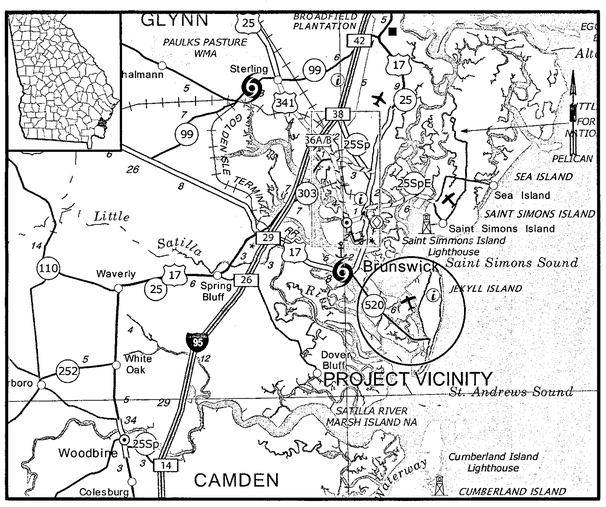
JEKYLL ISLAND AIRPORT
JEKYLL ISLAND, GEORGIA
AIRPORT LAYOUT PLAN
AP100-9013-42(127) GLYNN

PREPARED FOR

JEKYLL ISLAND AUTHORITY

RONNY SMITH, SENIOR DIRECTOR
100 JAMES ROAD
JEKYLL ISLAND, GA 31527



VICINITY MAP

NTS

PREPARED BY
WILBUR SMITH ASSOCIATES, INC.
3715 NORTHSIDE PKWY
STE 400, BLDG 300
ATLANTA, GA 30327

ENGINEERS PLANNERS ECONOMISTS
WilburSmith ASSOCIATES

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PROJECT NO. (WSA)	DATE	NO. 1 OF 7
104160	DEC 2011	

12/22/2011 1:52:47 PM 01_JKL_COVER.DGN

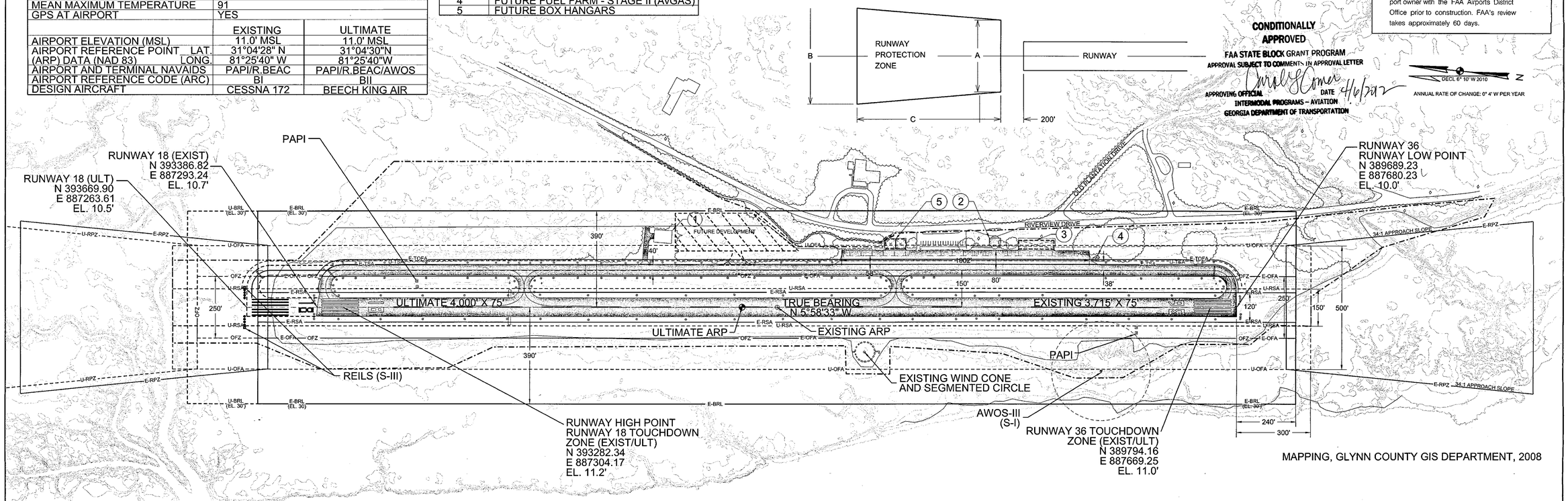
AIRPORT DATA		
SPONSOR	JEKYLL ISLAND AUTHORITY	
CITY	JEKYLL ISLAND	
COUNTY	GLYNN	
STATE	GEORGIA	
AIRPORT IDENTIFIER	09J	
MEAN MAXIMUM TEMPERATURE	91	
GPS AT AIRPORT	YES	
	EXISTING	ULTIMATE
AIRPORT ELEVATION (MSL)	11.0' MSL	11.0' MSL
AIRPORT REFERENCE POINT LAT.	31°04'28" N	31°04'30"N
(ARP) DATA (NAD 83) LONG.	81°25'40" W	81°25'40"W
AIRPORT AND TERMINAL NAVAIDS	PAPI/R.BEAC	PAPI/R.BEAC/AWOS
AIRPORT REFERENCE CODE (ARC)	BI	BII
DESIGN AIRCRAFT	CESSNA 172	BEECH KING AIR

