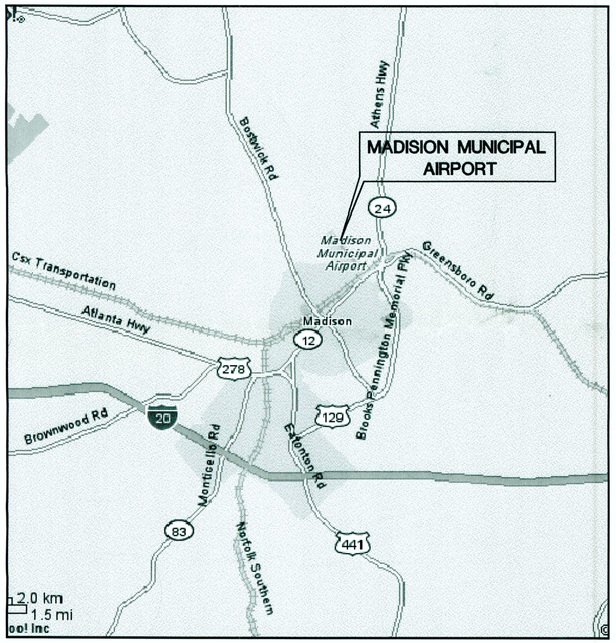
MADISON MUNICIPAL AIRPORT
MADISON, GEORGIA
AIRPORT LAYOUT PLAN UPDATE
OCTOBER, 2006

GDOT PROJECT NUMBER:

AP060-9800-12(211) MORGAN COUNTY



VICINITY MAP
N.T.S.

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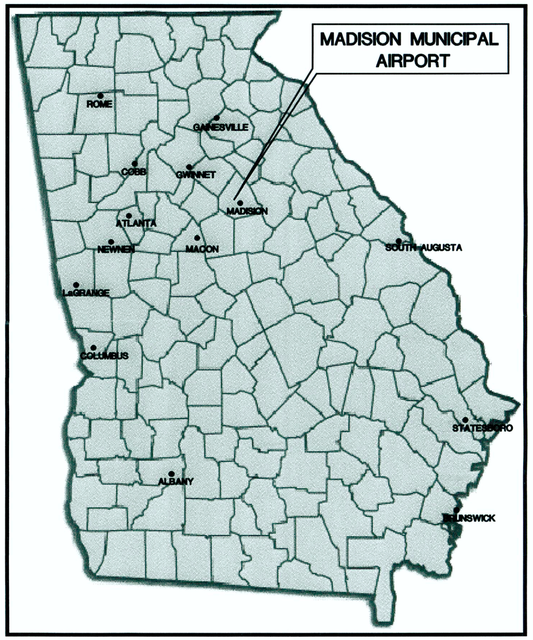

LOCATION MAP GEORGIA
N.T.S.

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EXISTING TRAVERSE WAY CLEARANCES

NO.	OBJECT	ELEVATION	THRESHOLD SITING SURFACE
C1	PUBLIC ROAD	685.0'	33.3'
C2	PUBLIC ROAD	686.0'	52.3'
C3	RAILROAD	688.0'	52.3'
C4	RAILROAD	692.0'	49.8'
C5	RAILROAD	692.0'	50.8'
C6	PUBLIC ROAD	672.0'	85.8'
C7	PUBLIC ROAD	692.0'	46.8'
C8	RAILROAD	692.0'	48.8'
C9	RAILROAD	692.0'	51.3'
C10	PUBLIC ROAD	684.0'	71.3'
C11	PUBLIC ROAD	686.0'	4.8'
C12	PUBLIC ROAD	696.0'	43.3'
C13	RAILROAD	696.0'	44.8'
C14	RAILROAD	696.0'	47.3'
C15	RAILROAD	696.0'	48.8'
C16	PUBLIC ROAD	696.0'	50.8'
C17	PUBLIC ROAD	696.0'	57.8'

PROPOSED TRAVERSE WAY CLEARANCES

NO.	OBJECT	ELEVATION	THRESHOLD SITING SURFACE
PC1	PUBLIC ROAD	687.0'	29.5'
PC2	RAILROAD	688.0'	30.5'
PC3	RAILROAD	688.0'	32.0'
PC4	RAILROAD	692.0'	29.0'
PC5	PUBLIC ROAD	672.0'	64.0'
PC6	PUBLIC ROAD	693.0'	24.0'
PC7	RAILROAD	692.0'	27.0'
PC8	RAILROAD	692.0'	29.5'
PC9	PUBLIC ROAD	683.0'	51.8'
PC10	PUBLIC ROAD	694.0'	23.5'
PC11	RAILROAD	696.0'	23.0'
PC12	RAILROAD	696.0'	25,5'
PC13	RAILROAD	693.0'	30.5'
PC14	PUBLIC ROAD	692.0'	41.0'

