## RUNWAY DATA TABLE

| | | RUNWAY 9 | RUNWAY 27 | RUNWAY 9 | RUNWAY 27 |
|---|---|---|---|---|---|
| STAGE | | EXISTING | EXISTING | PROPOSED | PROPOSED |
| RUNWAY LENGTH | | 6,311' | 6,311' | 6,711' | 6,711' |
| DISPLACED THRESHOLD | | 1,078' | 0' | 1,078' | 0' |
| TORA | | 6,311' | 6,311' | 6,711' | 6,711' |
| TODA | | 6,311' | 6,311' | 6,711' | 6,711' |
| ASDA | | 6,311' | 5,374' | 6,711' | 5,774' |
| LDA | | 5,233' | 5,374' | 5,633' | 5,774' |
| RUNWAY WIDTH | | 100' | 100' | 100' | 100' |
| PAVEMENT TYPE | | CONC - GRVD | CONC - GRVD | CONC - GRVD | CONC - GRVD |
| PAVEMENT LOADING (X 1,000 LBS) | | D-60 | D-60 | D-60 | D-60 |
| RUNWAY LIGHTING | | HIRL | HIRL | HIRL | HIRL |
| RUNWAY MARKINGS | | NONPRECISION | PRECISION | NONPRECISION | PRECISION |
| APPROACH LIGHTING | | NONE | NONE | NONE | MALSR |
| TAXIWAY LIGHTING | | MITL | MITL | MITL | MITL |
| AIRCRAFT APPROACH CATEGORY | | C | C | C | C |
| AIRCRAFT DESIGN GROUP | | II | II | II | II |
| CRITICAL AIRCRAFT | | G-III | G-III | G-III | G-III |
| RUNWAY END ELEVATION | | 1,040.8' AMSL | 998.4' AMSL | 1,040.8' AMSL | 998.5' AMSL |
| DISPLACED THRESHOLD ELEVATION | | 1,027.7' AMSL | N/A | 1,027.7' AMSL | N/A |
| EFFECTIVE GRADIENT | | -0.672 % | +0.672 % | -0.630% | +0.630% |
| TOUCHDOWN ZONE ELEVATION | | 1,027.7' AMSL | 1,010.7' AMSL | 1,039.7' AMSL | 1,007.3' AMSL |
| APPROACH VISIBILITY MINIMUMS | | 1 MILE | 3/4 MILE | 1 MILE | 3/4 MILE |
| APPROACH SLOPE | ACTUAL | 3:1 | 50:1 | 3:1 | 42.5:1 |
| | REQUIRED | 34:1 | 50:1 | 34:1 | 50:1 |
| FAR PART 77 CATEGORY | | C | PIR | C | PIR |
| OBJECT FREE AREA (OFA) WIDTH | ACTUAL | 800' | 800' | 800' | 800' |
| | REQUIRED | 800' | 800' | 800' | 800' |
| OFA LENGTH BEYOND RUNWAY END | ACTUAL | 1,000' | 63' | 700' | 63' |
| | REQUIRED | 1,000' | 1,000' | 1,000' | 1,000' |
| RUNWAY SAFETY AREA (RSA) WIDTH | ACTUAL | 400' | 400' | 400' | 400' |
| | REQUIRED | 400' | 400' | 400' | 400' |
| RSA LENGTH BEYOND RUNWAY END | ACTUAL | 1,000' | 63' | 1,000' | 63' |
| | REQUIRED | 1,000' | 1,000' | 1,000' | 1,000' |
| RUNWAY OBSTACLE FREE ZONE (OFZ) WIDTH | ACTUAL | 400' | 400' | 400' | 400' |
| | REQUIRED | 400' | 400' | 400' | 400' |
| OFZ LENGTH BEYOND RUNWAY END | ACTUAL | 200' | 100' | 200' | 200' |
| | REQUIRED | 200' | 200' | 200' | 200' |
| RUNWAY END (NAD 83) | LATITUDE | 34° 00' 46.69" N | 34° 00' 48.04" N | NO CHANGE | 34° 00' 48.13" N |
| | LONGITUDE | 84° 36' 26.88" W | 84° 35' 11.92" W | NO CHANGE | 84° 35' 07.17" W |
| DISPLACED THRESHOLD (NAD 83) | LATITUDE | 34° 00' 46.92" N | N/A | NO CHANGE | NO CHANGE |
| | LONGITUDE | 84° 36' 14.08" W | N/A | NO CHANGE | NO CHANGE |