BUILDING/FACILTIES LIST	
NUMBER	DESCRIPTION
1	EXISTING HANGAR
2	RENOVATE EXISTING TERMINAL BLDG
3	FUTURE SHADE HANGARS
4	FUTURE FUEL FARM - STAGE II (AvGAS)
5	FUTURE BOX HANGARS

RUNWAY PROTECTION ZONE DATA									
		APPROACH SLOPE		EXISTING RPZ DIMENSIONS			ULTIMATE RPZ DIMENSIONS		
RUNWAY END	ULTIMATE CATEGORY	EXISTING	ULTIMATE	A	B	C	A	B	C
RUNWAY 18	NON-PRECISION INSTRUMENT	34:1	34:1	500'	700'	1,000'	500'	700'	1,000'
RUNWAY 36	NON-PRECISION INSTRUMENT	34:1	34:1	500'	700'	1,000'	500'	700'	1,000'

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.



THE CONTENTS OF THIS PLAN DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA OR GDOT AVIATION PROGRAMS. ACCEPTANCE OF THIS DOCUMENT BY THE FAA OR GDOT AVIATION PROGRAMS DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES OR THE STATE OF GEORGIA TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN, NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

LEGEND		
DESCRIPTION	EXISTING	ULTIMATE
PROPERTY LINE		
CONTOURS		
BUILDINGS		
EDGE OF AIRFIELD PAVMENT		
AIRPORT REFERNCE POINT (ARP)		
FENCE		
RUNWAY OBJECT FREE AREA	E-OFA	U-OFA
TAXIWAY OBJECT FREE AREA	E-TOFA	N/A
RUNWAY SAFETY AREA	E-TSA	U-TSA
TAXIWAY SAFETY AREA	E-RSA	U-RSA
OBJECT FREE ZONE	OFZ	SAME
BUILDING RESTRICTION LINE	E-BRL	U-BRL
RUNWAY PROTECTION ZONE	E-RPZ	U-RPZ
AIRFIELD LIGHTING		

DEVELOPMENT STAGES		
STAGE I 1-5 YEARS	STAGE II 6-10 YEARS	STAGE III 11-20 YEARS

MODIFICATION OF STANDARDS
EXISTING TAXIWAY HAS A 150' SEPARATION
EXISTING DEVELOPMENT LOCATED WITHIN BRL
UPGRADE TO ARC BII WILL REQUIRE AN FAA APPROVAL OF MODIFICATION OF STANDARDS

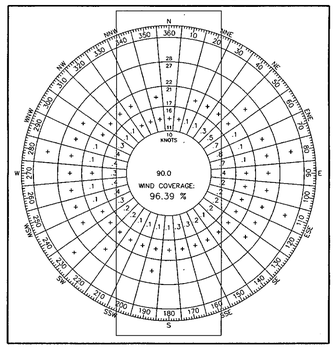
RUNWAY DATA 18/36				
RUNWAY	EXISTING		ULTIMATE	
	18	36	18	36
% EFFECTIVE GRADIENT	0.0%	0.0%	0.0%	0.0%
% WIND COVERAGE (MPH & knots)	58.40%	83.98%	SAME	SAME
END DATA				
ELEVATION	10.7'	10.0'	10.5'	SAME
LATITUDE	31°04'46"	31°04'10"	31°04'49"	SAME
LONGITUDE	81°25'42"	81°25'38"	81°25'42"	SAME
RUNWAY HIGH AND LOW POINTS	11.2'/10.0'	11.2'/10.0'	11.2'/10.0'	11.2'/10.0'
TOUCHDOWN ZONE ELEVATIONS	11.2'	11.0'	11.2'	11.0'
RUNWAY LENGTH	3,715'	3,715'	4,000'	4,000'
RUNWAY WIDTH	75'	75'	75'	75'
RUNWAY SURFACE TYPE	ASPHALT	ASPHALT	ASPHALT	ASPHALT
RUNWAY STRENGTH	20,000lb SW	20,000lb SW	20,000lb SW	20,000lb SW
PART 77 APPROACH CATEGORY	NON-PRECISION	NON-PRECISION	NON-PRECISION	NON-PRECISION
APPROACH VISIBILITY MINIMUMS	NLT 3/4 MI	NLT 1 MI	NLT 3/4 MI	NLT 1 MI
TYPE INSTRUMENT APPROACH	NON-PRECISION	NON-PRECISION	NON-PRECISION	NON-PRECISION
APPROACH SLOPE	34:1	34:1	34:1	34:1
RUNWAY LIGHTING	MIRL	MIRL	MIRL	MIRL
RUNWAY MARKING	NON-PRECISION	NON-PRECISION	NON-PRECISION	NON-PRECISION
NAVAIDS & VISUAL AIDS	RB/PAPI/RNAV	RB/PAPI/VOR/RNAV	RB/PAPI/REILS/RNAV	RB/PAPI/VOR/RNAV
RUNWAY SAFETY AREA DIMENSIONS	4,195'X120'	4,195'X120'	4,600'X150'	4,600'X150'
RUNWAY OBJECT FREE AREA DIMENISIONS	4,195'X250'	4,195'X250'	4,600'X500'	4,600'X500'
DECLARED DISTANCES	N/A	N/A	N/A	N/A

