{4}$  mi vis
  - Surface 5b – 34:1 – Rwy with ILS, MMLS, PAR, and landing distance available (LDA) with glidepath, LPV, LNAV/VNAV, RNP, or GLS and  $< \frac{3}{4}$  mi vis
  - Surface 6 – 30:1 – Rwy with vertical guidance (LPV or ILS)
- Surfaces looked at during inspection if runway threshold is displaced, otherwise Flight Procedures reviews and airport receives a letter from Flight Procedures if there are obstructions that will cause night minimums issues.

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

- Surface 4 Surface starts 200' from threshold (20:1) – Most Common



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



- Obstructions must be mitigated for Surface 4 to maintain night minimums

## Priorities

### Obstruction Removal from each surface

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

## All 3 Surfaces

### Example

Covington – Runway 28

6000'

7/8 Mile Visibility

LPV approach

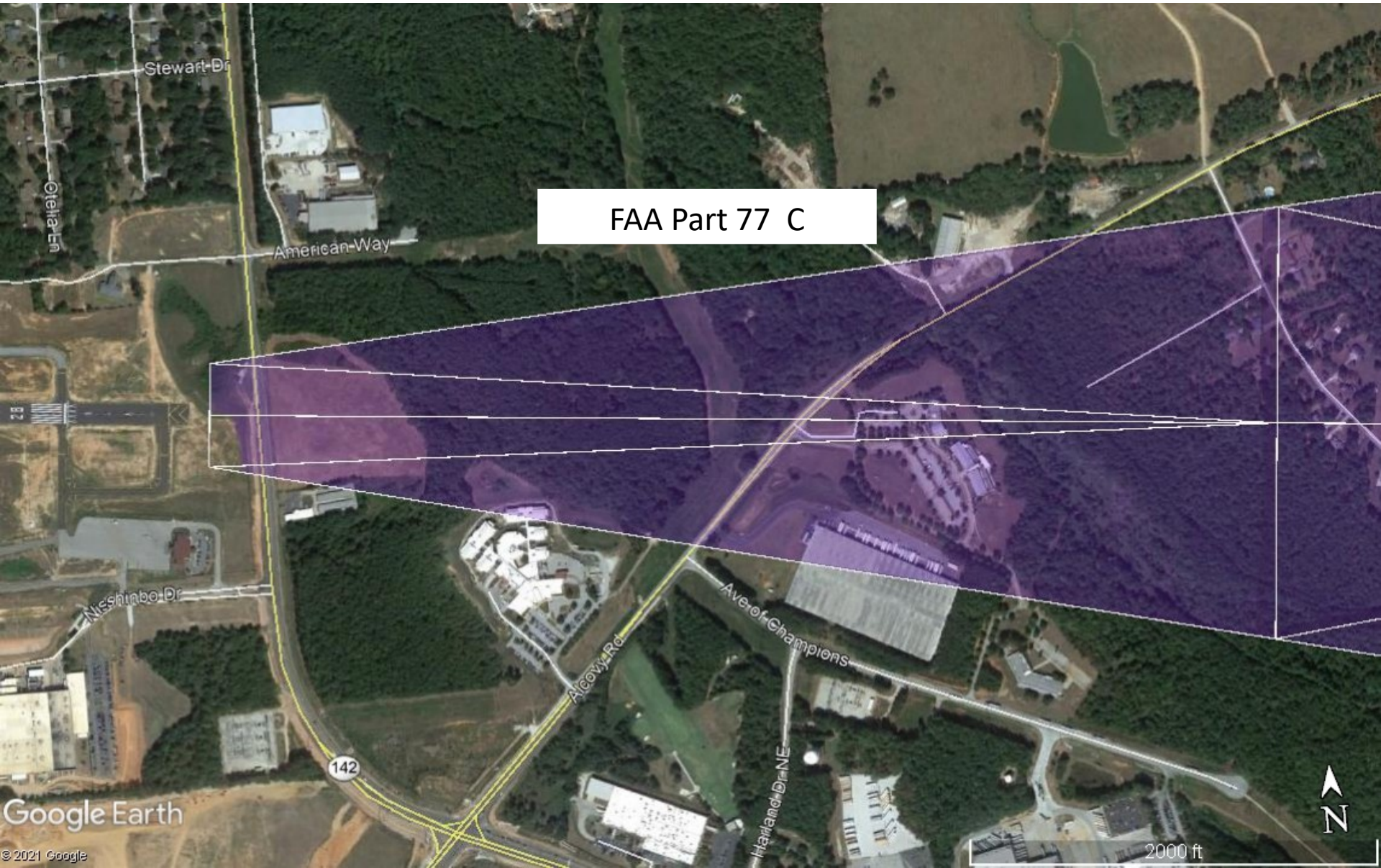




State >= 5000'