## APPROVALS

FEDERAL AVIATION ADMINISTRATION

BY: _____

TITLE: _____ DATE: _____

COBB COUNTY BOARD OF COMMISSIONERS

BY: _____

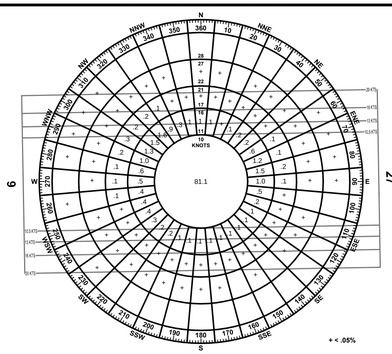
TITLE: _____ DATE: _____

**CONSTRUCTION NOTICE REQUIREMENT**

**To protect operational safety and future development, all proposed construction on the airport must be coordinated by the airport owner with the FAA Airports District Office prior to construction. FAA's review takes approximately 60 days.**

"FAA'S APPROVAL OF THIS AIRPORT LAYOUT PLAN (ALP) REPRESENTS ACCEPTANCE OF THE GENERAL LOCATION OF FUTURE FACILITIES DEPICTED. DURING THE PRELIMINARY DESIGN PHASE THE AIRPORT OWNER IS REQUIRED TO RESUBMIT FOR APPROVAL OF FINAL LOCATIONS AND AERONAUTICAL STUDY OF STRUCTURES. FAA'S CONCERN IS OBSTRUCTIONS, IMPACT ON ELECTRONIC AIDS OR ADVERSE EFFECT OF CONTROLLER VIEW OF AIRCRAFT APPROACHES AND GROUND MOVEMENT AREAS, WHICH COULD ADVERSELY AFFECT THE SAFETY, EFFICIENCY OR UTILITY OF THE AIRPORT."

## ALL WEATHER WIND ROSE




| WIND COVERAGE | 12 MPH / 10.5 KNOTS | 15 MPH / 13 KNOTS | 18 MPH / 16 KNOTS | 23 MPH / 20 KNOTS |
|---|---|---|---|---|
| RUNWAY 9 * | 67.20% | 67.94% | 68.55% | 68.67% |
| RUNWAY 27 * | 74.01% | 76.41% | 77.75% | 78.06% |
| RUNWAY 9/27 | 95.41% | 98.11% | 99.58% | 99.93% |

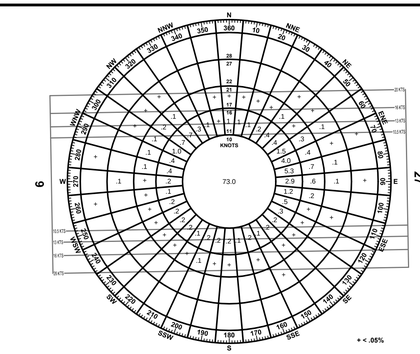
* BASED ON A 5 KNOT TAILWIND COMPONENT

CEILING/VISIBILITY: ALL

SOURCE: NATIONAL CLIMATIC DATA CENTER ASHEVILLE, NC.

79,954 OBSERVATIONS MADE OVER THE PERIOD 1994 - 2003 STATION 72219 ATLANTA IAP, GA, US

## IFR WIND ROSE




| WIND COVERAGE | 12 MPH / 10.5 KNOTS | 15 MPH / 13 KNOTS | 18 MPH / 16 KNOTS | 23 MPH / 20 KNOTS |
|---|---|---|---|---|
| RUNWAY 9 * | 80.36% | 81.46% | 82.25% | 82.49% |
| RUNWAY 27 * | 51.08% | 52.48% | 53.39% | 53.64% |
| RUNWAY 9/27 | 96.31% | 98.36% | 99.58% | 99.94% |