WIND ROSE DATA

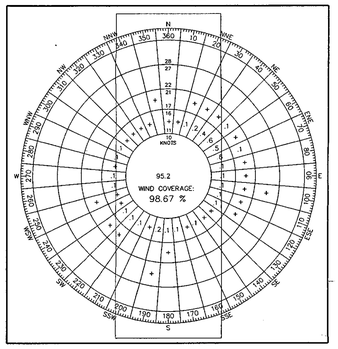
	MPH	KNOTS	RUNWAY END COVERAGE		
			RUNWAY 18	RUNWAY 36	RUNWAY 18/36
ALL WEATHER	12	10.5	60.73%	58.95%	93.39%
	15	13	61.79%	60.90%	96.39%
IFR	12	10.5	58.40%	83.98%	97.37%
	15	13	58.67%	85.00%	98.67%

SOURCE: NCDC, ASHEVILLE, NC
DATA FROM: BRUNSWICK, GA
OBSERVATIONS FROM: 2000 - 2009

ALL WEATHER ROSE



IFR ROSE



REVISIONS:

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0 200 400 800 1000

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CHECKED BY	MAT	DATE	12/20/2011

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MASTER PLAN

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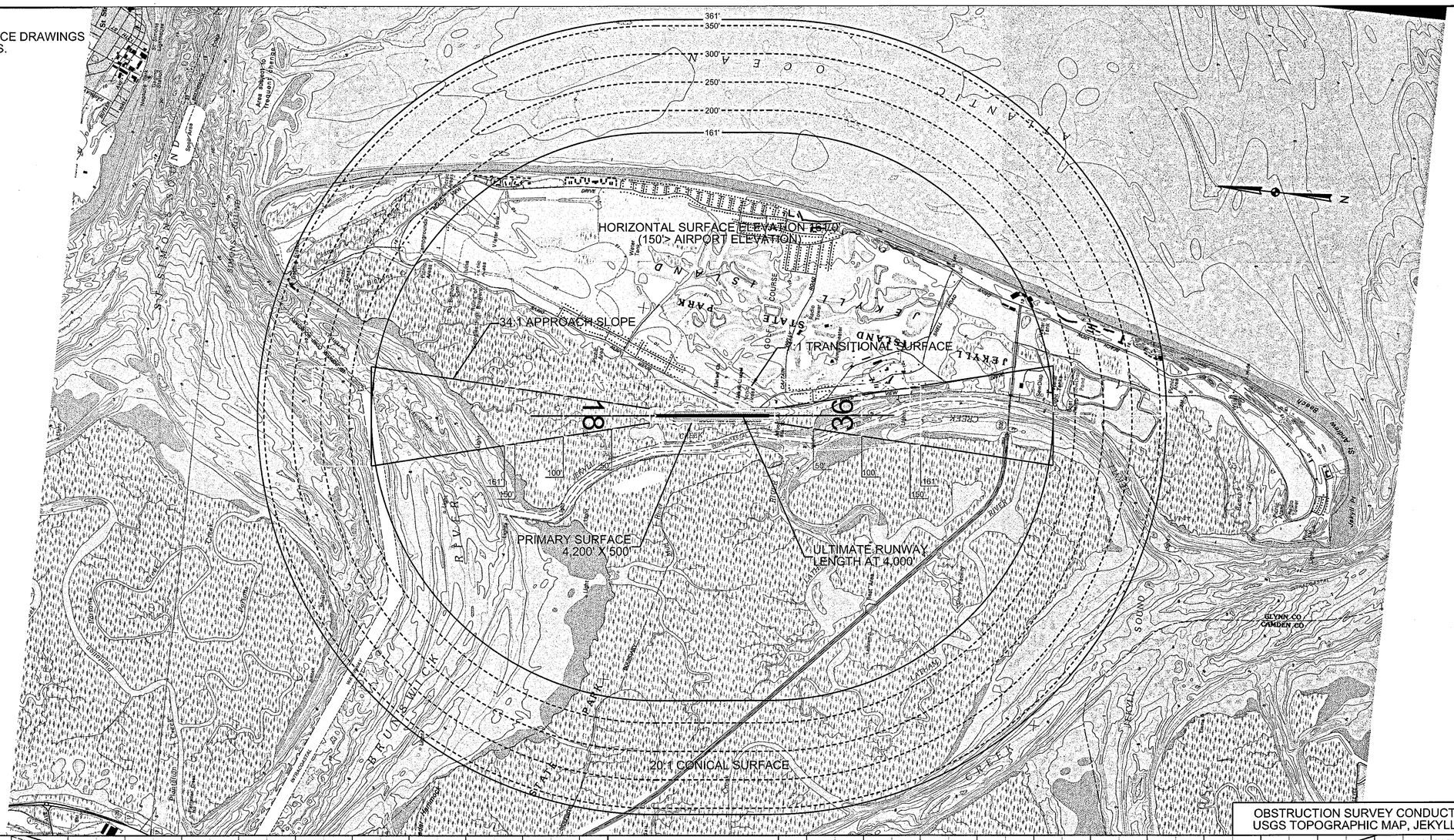
AIRPORT LAYOUT PLAN