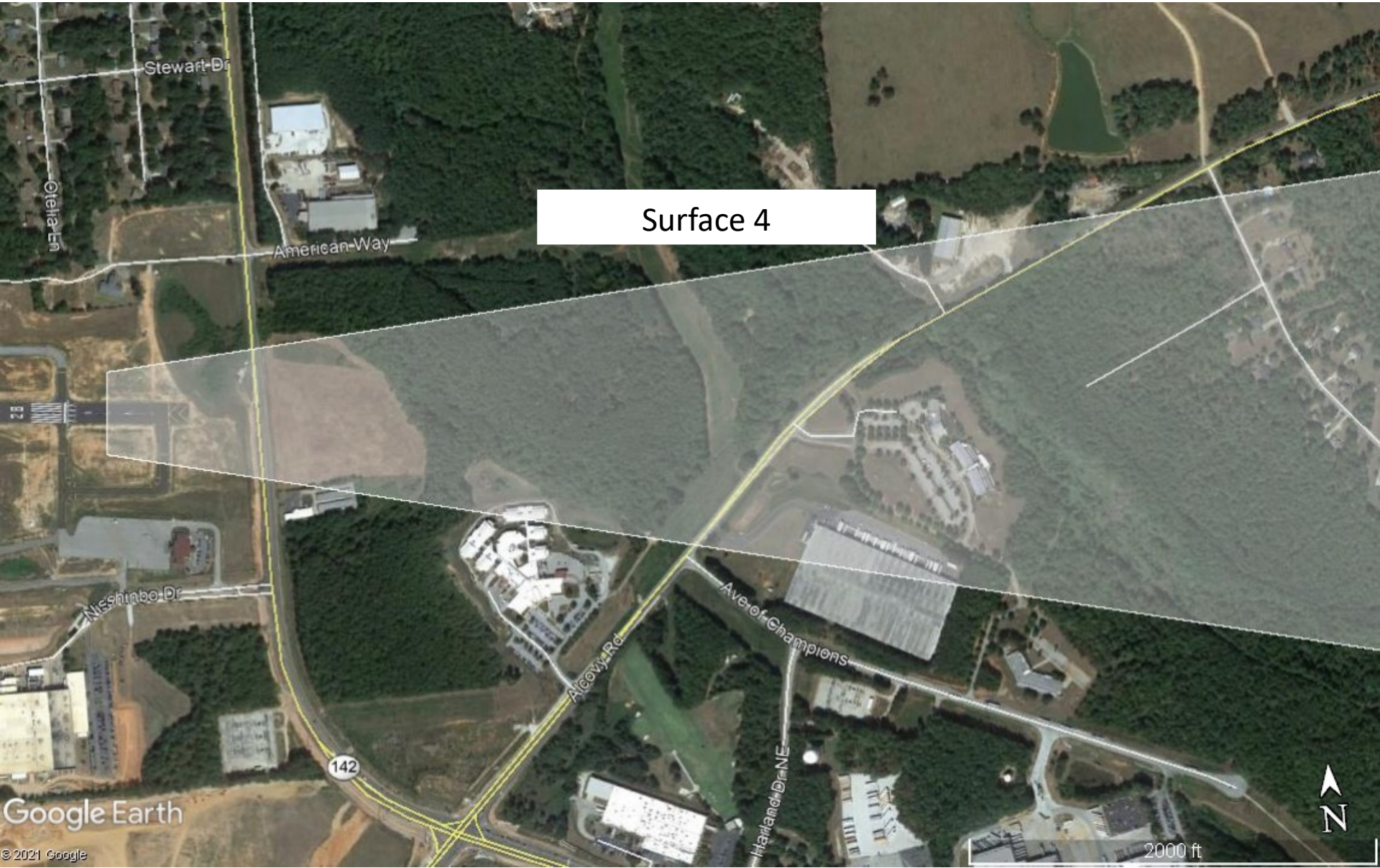




FAA Part 77 C