* BASED ON A 5 KNOT TAILWIND COMPONENT

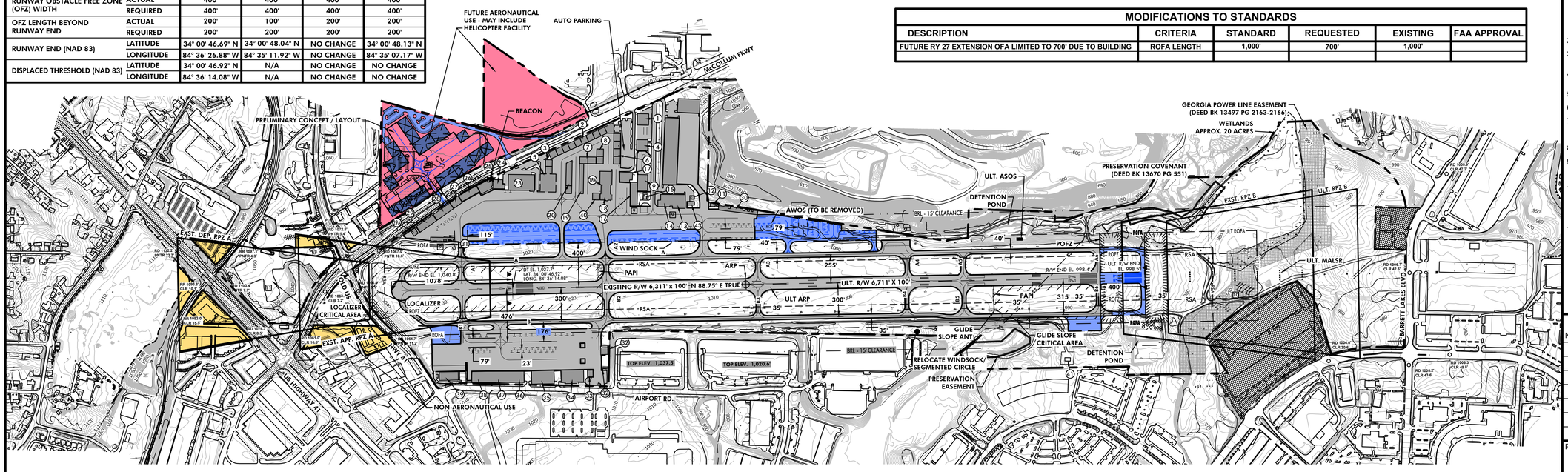
CEILING/VISIBILITY: CEIL < 1000 FT AND/OR VIS. < 3.00 MI

SOURCE: NATIONAL CLIMATIC DATA CENTER ASHEVILLE, NC.

79,954 OBSERVATIONS MADE OVER THE PERIOD 1994 - 2003 STATION 72219 ATLANTA IAP, GA, US

## MODIFICATIONS TO STANDARDS

| DESCRIPTION | CRITERIA | STANDARD | REQUESTED | EXISTING | FAA APPROVAL |
|---|---|---|---|---|---|
| FUTURE RY 27 EXTENSION OFA LIMITED TO 700' DUE TO BUILDING | ROFA LENGTH | 1,000' | 700' | 1,000' | |
| | | | | | |




## LEGEND

| DESCRIPTION | EXISTING | PROPOSED |
|---|---|---|
| PROPERTY LINE (FEE SIMPLE) | | |
| RUNWAY OBJECT FREE AREA (ROFA) | ROFA | ULT ROFA |
| RUNWAY SAFETY AREA (RSA) | RSA | ULT RSA |
| FENCE LINE | | |
| BUILDINGS | | |
| OPERATIONAL PAVED SURFACES | | |
| LIGHTED WIND CONE & SEG. CIRCLE | | SAME |
| NAVAID CRITICAL AREA | | SAME |
| RUNWAY PROTECTION ZONE (RPZ) | | |
| AIRPORT REFERENCE POINT (ARP) | | |
| AVIGATION EASEMENT | | |
| REILs | | |
| MALSRs | --N/A-- | |
| PAPIs | | |
| AIRPORT BEACON | | SAME |
| TREE LINE | | SAME |
| WETLANDS | | SAME |