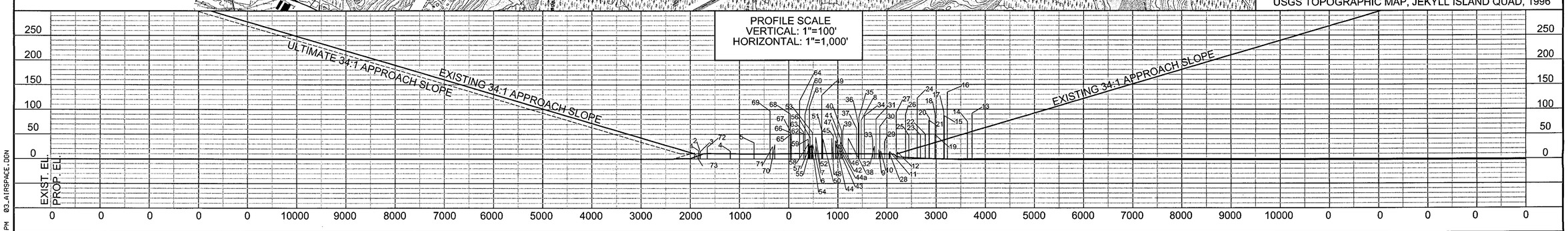
02

1/4/2012 10:14:25 AM 02_ALP.DGN

SEE INNER APPROACH SURFACE DRAWINGS
FOR CLOSE-IN OBSTRUCTIONS.



OBSTRUCTION SURVEY CONDUCTED NOVEMBER 2009
USGS TOPOGRAPHIC MAP, JEKYLL ISLAND QUAD, 1996



12/22/2011 1:56:53 PM 03_AIRSPACE.DGN

REVISIONS:		
REV. NO.	DATE	DESCRIPTION OF REVISION

0 2000 4000 8000 10000

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AIRSPACE PLAN
(1 OF 2)

03

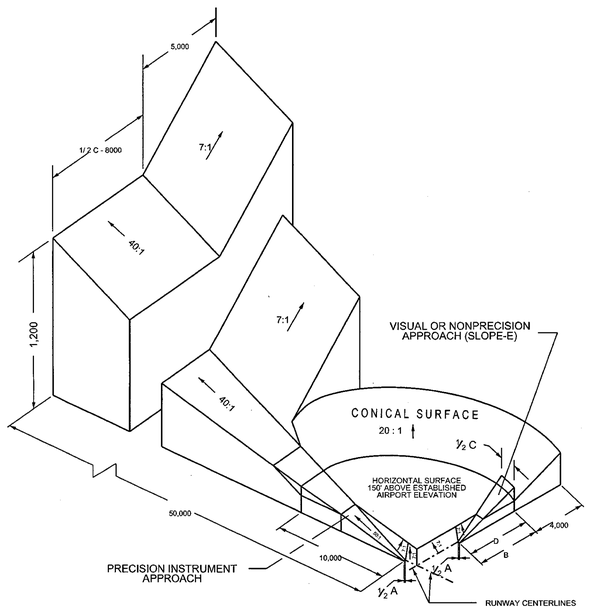
SOURCE: FEDERAL AVIATION ADMINISTRATION
FAR PART 77.19

DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NONPRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B: C	B: D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	250	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
		VISUAL APPROACH		NONPRECISION INSTRUMENT APPROACH			PRECISION INSTRUMENT RUNWAY
		A	B	A	B: C	B: D	
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	16,000
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	*
E	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1	*

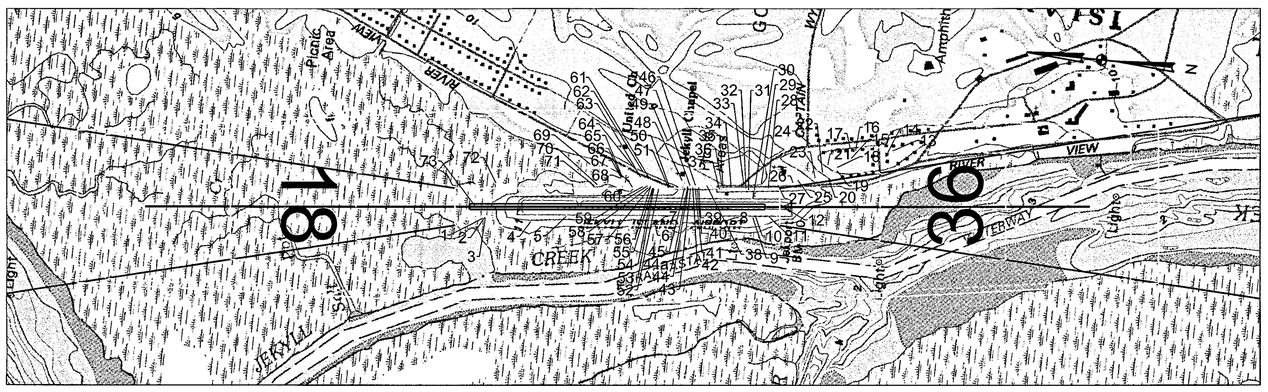
A - UTILITY RUNWAYS
B - RUNWAYS LARGER THAN UTILITY
C - VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
D - VISIBILITY MINIMUMS AS LOW AS 3/4 MILE

* PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AND ADDITIONAL 40,000 FEET.