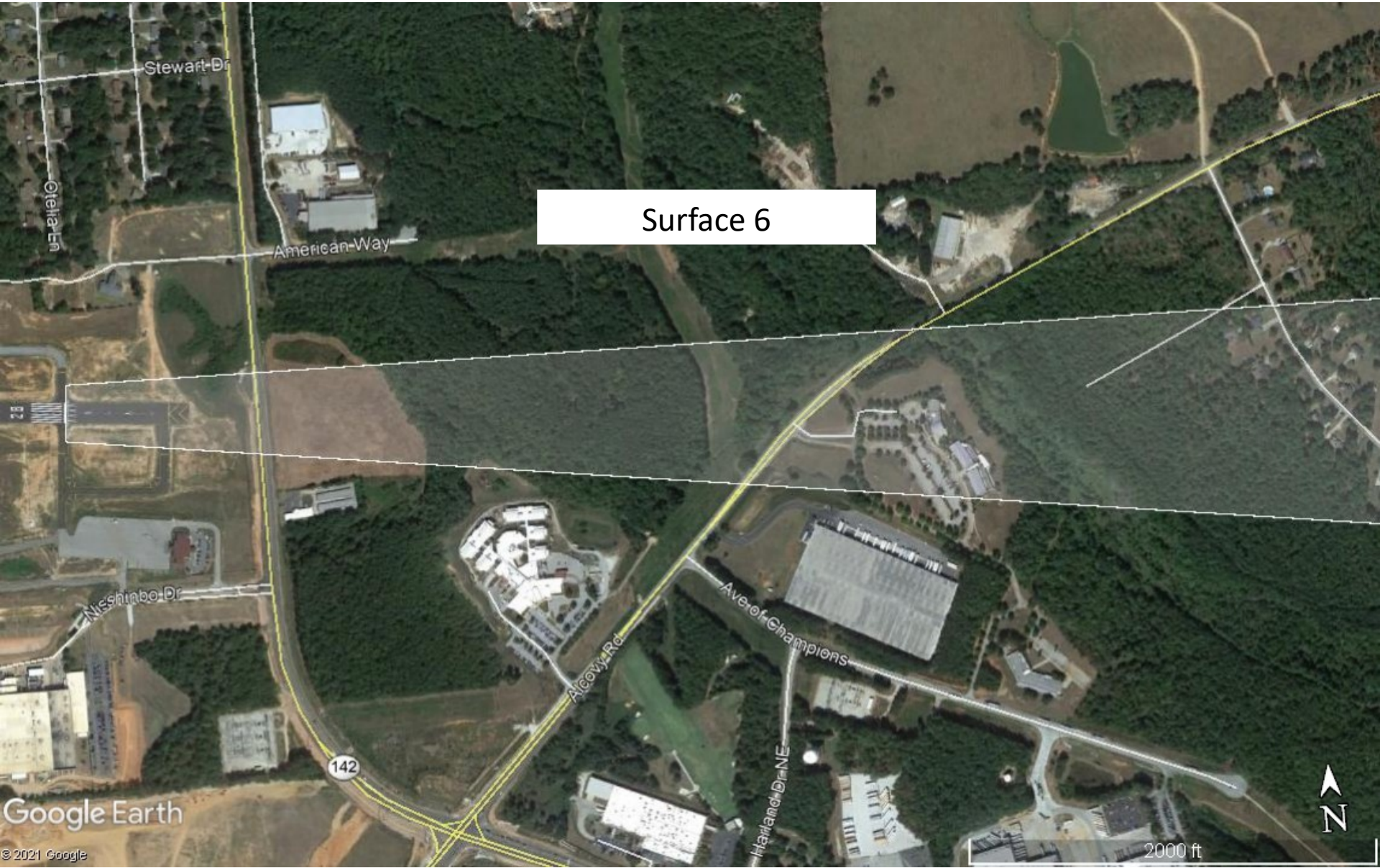




Surface 4







Surface 6





