Russell R. McMurry, P.E., Commissioner

GEORGIA DEPARTMENT OF TRANSPORTATION

One Georgia Center, 600 West Peachtree Street, NW
Atlanta, Georgia 30308
Telephone: (404) 631-1000

April 12, 2017

The Honorable Dwight Purvis, Chairman
Cook County Board of Commissioners
1200 South Hutchison Avenue
Adel, GA 31620

Re: Cook County Airport Inspection

Dear Chairman Purvis:

The Official Code of Georgia Annotated 32-9-8 requires our office to inspect and license your airport. The airport owner must 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. In accordance with these provisions, Department staff members Alan Hood and Ronnie Hall inspected the Cook County Airport on March 29, 2017. We would also like to extend our appreciation to Mike Dinnerman for his hospitality and professional courtesy towards Alan and Ronnie during their visit.

The obstructions and other items observed during the inspection are listed below and photographs depicting these observations are attached. The state approach surface is always measured from the threshold, whether it is displaced or not. If the threshold is displaced, FAA threshold siting requirements are measured from the displaced threshold as well, and noted on the FAA 5010 form. All paved runways are also inspected to FAA Part 77 approach criteria from 200' from the runway end with or without a displaced threshold. If the threshold is displaced, it is expected to have obstructions to the FAA Part 77 approach.

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 34:1 obstruction-free, non-precision instrument approach to 200' from the runway end.

Runway 23 – Meets current minimum state licensing requirements for a 20:1 clear approach to the threshold, but fails to meet the FAA Part 77 reporting requirements for a 34:1 obstruction-free, non-precision instrument approach to 200' from the runway end. A road (an FAA presumed hazard of 15' tall) crosses the approach as close as 350' from the threshold, and provides only a 10:1 approach slope to 200' from runway end.

Runway 15 – Currently has a displaced threshold of 600'. Meets current minimum state licensing requirements for a 20:1 clear approach to the displaced threshold, as well as meets the FAA threshold siting requirements for a 20:1 obstruction-free, visual approach to the displaced threshold.

Runway 15 does not meet the FAA Part 77 reporting requirements for a 20:1 obstruction-free, visual approach to 200' from the runway end. A road (an FAA presumed hazard of 15' tall) crosses the approach as close as 395' from the threshold, and provides only a 13:1 approach slope to 200' from runway end. Since Runway 15 meets FAA and State standards to the displaced threshold, further mitigation is not required, but is recommended.

Runway 33 – Currently has a displaced threshold of 350'. Meets current minimum state licensing requirements for a 20:1 clear approach to the displaced threshold, as well as meets the FAA threshold siting requirements for a 20:1 obstruction-free, visual approach to the displaced threshold.

Runway 33 does not meet the FAA Part 77 reporting requirements for a 20:1 obstruction-free, visual approach to 200' from the runway end. A road (an FAA presumed hazard of 15' tall) crosses the approach as close as 260' from the threshold, and provides only a 4:1 approach slope to 200' from runway end. Trees, 20' tall, 201' from runway end, 75' left of centerline, block the approach (0:1) to 200' from runway end. Additional trees, 33' tall, 332' from runway end, across the approach, provide only a 4:1 approach slope to 200' from runway end. Additional trees, 20' tall, 201' from runway end, 77' right of runway centerline, block the approach (0:1) to 200' from runway end. Since Runway 33 meets FAA and State standards to the displaced threshold, further mitigation is not required, but is recommended.

Additional Action Items –

- The runway markings are faded and are also showing signs of mold. Markings should be cleaned as soon as possible. It is recommended the airport work with our office and use an approved paint additive that inhibits the growth of mold in the next marking project. Our office is aware of the upcoming marking project next fiscal year.
- There are cracks beginning to open up in both runways. Most are located in the longitudinal construction joints. They should be cleaned and filled with an appropriate asphalt filler. Those containing grass should be sterilized prior to cleaning and filling. Our office is aware of the upcoming crack sealing project next fiscal year.
- There were 4 runway lights inoperable on Runway 05/23. These need to be replaced as soon as possible.
- There were 4 threshold lights inoperable at the Runway 5 threshold. These should be replaced as soon as possible.
- There was 1 threshold light inoperable at the Runway 23 threshold. This should be replaced as soon as possible.