AIRPORT DATA

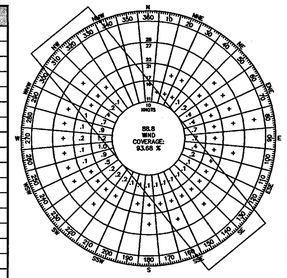
	EXISTING	PROPOSED
AIRPORT REFERENCE POINT COORDINATES (NAD 83)	N 33°36'43.64" W 83°27'37.54"	N 33°36'48.20" W 83°27'42.02"
AIRPORT REFERENCE POINT ELEV.	671.2	662.7
MEAN MAX. TEMP. HOTTEST MONTH	90.0° F	SAME
AIRPORT ELEVATION	693.8'	SAME
NAVIGATIONAL AIDS	VOR, GPS, ROTATING BEACON	SAME

DECLARED DISTANCES

RUNWAY NUMBER	LANDING DISTANCE AVAILABLE		ACCELERATE-STOP DISTANCE AVAILABLE		TAKEOFF DISTANCE AVAILABLE		TAKEOFF RUN AVAILABLE	
	EXISTING	PROPOSED	EXISTING	PROPOSED	EXISTING	PROPOSED	EXISTING	PROPOSED
14	3,740'	4,874'	3,740'	4,874'	3,806'	5,000'	2,675'	4,469'
32	2,675'	4,469'	3,806'	5,000'	3,806'	5.000'	3,806'	5,000'

RUNWAY DATA 14/32

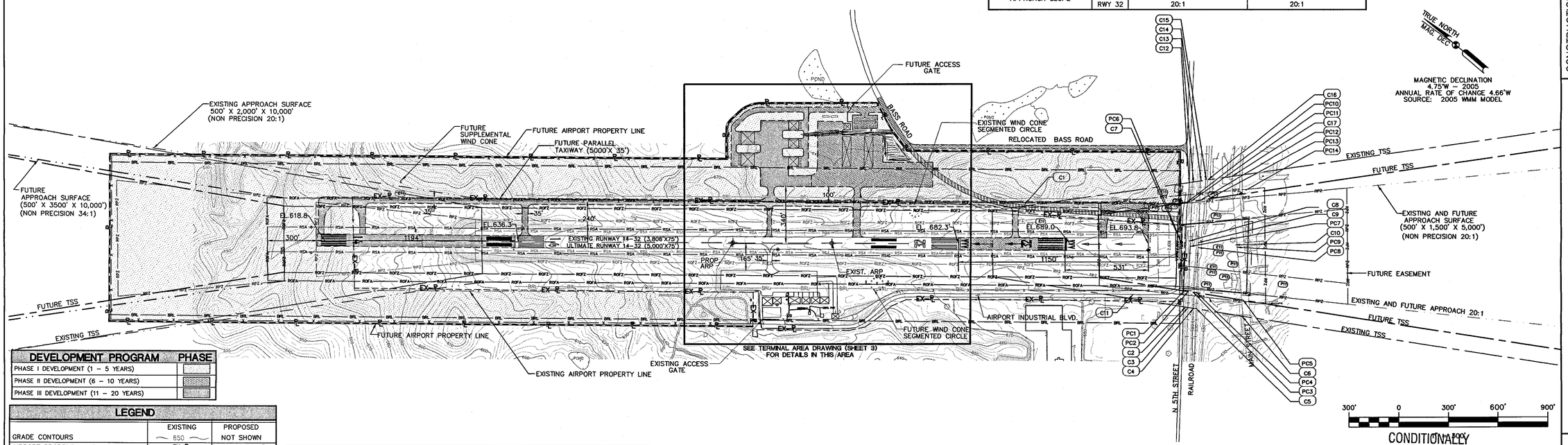
		EXISTING	PROPOSED
AIRPORT REFERENCE CODE		B-I	B-II
CRITICAL AIRCRAFT		KING AIR B-100	CITATION II
APPROACH VISIBILITY MINIMUMS		1 MILE	SAME
RUNWAY LENGTH		3,806'	5,000'
RUNWAY WIDTH		75'	SAME
INSTRUMENT RUNWAY		14	14
MARKINGS		NONPRECISION	SAME
LIGHTING		MIRL	MILT
APPROACH AIDS		GPS, PAPI	GPS, PAPI, REIL
% WIND COVERAGE		93.68% (10.5 KNOTS)	97.07% (13 KNOTS)
TRUE RUNWAY BEARING		140°39'49.07"/320°40'04.07"	SAME
EFFECTIVE GRADIENT		1.5%	SAME
PAVEMENT CONSTRUCTION		ASPHALT	SAME
PAVEMENT STRENGTH		20,000 SWG	SAME
RUNWAY HIGH POINT		693.8'	SAME
RUNWAY LOW POINT		636.3'	618.8'
RUNWAY END COORDINATES (NAD 83)	RWY 14	N 33°36'58.20" W 83°27'51.81"	N 33°37'07.33" W 83°28'00.75"
	RWY 32	N 33°36'29.07" W 83°27'23.28"	SAME
RUNWAY END ELEVATIONS	RWY 14	636.3'	618.8'
	RWY 32	693.8'	SAME
DISPLACED THRESHOLD COORDINATES (NAD 83)	RWY 14	N/A	N/A
	RWY 32	N 33°36'37.73" W 83°27'31.76"	N 33°36'33.14" W 83°27'27.26"
DISPLACED THRESHOLD ELEVATIONS	RWY 14	N/A	N/A
	RWY 32	682.3'	689.0'
TOUCHDOWN ZONE ELEVATIONS	RWY 14	686.0'	671.0'
	RWY 32	N/A	N/A
APPROACH SLOPE	RWY 14	20:1	34:1
	RWY 32	20:1	20:1