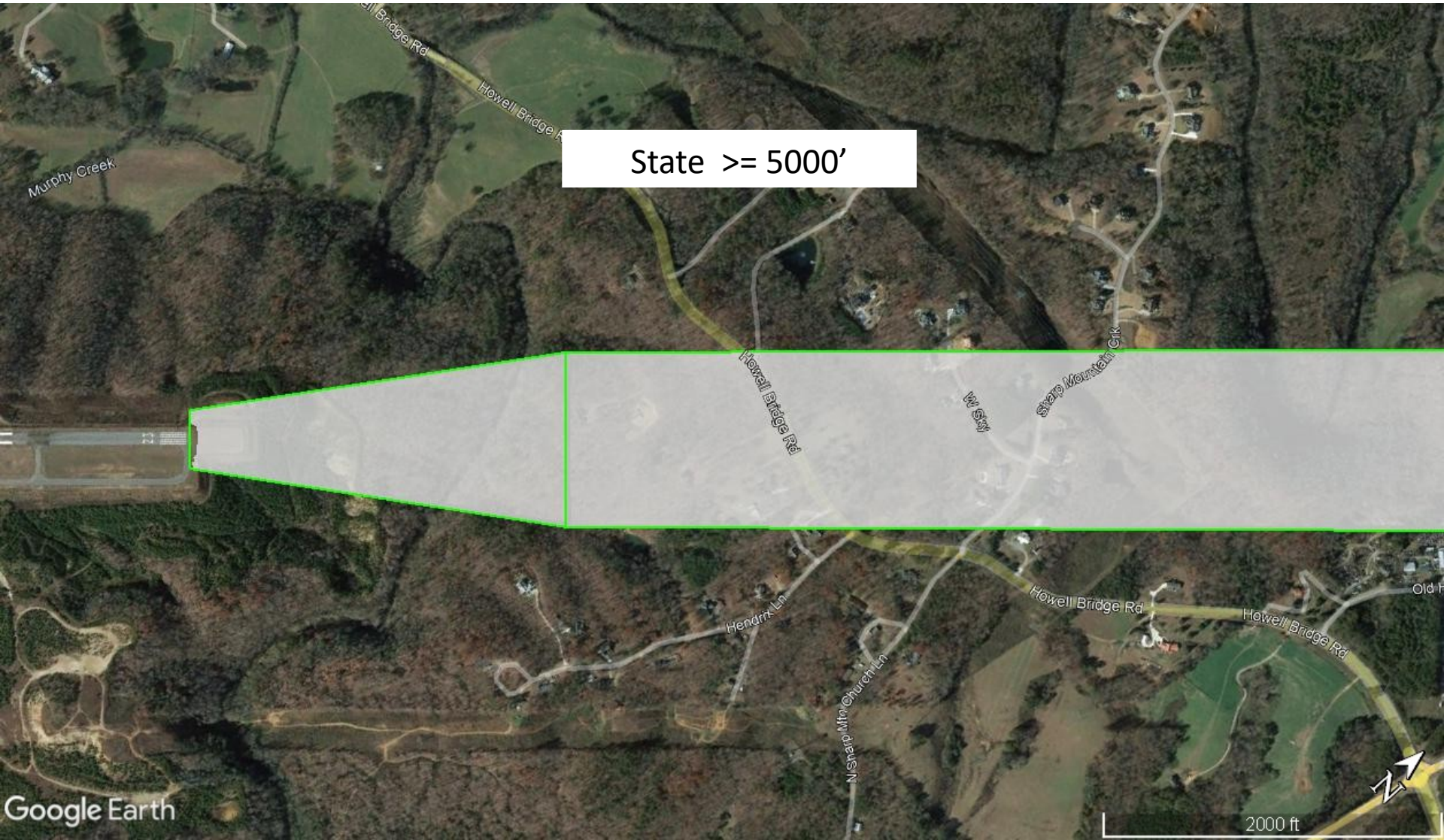
## Example

Canton – Runway 23

5000'