JEKYLL ISLAND AIRPORT



ISOMETRIC VIEW OF AIRPORT IMAGINARY SURFACES



USGS TOPOGRAPHIC MAP, JEKYLL ISLAND QUAD, 1996

OBSTRUCTION DATA TABLE

#	DESCRIPTION	OBSTACLE ELEV.	PENETRATED SLOPE	SLOPE ELEV.	SURFACE PEN.	MITIGATION
1	TREE	17	PRIMARY	3	3	TREE REMOVAL
2	TREE	16	PRIMARY	3	2	TREE REMOVAL
3	TREE	15	PRIMARY	3	1	TREE REMOVAL
4	TREE	16	PRIMARY	3	2	TREE REMOVAL
5	TREE	33	PRIMARY	3	19	TREE REMOVAL
6	NAVAID	30	PRIMARY	3	16	OBS. LIGHTING
7	TREE	26	PRIMARY	3	12	TREE REMOVAL
8	TREE	78	PRIMARY	3	64	TREE REMOVAL
9	TREE	19	PRIMARY	3	5	TREE REMOVAL
10	TREE	16	PRIMARY	3	2	TREE REMOVAL
11	TREE	15	PRIMARY	3	1	TREE REMOVAL
12	TREE	14	APPROACH	0.32	2.68	TREE REMOVAL
13	TREE	92	APPROACH	44.94	36.06	TREE REMOVAL
14	TREE	75	APPROACH	42.18	21.82	TREE REMOVAL
15	TREE	87	APPROACH	28.41	47.59	TREE REMOVAL
16	TREE	135	APPROACH	30.21	93.79	TREE REMOVAL
17	TREE	95	APPROACH	28.09	55.91	TREE REMOVAL
18	TREE	91	APPROACH	22.85	57.15	TREE REMOVAL
19	POWER POLE	49	APPROACH	22.79	15.21	OBS. LIGHTING
20	TREE	82	APPROACH	19.5	51.5	TREE REMOVAL
21	TREE	78	APPROACH	19.18	47.82	TREE REMOVAL
22	POWER POLE	50	APPROACH	17	22	OBS. LIGHTING
23	POWER POLE	48	APPROACH	14.12	22.88	OBS. LIGHTING
24	TREE	123	APPROACH	12.18	99.82	TREE REMOVAL
25	POWER POLE	47	APPROACH	7.21	28.79	OBS. LIGHTING
26	TREE	90	APPROACH	5.24	73.76	TREE REMOVAL
27	OBS. LIGHT POLE	94	PRIMARY	3	80	NONE
28	GROUND	13	APPROACH	3	6.65	GRADE
29	POWER POLE	35	TRANSITIONAL	10.34	12.66	OBS. LIGHTING
30	TREE	66	PRIMARY	3	52	TREE REMOVAL
31	OBS. LIGHT POLE	81	PRIMARY	3	67	NONE
32	FENCE	19	TRANSITIONAL	0.29	7.71	OBS. LIGHTING
33	POWER POLE	36	TRANSITIONAL	8.12	16.88	OBS. LIGHTING
34	TREE	87	TRANSITIONAL	4.04	71.96	TREE REMOVAL
35	TREE	85	TRANSITIONAL	0.93	73.07	TREE REMOVAL
36	TREE	72	TRANSITIONAL	5.36	55.64	TREE REMOVAL
37	TREE	62	PRIMARY	3	48	TREE REMOVAL
38	POWER POLE	42	TRANSITIONAL	5.81	25.19	OBS. LIGHTING
39	TREE	56	TRANSITIONAL	2.21	42.79	TREE REMOVAL
40	TREE	56	PRIMARY	3	42	TREE REMOVAL
41	TREE	42	TRANSITIONAL	0.26	30.74	TREE REMOVAL
42	BUILDING	30	TRANSITIONAL	2	17	OBS. LIGHTING
43	TREE	26	TRANSITIONAL	0.46	13.54	TREE REMOVAL
44	TREE	31	TRANSITIONAL	1.39	18.61	TREE REMOVAL
44a	POWER POLE	37	TRANSITIONAL	4.38	21.62	OBS. LIGHTING
45	TREE	46	TRANSITIONAL	0.77	34.23	TREE REMOVAL
46	TREE	34	TRANSITIONAL	6.13	16.87	TREE REMOVAL
47	TREE	39	TRANSITIONAL	5.94	22.06	TREE REMOVAL
48	POWER POLE	42	TRANSITIONAL	15.24	15.76	OBS. LIGHTING
49	TREE	129	TRANSITIONAL	94.89	23.11	TREE REMOVAL
50	POWER POLE	41	TRANSITIONAL	2.93	27.07	OBS. LIGHTING
51	TREE	53	TRANSITIONAL	1.43	40.57	TREE REMOVAL
52	TREE	44	PRIMARY	3	30	TREE REMOVAL
53	TREE	26	PRIMARY	3	12	TREE REMOVAL
54	TREE	27	TRANSITIONAL	1.1	14.9	TREE REMOVAL
55	TREE	29	PRIMARY	3	15	TREE REMOVAL
56	POWER POLE	43	TRANSITIONAL	4.75	27.25	OBS. LIGHTING
57	TREE	26	TRANSITIONAL	1.89	13.11	TREE REMOVAL
58	TREE	31	TRANSITIONAL	1.49	18.51	TREE REMOVAL
59	TREE	40	TRANSITIONAL	4.92	23.08	TREE REMOVAL
60	OBS. LIGHT POLE	91	TRANSITIONAL	3.44	76.56	NONE
61	TREE	105	TRANSITIONAL	20.03	73.97	TREE REMOVAL
62	TREE	49	TRANSITIONAL	33.04	4.96	TREE REMOVAL
63	TREE	54	TRANSITIONAL	22.2	20.8	TREE REMOVAL
64	TREE	118	TRANSITIONAL	38.34	68.66	TREE REMOVAL
65	TREE	51	TRANSITIONAL	21.16	18.84	TREE REMOVAL
66	TREE	53	TRANSITIONAL	23.17	18.83	TREE REMOVAL
67	TREE	55	TRANSITIONAL	20.98	23.02	TREE REMOVAL
68	OBS. LIGHT POLE	91	TRANSITIONAL	19.52	59.48	NONE
69	TREE	97	TRANSITIONAL	46.77	39.23	TREE REMOVAL
70	TREE	29	TRANSITIONAL	7.33	9.67	TREE REMOVAL
71	BUILDING	25	TRANSITIONAL	5.42	8.58	OBS. LIGHTING
72	TREE	24	TRANSITIONAL	10.91	2.09	TREE REMOVAL
73	TREE	13	PRIMARY	3	1	TREE REMOVAL