## BUILDING LEGEND

| # | DESCRIPTION | HEIGHT (AMSL) | AIRSPACE STUDY | # | DESCRIPTION | HEIGHT (AMSL) | |
|---|---|---|---|---|---|---|---|
| 1 | 2601 CESSNA LANE | 1,041.5' | | 23 | HANGAR 800 | 1,068.8' | 03-ASO-0069-NRA 5/20/2003 ADO LETTER |
| 2 | 10-BOX HANGARS 714-732 | - | 2008-ASO-438-NRA | 24 | HANGAR 900 | 1,061.0' | |
| 3 | 2-BOX HANGARS 710-712 | - | 2008-ASO-438-NRA | 25 | HANGAR 902 | 1,061.0' | 2005-ASO-641-NRA |
| 4 | 2600 CESSNA LANE | 1,041.9' | 6/11/1996 ADO LETTER | 26 | 3-BOX HANGARS 904-908 | 1,061.0' | 2005-ASO-641-NRA |
| 5 | HANGAR 700 | - | 2008-ASO-30-NRA | 27 | HANGAR 910 | 1,061.0' | 2005-ASO-641-NRA |
| 6 | 4-BOX HANGARS 734-740 | - | 2008-ASO-438-NRA | 28 | 3-BOX HANGARS 912-916 | 1,061.0' | 2005-ASO-641-NRA |
| 7 | 2-BOX HANGARS 723-725 | - | 2008-ASO-438-NRA | 29 | 3- BOX HANGARS 918-922 | 1,061.0' | 2005-ASO-641-NRA |
| 8 | 2-BOX HANGARS 729-731 | - | 2008-ASO-438-NRA | 29A | OFFICE BLDG 922 | | 2008-ASO-441-NRA |
| 9 | HANGAR 350 | - | 2007-ASO-733-NRA | 30 | PORTABLE T - HANGARS 40-47 | 1,029.2' | 2004-ASO-0333-NRA |
| 11 | AIRPORT MAINTENANCE BUILDING | 1,029.2' | 98-ATL-041-NRA | 31 | PORTABLE T - HANGARS 1001-1005 | 1,046.3' | 91-ATL-136-NRA |
| 12 | ATCT | 1,062.8' | 94-ATL-015-NRA | 32 | FUEL FARM | - | 12/15/2004 ADO LETTER |
| 13 | HANGAR 200 | - | 2004-ASO-0233-NRA | 33 | SOUTH FBO TERMINAL BLDG | - | |
| 14 | HANGAR 300 | 1,037.6' | | 34 | HANGAR 1 | - | |
| 15 | FUEL FARM | - | 93-ATL-106-NRA | 35 | HANGAR 2 | 1,073.6' | |
| 16 | 3-BOX HANGARS 410-430 | 1,037.1' | | 36 | HANGAR 3 | 1,071.1' | 6/19/1996 ADO LETTER |
| 17 | HANGAR 460 | 1,043.0' | | 37 | HANGAR 4 | 1,071.1' | 6/19/1996 ADO LETTER |
| 18 | NORTH FBO TERMINAL BLDG 500 | - | 93-ATL-40-NRA | 38 | HANGAR 5 | 1,071.1' | 6/19/1996 ADO LETTER |
| 18A | 2-HANGARS 501-502 | 1,045.2' | | 39 | 1900 AIRPORT RD HANGAR | 1,070.1' | |
| 19 | T - HANGARS 601-609 | 1,034.2' | 97-ATL-059-NRA | 40 | RESTAURANT BLDG | - | 1/22/2003 ADO LETTER |
| 20 | T - HANGARS 610-620 | 1,038.9' | 9/26/2005 ADO LETTER | 41 | AIRPORT MAINTENANCE BLDG | - | 2008-ASO-601-NRA |
| | | | | 42 | AIRPORT MAINTENANCE BLDG | - | 2008-ASO-601-NRA |

## AIRPORT DATA

CITY: ATLANTA COUNTY: COBB STATE: GEORGIA

| | | | |
|---|---|---|---|
| MEAN MAXIMUM TEMPERATURE | | 90° F | |
| MAGNETIC DECLINATION | | 4° 09' W (2008) | 5' W PER YEAR |
| AIRPORT REFERENCE POINT (NAD 83) | LAT. | 34° 00' 47.4980" N | 34° 00' 47.03" N |
| | LONG. | 84° 35' 49.1965" W | 84° 35' 47.41" W |
| | | EXISTING | PROPOSED |
| AIRPORT ELEVATION | | 1,039.7' AMSL | 1,039.7' AMSL |
| AIRPORT & TERMINAL NAVAIDS | | RUNWAY 9: VOR/DME, PAPI, NP-GPS; RUNWAY 27: GPS, REIL, PAPI, VOR/DME, ILS | RUNWAY 9: VOR/DME, REIL, PAPI, GPS; RUNWAY 27: PAPI, REIL, MALSR, VOR/DME, ILS (WAAS) |
| SERVICE LEVEL | | RELIEVER | RELIEVER |