1 Mile Visibility

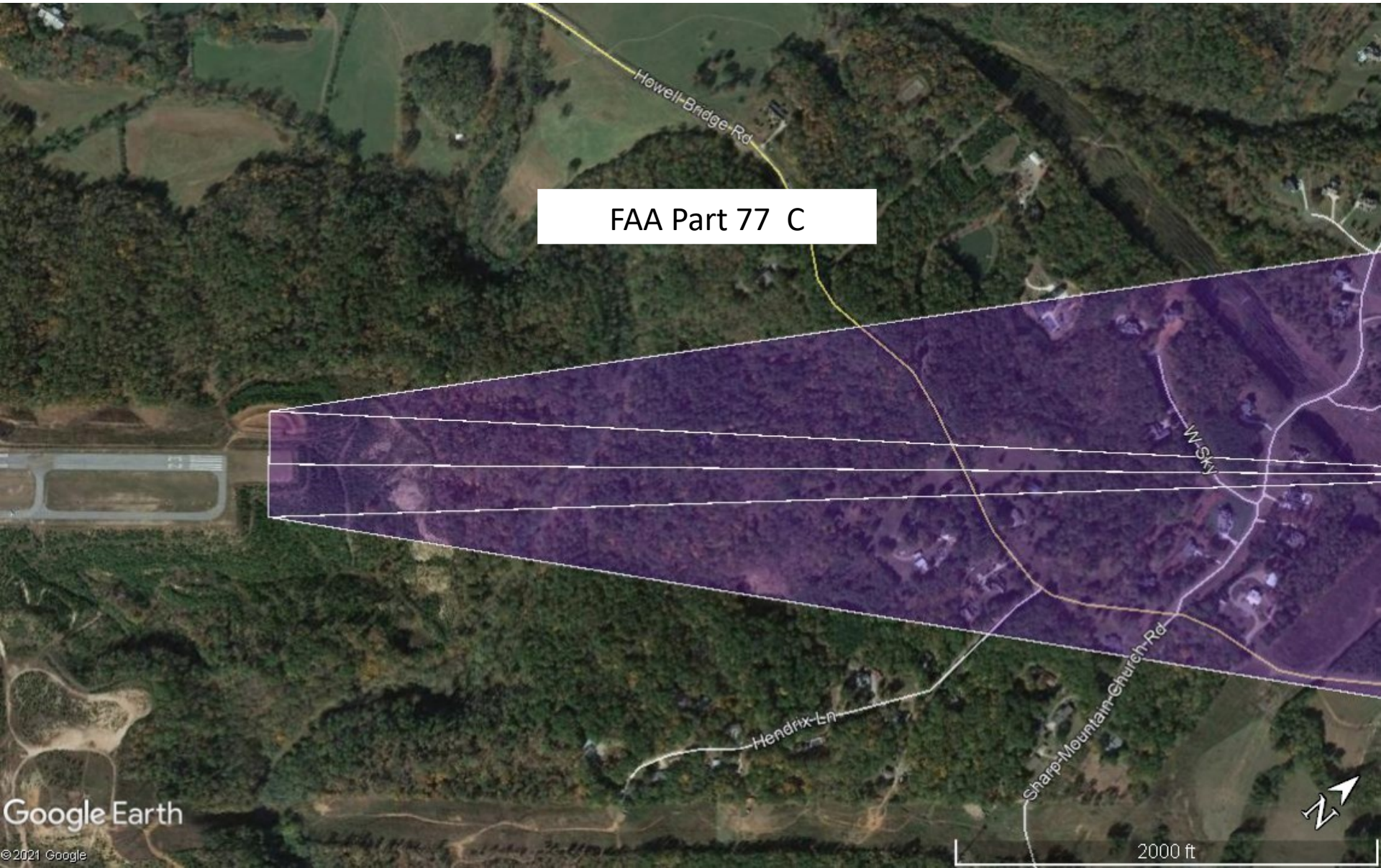
No LPV approach



State  $\geq 5000'$







FAA Part 77 C

Howell Bridge Rd

W-Sky

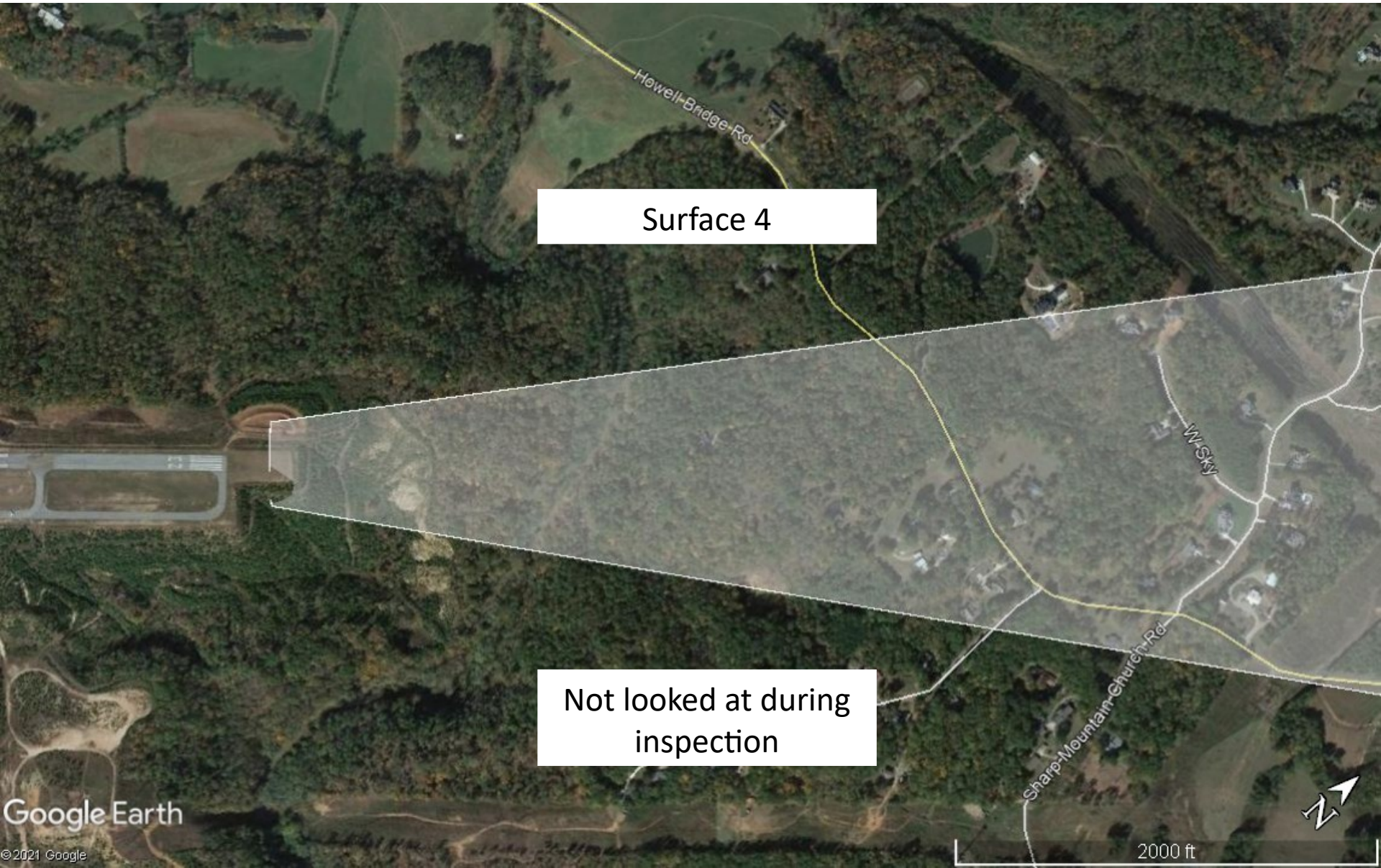
Hendrix Ln

Sharp Mountain Church Rd



2000 ft





Surface 4

Not looked at during  
inspection

## 2020-2021 Results



2019

2020

2021

ITEM		PERCENT MEET	PERCENT MEET	PERCENT MEET
<b>RUNWAY DESIGN</b>				
	Runway Width	94%	96%	96%
	Lip to Shoulder	92%	97%	98%
<b>RUNWAY PROTECTION</b>				
Primary Surface				
	Width	88%	88%	88%
	Approach Slope to Threshold	94%	93%	92%
Runway Safety Area (RSA)				
	Length beyond runway end	84%	93%	98%
	Width	98%	99%	99%
<b>RUNWAY SEPARATION</b>				
<i>Runway centerline to:</i>				
	Parallel runway centerline			
	Holding Position	89%	90%	94%
	Parallel taxiway/taxilane centerline	95%	96%	96%
	Aircraft parking area	92%	93%	93%
<b>TAXIWAY DESIGN</b>				