12/22/2011 11:57:41 PM 04_OBSTRUCTIONS.DGN

REVISIONS:

REV. NO.	DATE	DESCRIPTION OF REVISION

0 1000 2000 3000 4000

DESIGNED BY	LKH	DATE	12/20/2011
DRAWN BY	LKH	DATE	12/20/2011
CHECKED BY	MAT	DATE	12/20/2011

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TITLE DATE
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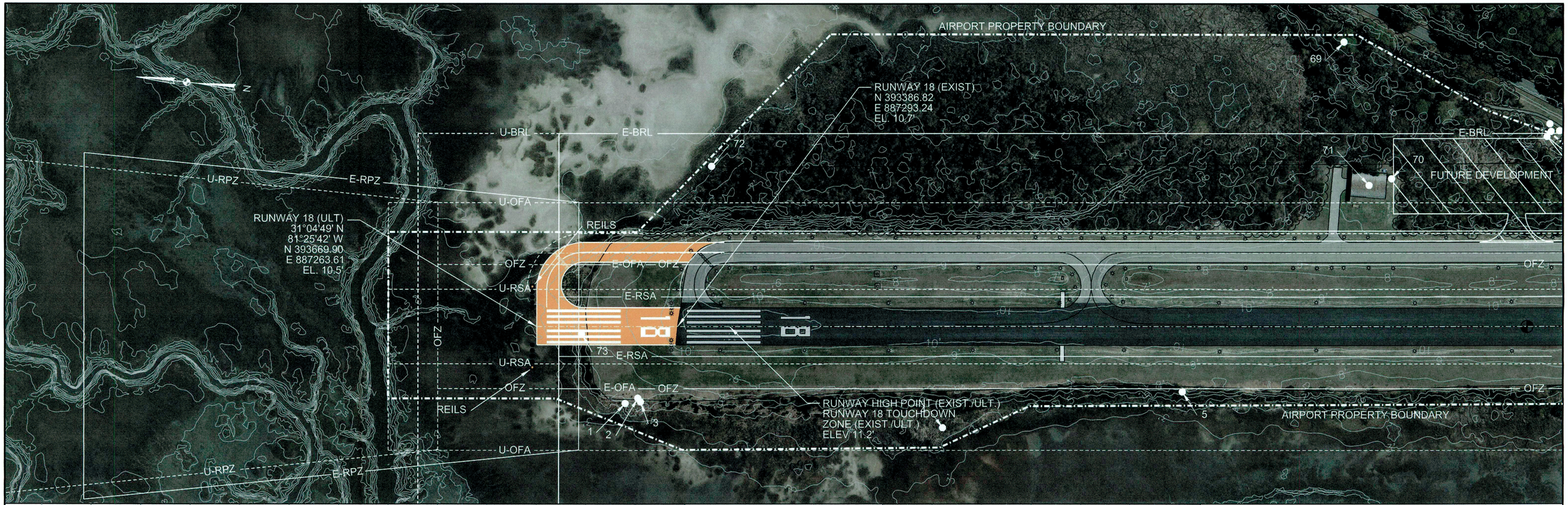
MASTER PLAN

PROJECT NO. (CLIENT)
PROJECT NO. (WSA) 104160

AIRSPACE PLAN
(2 OF 2)