- There were no split amber/clear runway light globes on the either approach end. The updated standards designate split amber and clear lenses in the caution zone for a runway end with an instrument approach. The caution zone is the last 2000' of runway or one-half the runway length, whichever is less.
- There is a drop-off along the approach end of Runway 5. Runway shoulders should be graded so that there is no more than a 1.5" drop off.
- The last time your aircraft were confirmed in basedaircraft.com was 4/28/2014. 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 safety area serving Runway 23 does not meet standards for length for a B-II runway, with 1 mile or greater visibility minimums:
    - The standard for safety area length is 300 beyond runway end, and it was measured at 100'.

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 Ronnie Hall, your GDOT project manager, and your airport consultant to correct or implement a plan to correct the action items, and respond in writing as soon as possible, but not later than August 9, 2017. Ronnie Hall can be reached at (229) 325-0021, or rohall@dot.ga.gov. Please contact Alan Hood, Airport Safety Data Program Manager,

at (404) 631-1343 or 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,

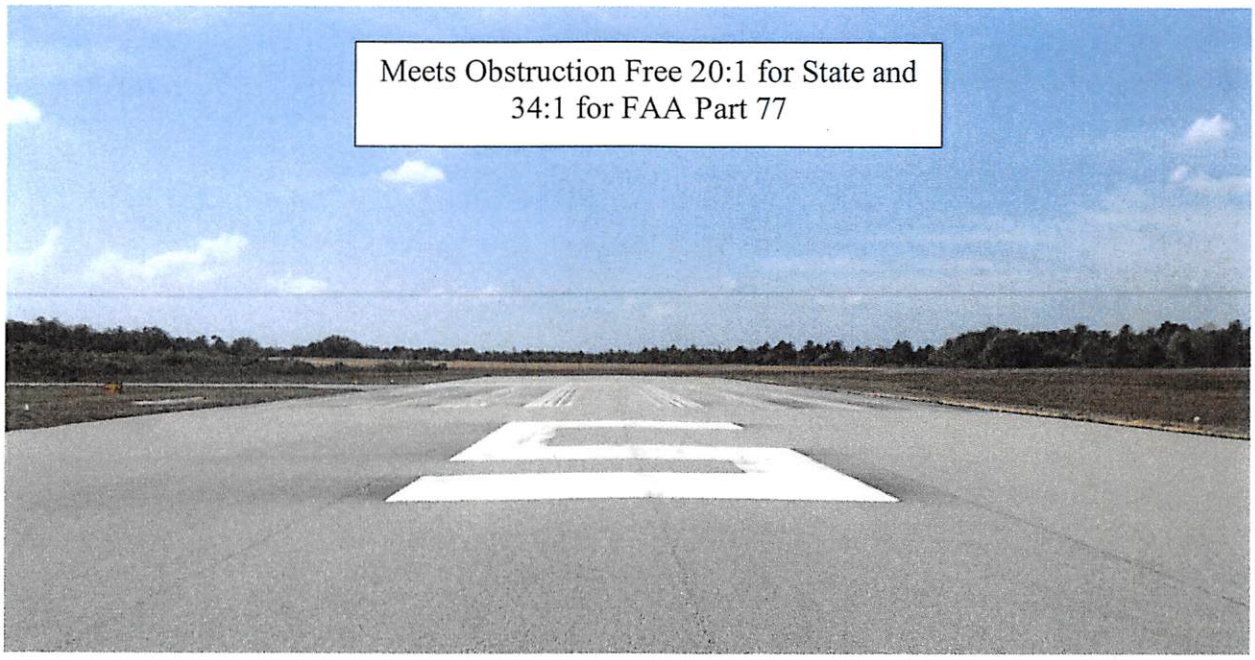
Steven V. Brian, Manager
Aviation Programs