WIND DATA

WIND COVERAGE	10.5 KNOTS	13 KNOTS
RW 14/32	93.68%	97.07%

ALL WEATHER WIND ROSE
SOURCE: NATIONAL CLIMATIC DATA CENTER
LOCATION: ATHENS, GA
PERIOD: 1995-2004
OBSERVATIONS: 82,114
EXISTING COVERAGE: 93.68% FOR 10.5 KNOTS
PROPOSED COVERAGE: 97.07% FOR 13KNOTS



TRUE NORTH
MAG. DEC.

MAGNETIC DECLINATION
4.75°W – 2005
ANNUAL RATE OF CHANGE 4.66'W
SOURCE: 2005 WMM MODEL

DEVELOPMENT PROGRAM PHASE

PHASE I DEVELOPMENT (1 – 5 YEARS)	
PHASE II DEVELOPMENT (6 – 10 YEARS)	
PHASE III DEVELOPMENT (11 – 20 YEARS)	

LEGEND

	EXISTING	PROPOSED
GRADE CONTOURS	650	NOT SHOWN
AIRPORT PROPERTY LINE	EX-P	P
EASEMENT		N/A
BUILDING RESTRICTION LINE (BRL)	BRL	BRL
FENCE LINE	x x	x x
REIL	N/A	
PAPI	8	8
BUILDING		
PAVEMENT		
PAVEMENT REMOVAL	N/A	
PAVEMENT MARKINGS		
AIRPORT REFERENCE POINT (ARP)		
AIRPORT MONUMENTS		NOT SHOWN
BEACON		NOT SHOWN
THRESHOLD SITING SURFACE		
RSA	RSA	RSA
RPZ	RPZ	RPZ
ROFZ	ROFZ	ROFZ
ROFA	ROFA	ROFA
TSS VIOLATION	E11	P11
HOLD LINES		
APPROACH SURFACE		
RAILROAD		N/A

RUNWAY PROTECTION ZONE (RPZ) DIMENSIONS

ZONE	EXISTING	PROPOSED
14 RPZ	250' X 450' X 1000'	500' X 700' X 1000'
32 APPROACH	250' X 450' X 1000'	500' X 700' X 1000'
14 DEPARTURE	250' X 450' X 1000'	500' X 700' X 1000'

RUNWAY OBJECT FREE AREA (ROFA) DIMENSIONS

RWY END	EXISTING	PROPOSED
14	250'W x 240' BEYOND END OF RUNWAY	500'W x 300' BEYOND END OF RUNWAY
32	250'W x 174' BEYOND END OF RUNWAY	500'W x 174' BEYOND END OF RUNWAY