	Width	98%	99%	99%

ITEM		2019	2020	2021
		PERCENT MEET	PERCENT MEET	PERCENT MEET
<b>WIND INDICATOR</b>				
	Required	99%	99%	100%
	Lighted (for night ops)	99%	99%	100%
	Unobstructed	100%	100%	100%
<b>BEACON</b>				
	Required (for night ops)	98%	98%	99%
	Unobstructed	95%	97%	95%
<b>AIRPORT LIGHTING</b>				
Runway				
	Lights OTS (Avg)	Avg: 2	Avg: 2	Avg: 2
	Location from pavement edge	99%	100%	100%
	Spacing	99%	100%	100%
	White	100%	100%	100%
	Split Lenses in Caution Zone	94%	96%	97%
Threshold				
	Lights OTS (Avg)	Avg: 1	Avg: 1	Avg: 1
	Number per side (3-visual, 4-instrument)	95%	98%	100%
	Threshold Color	100%	100%	100%
	Displaced Threshold Color	100%	100%	100%
	End of Runway Color	100%	100%	100%
<b>FUELING AREA REQUIREMENTS</b>				
	No Open Flame / Smoking Signs	100%	100%	100%
	Grounding Cables	100%	100%	100%
	Fire Extinguisher	100%	100%	100%

Questions?