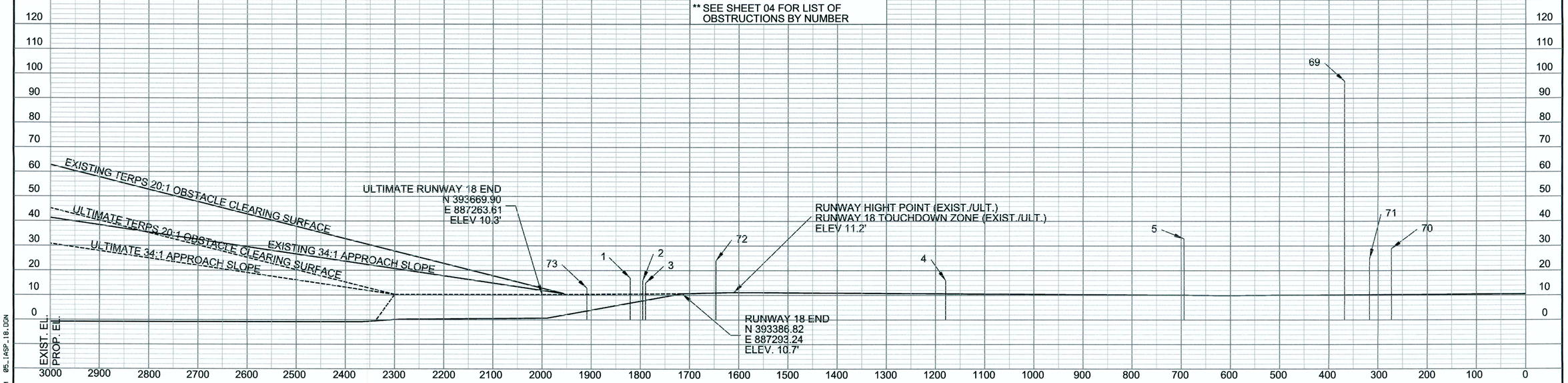
04



PROFILE SCALE
VERTICAL: 1"=20'
HORIZONTAL: 1"=100'

** SEE SHEET 04 FOR LIST OF OBSTRUCTIONS BY NUMBER

AERIAL PHOTO & MAPPING, GLYNN COUNTY GIS DEPARTMENT, 2008
OBSTRUCTION SURVEY CONDUCTED JUNE 2009



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RUNWAY 18
INNER APPROACH SURFACE PORTION

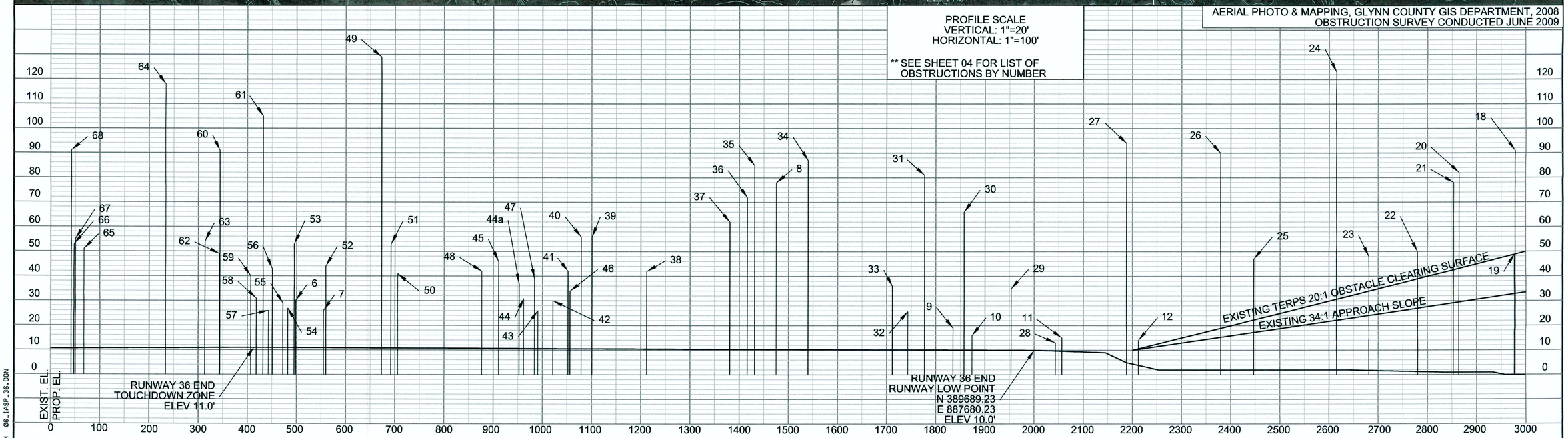
05

12/22/2011 1:59:15 PM 05_IASP_18.DGN

AERIAL PHOTO & MAPPING, GLYNN COUNTY GIS DEPARTMENT, 2008
OBSTRUCTION SURVEY CONDUCTED JUNE 2009

PROFILE SCALE
VERTICAL: 1"=20'
HORIZONTAL: 1"=100'