## RUNWAY PROTECTION ZONE TABLE

| | RPZ A | RPZ B |
|---|---|---|
| LENGTH | 1,700' | 1,700' |
| INNER WIDTH | 500' | 1,000' |
| OUTER WIDTH | 1,010' | 1,510' |

MAGNETIC DECLINATION
4° 09' WEST (2008)
ANNUAL RATE OF CHANGE
5' WEST
SOURCE: NATIONAL GEOPHYSICAL DATA CENTER

N

500 0 500 1,000 1,500

SCALE IN FEET

COBB COUNTY INTERNATIONAL AIRPORT
McCOLLUM FIELD
KENNESAW, GEORGIA

Michael Baker INTERNATIONAL

Designer: JCD, TGM
Technician: SMS, TGM
Checked by: JCD
Project Number: 146975

## NOTES

1. ALL EXISTING HOLDING POSITION MARKINGS FOR RUNWAY/TAXIWAY INTERSECTIONS ARE 200' FROM RUNWAY CENTERLINE AND PERPENDICULAR TO TAXIWAY CENTERLINE. ALL ULTIMATE HOLDING POSITION MARKINGS FOR RUNWAY/TAXIWAY INTERSECTIONS ARE 200' FROM RUNWAY CENTERLINE AND PERPENDICULAR TO TAXIWAY CENTERLINE.
2. COORDINATES SHOWN HEREON ARE IN NAD83.
3. ELEVATIONS SHOWN HEREON ARE IN NAVD88 AND ARE ABOVE MEAN SEA LEVEL (AMSL).
4. SEE EXHIBIT "A" AIRPORT PROPERTY MAP FOR PROPERTY LINE METES AND BOUNDS.
5. THERE ARE NO MODIFICATION OF STANDARDS.
6. NO OFZ OBJECT PENETRATIONS.
7. SEE INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS FOR THRESHOLD SITING SURFACE OBJECT PENETRATIONS.
8. ALL NEW TAXIWAYS ARE 35' UNLESS OTHERWISE NOTED.
9. AERONAUTICAL STUDY NO. 91-ATL-136-NRA DETERMINED THAT THESE BUILDINGS ARE NOT HAZARDS AND MAY REMAIN AFTER ILS/GPS INSTALLATION.
10. AERONAUTICAL STUDIES 2000-ASO-0155-NRA AND 2000-ASO-0159-NRA FAA DETERMINED THESE TRANSMISSION WIRES TO NOT BE A HAZARD IF POLES ARE LIGHTED. THE TOWERS HAVE SINCE BEEN LIGHTED AND THE LINES EQUIPPED WITH ORANGE WIRE MARKERS.
11. AERONAUTICAL STUDIES 2007-ASO-471-NRA FAA DETERMINED THE STORAGE OF LANDSCAPE MATERIALS AND CONSTRUCTION OF RAIL LINE WAS DEPARTURE OBSTRUCTION AND COULD BE MITIGATED BY AMENDMENT TO DEPARTURE PROCEDURE. AS A RESULT OF THE STUDY, "THAT NEVER WILL ACTIVITY OR IMPROVEMENTS ON THE PREMISES INTERFERE, CONSTRICT, OR LIMIT AIRPORT AND/OR AIRCRAFT OPERATONS OR BE VIOLATIVE OF ANY APPLICABLE REGULATION OR LAW." ADDITIONALLY, AIRPORT "RESERVES THE RIGHT TO TAKE ANY ACTION IT CONSIDERS NECESSARY TO PROTECT THE AERIAL APPROACHES OF THE AIRPORT AGAINST OBSTRUCTION."

## REVISIONS

| No. | Description | Date | By |
|---|---|---|---|
| | | | |

Project Name: AIRPORT LAYOUT PLAN

Drawing Name: AIRPORT LAYOUT DRAWING

AIP Project Number:

Autocad Drawing Reference:

Date: MAY 2016

Division: PLANNING

Scale: 1" = 500'

Drawing Number: 2