SVB:ACH

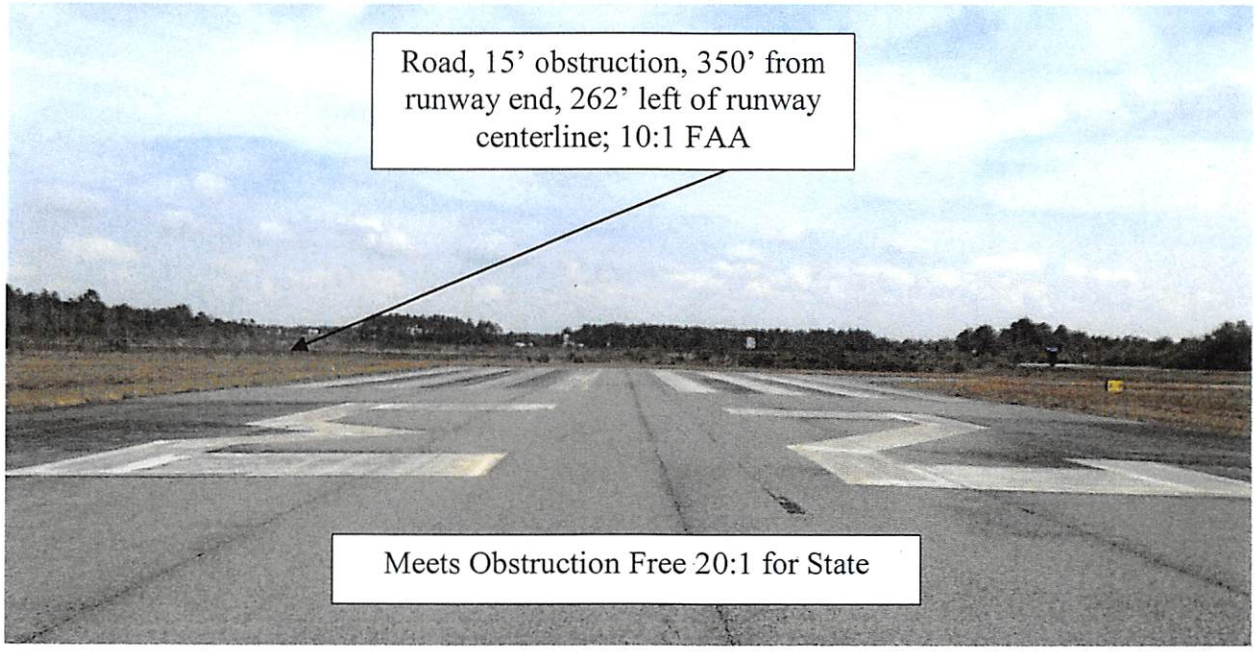
cc: Mr. Larry Clark, FAA-Atlanta ADO
Ms. Carol Comer, GDOT Intermodal Division Director
Ms. Colette Williams, GDOT Assistant Program Manager
Mr. Ronnie Hall, GDOT Project Manager
Mr. Mike Dinnerman, Airport Manager
Mr. Jeff Vickery, CDM Smith