** SEE SHEET 04 FOR LIST OF OBSTRUCTIONS BY NUMBER



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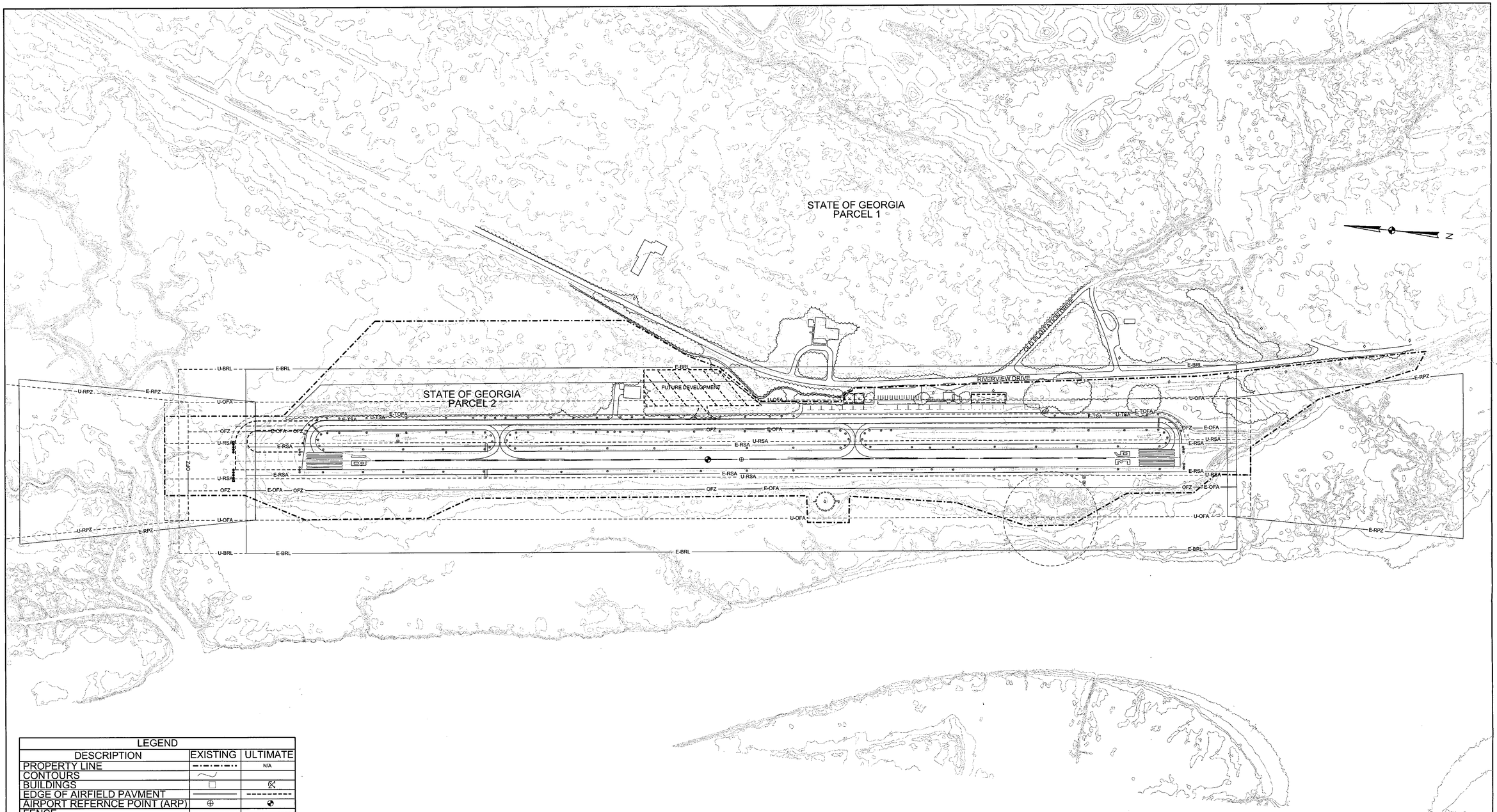
RUNWAY 36
INNER APPROACH SURFACE PORTION

06

12/22/2011 2:02:18 PM 06_14SP_36.DGN



LEGEND		
DESCRIPTION	EXISTING	ULTIMATE
PROPERTY LINE		N/A
CONTOURS		
BUILDINGS		
EDGE OF AIRFIELD PAVMENT		
AIRPORT REFERNCE POINT (ARP)		
FENCE		
RUNWAY OBJECT FREE AREA	E-OFA	U-OFA
TAXIWAY OBJECT FREE AREA	E-TOFA	N/A
RUNWAY SAFETY AREA	E-TSA	U-TSA
TAXIWAY SAFETY AREA	E-RSA	U-RSA
OBJECT FREE ZONE	OFZ	SAME
BUILDING RESTRICTION LINE	E-BRL	U-BRL
RUNWAY PROTECTION ZONE	E-RPZ	U-RPZ
AIRFIELD LIGHTING	•	•

PARCEL INFORMATION					
PARCEL	OWNER	DEDICATED USE	ACQUISITION DATE		ACREAGE
PARCEL 1	STATE OF GEORGIA	STATE PARK	JUNE 1947		N/A
PARCEL 2	STATE OF GEORGIA	AIRPORT USE	JUNE 1947	DEVELOPED	31.3 AC
				TOTAL	62.9 AC

NOTE: JEKYLL ISLAND IS A STATE PARK OWNED BY THE STATE OF GEORGIA. ALL LAND ON THE ISLAND IS DESIGNATED AS STATE PARK LAND. THEREFORE, THERE ARE NO LAND USE PLANS TO BE SHOWN, NOR SPECIFIC PARCEL INFORMATION. THE AIRPORTS AREA HAS BEEN DESIGNATED TO HELP IN FUTURE DEVELOPMENT AT THE SITE.

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ENGINEERS PLANNERS ECONOMISTS

PLANS PREPARED FOR
JEKYLL ISLAND AIRPORT
MASTER PLAN

PROJECT NO. (CLIENT)
PROJECT NO. (WSA) 104160

AIRPORT PROPERTY MAP
EXHIBIT 'A'

07

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