Cook County Airport Inspection Photos

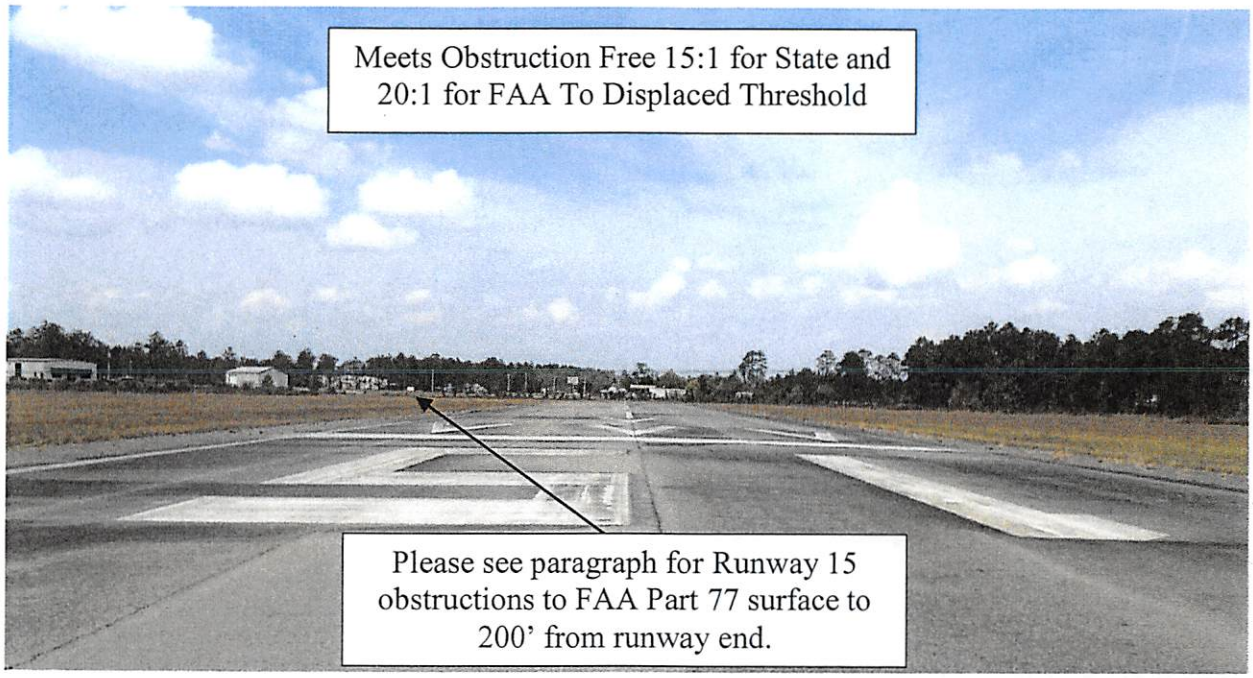
Runway 5



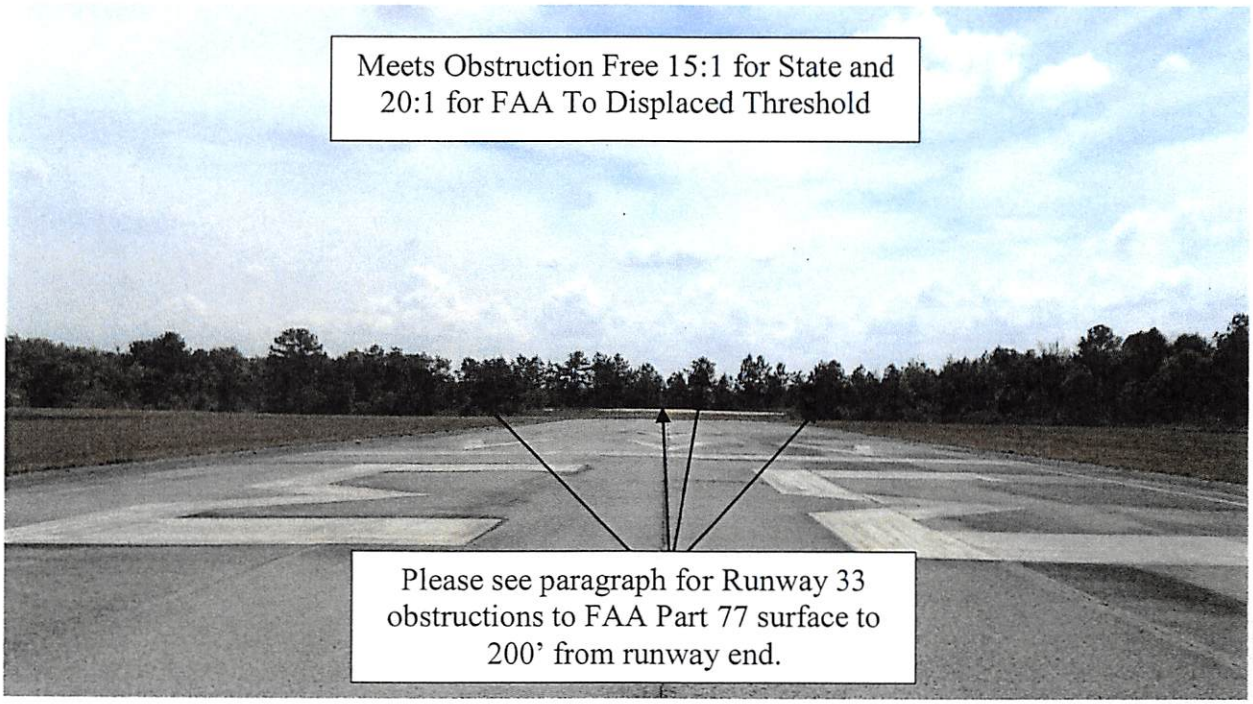
Runway 23



Runway 15



Runway 33



Georgia State Airport Licensing Checklist

Cook County Airport
Runway 15/33

Length: 3999

		Minimum Standards	*Inspected Value*		Date of Inspection
Runway Design Code (RDC)		B-II			March 29, 2017
ITEM		Visibility Minimums			
		Visual	Current Conditions	Meets or Does Not Meet State Standards	Notes
RUNWAY DESIGN					
	Runway Length *(Calculated from AC 150/5325-4B)*	3200	3999	Meets	
	Runway Width	75	75	Meets	
	Lip to Shoulder	<1.5"	<1.5"	Meets	
RUNWAY PROTECTION					
Primary Surface					
	Width	120	Clear	Meets	
Approach Slope to Threshold		15:1	25:1	Meets	To Displaced Thresholds
Runway Safety Area (RSA)					
	Length beyond runway end	240	240+	Meets	
	Width	120	125+	Meets	
RUNWAY SEPARATION					
Runway centerline to:					
	Parallel runway centerline	N/A	N/A		
	Holding Position	200	200	Meets	
	Parallel taxiway/taxilane centerline	240	N/A		
	Aircraft parking area	250	305	Meets	
TAXIWAY DESIGN					
	Width	35	35	Meets	
WIND INDICATOR					
	Required	YES	YES	Meets	
	Lighted (for night ops)	N/A	YES	Meets	
BEACON					
	Required (for night ops)	N/A	YES	Meets	
	Unobstructed	N/A	YES	Meets	
AIRPORT LIGHTING					
Runway					
	Lights Out of Service				
	Location from pavement edge	2'-10'	N/A		
	Spacing	200'	N/A		
	White	YES	N/A		
	Split Lenses in Caution Zone	YES	N/A		
Threshold					
	Lights Out of Service				
	Number per side (3-visual, 4-instrument)	3	N/A		
	Threshold Color	Red/Green	N/A		
	Displaced Threshold Color	Yellow/Green & Clear/Green	N/A		
	End of Runway Color	Red	N/A		
FUELING AREA REQUIREMENTS					
	No Open Flame / Smoking Signs	YES	YES	Meets	
	Grounding Cables	YES	YES	Meets	
	Fire Extinguisher	YES	YES	Meets	

* = Georgia Code 32-9-8 specifies that an airport in existance prior to July 1, 1978, shall not be denied a license due to geometric layout; however we strongly encourage the airport to develop a plan to address these issues in an upcoming project.

Georgia State Airport Licensing Checklist

Cook County Airport
Runway 05/23

Length: 5001

	Minimum Standards	*Inspected Value*		Date of Inspection
Runway Design Code (RDC)	**B-II**			March 29, 2017
ITEM	Visibility Minimums			
	>=1 Mile	**Current Conditions**	**Meets or Does Not Meet State Standards**	**Notes**
RUNWAY DESIGN				
Runway Length *(Calculated from AC 150/5325-4B)*	4700	5001	Meets	
Runway Width	75	100	Meets	
Lip to Shoulder	<1.5"	3-4"	Does Not Meet	Runway 5 approach end
RUNWAY PROTECTION				
Primary Surface				
Width	400	Clear	Meets	
Approach Slope to Threshold	20:1	21:1	Meets	But Does Not Meet Part 77
Runway Safety Area (RSA)				
Length beyond runway end	300	100	Does Not Meet	Runway 23
Width	150	240+	Meets	
RUNWAY SEPARATION				
Runway centerline to:				
Parallel runway centerline	N/A	N/A		
Holding Position	200	200	Meets	
Parallel taxiway/taxilane centerline	240	240	Meets	
Aircraft parking area	250	391	Meets	
TAXIWAY DESIGN				
Width	35	35	Meets	
WIND INDICATOR				
Required	YES	YES	Meets	
Lighted (for night ops)	YES	YES	Meets	
BEACON				
Required (for night ops)	YES	YES	Meets	
Unobstructed	YES	YES	Meets	
AIRPORT LIGHTING				
Runway				
Lights Out of Service		4		
Location from pavement edge	2'-10'	2'-10'	Meets	
Spacing	200'	200'	Meets	
White	YES	YES	Meets	
Split Lenses in Caution Zone	YES	NO	Does Not Meet	Need on both ends for 2000'
Threshold				
Lights Out of Service		5		
Number per side (3-visual, 4-instrument)	4	4	Meets	
Threshold Color	Red/Green	Red/Green	Meets	
Displaced Threshold Color	Yellow/Green & Clear/Green	N/A		
End of Runway Color	Red	N/A		
FUELING AREA REQUIREMENTS				
No Open Flame / Smoking Signs	YES	YES	Meets	
Grounding Cables	YES	YES	Meets	
Fire Extinguisher	YES	YES	Meets	

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