RUNWAY SAFETY AREA (RSA) DIMENSIONS

RWY END	EXISTING	PROPOSED
14	120' W x 240' BEYOND END OF RUNWAY	150'W x 300' BEYOND END OF RUNWAY
32	120' W x 174' BEYOND END OF RUNWAY	150'W x 174' BEYOND END OF RUNWAY

RUNWAY OBSTACLE FREE ZONE (ROFZ) DIMENSIONS

RWY END	EXISTING	PROPOSED
14	250'W x 200' BEYOND END OF RUNWAY	400'W x 200' BEYOND END OF RUNWAY
32	250'W x 174' BEYOND END OF RUNWAY	400'W x 174' BEYOND END OF RUNWAY

NOTES:

(1) THE PROPOSED RUNWAY LENGTH RECOVERY AND NEWLY DISPLACED THRESHOLD IS CONTINGENT UPON OBSTRUCTION REMOVAL (TREES) AND RELOCATING BASS ROAD OUTSIDE OF CRITICAL SURFACES.

(2) CONTOURS SHOWN AT 2' INTERVALS

(3) ALL ELEVATIONS ARE IN FEET ABOVE MEAN SEA LEVEL (NAD 88)

(4) ALL COORDINATES ARE IN GEORIGA SYS 85 (NAD 88)

(5) THE PREPARATION OF THIS DOCUMENT WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINSTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982 THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS REPORT BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATE TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

(6) THE BUILDING RESTRICTION LINE (BRL) IS BASED ON A 30' BUILDING HEIGHT IMPACTING TRANSTIONAL SURFACE.

(7) THE SURVEY FOR THIS ALP WAS COMPILED BY LANDAIR MAPPING INC. USING PHOTOGRAMMETRIC METHODS. CONTOURS SHOWN HAVE AN ACCURACY OF ONE-HALF (1/2) CONTOUR INTERVAL OR BETTER, EXCEPT IN DENSELY WOODED AREAS. THIS MAPPING HAS NOT BEEN FIELD VERIFIED AND IS FOR PLANNING PURPOSES ONLY. THE DATE OF THE PHOTOGRAPHY WAS 10-15-2005. ANY CHANGES/IMPROVEMENTS SUBSEQUENT TO THE PHOTOGRAPHY MAY NOT BE REFLECTED ON THIS PLAN.

(8) THE RSA IS LIMITED ON THE RUNWAY 32 END BY THE FENCE AND THE RAILROAD. THIS LIMITATION RESULTS IN A CURRENT LDA AND ASDA LOSS OF 66 FEET. THE PROPOSED CONDITIONS WILL RESULT IN A LDA AND ASDA LOSS OF 126 FEET.

CONDITIONALLY
APPROVED
FEDERAL AVIATION ADMINISTRATION
APPROVAL SUBJECT TO COMMENTS IN APPROVAL LETTER

APPROVING OFFICIAL — DATE 2/4/07
ATLANTA AIRPORTS DISTRICT OFFICE

ALP APPROVAL BLOCK

APPROVED	DATE
CITY OF MADISON, GA	DATE
G.D.O.T.– AVIATION	DATE
FEDERAL AVIATION ADMINISTRAION	DATE

DR.	CHK.	DATE	DESCRIPTION

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 REVIEW TAKES APPROXIMATELY 60 DAYS.

MADISON MUNICIPAL AIRPORT
MADISON, GEORGIA
AIRPORT LAYOUT DRAWING

JORDAN JONES & GOULDING
BWSC BARGE WAGGONER SUMNER & CANNON, INC
ENGINEERS PLANNERS AND SURVEYORS

FILE NO. 3245000

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100' 0 100' 200' 300'

GRAPHIC SCALE
1" = 100'

DEVELOPMENT PROGRAM	PHASE
PHASE I DEVELOPMENT (1 – 5 YEARS)	
PHASE II DEVELOPMENT (6 – 10 YEARS)	
PHASE III DEVELOPMENT (11 – 20 YEARS)	

BUILDING DATA

NO.	STRUCTURE	BLD. TOP ELEVATIONS
B1	HANGAR 50' X 60'	696.1'
B2	HANGAR 50' X 40'	686.1'
B3	HANGAR 60' X 40'	686.2'
B4	HANGAR 50' X 40'	684.6'
B5	HANGAR 40' X 50'	683.6'
B6	HANGAR 60' X 40'	687.6'
B7	HANGAR 43' X 34'	679.3'
B8	PILOTS LOUNGE	675.0'
B9	HANGARS (UNDER CONSTRUCTION)	U/C

EXISTING FEATURE

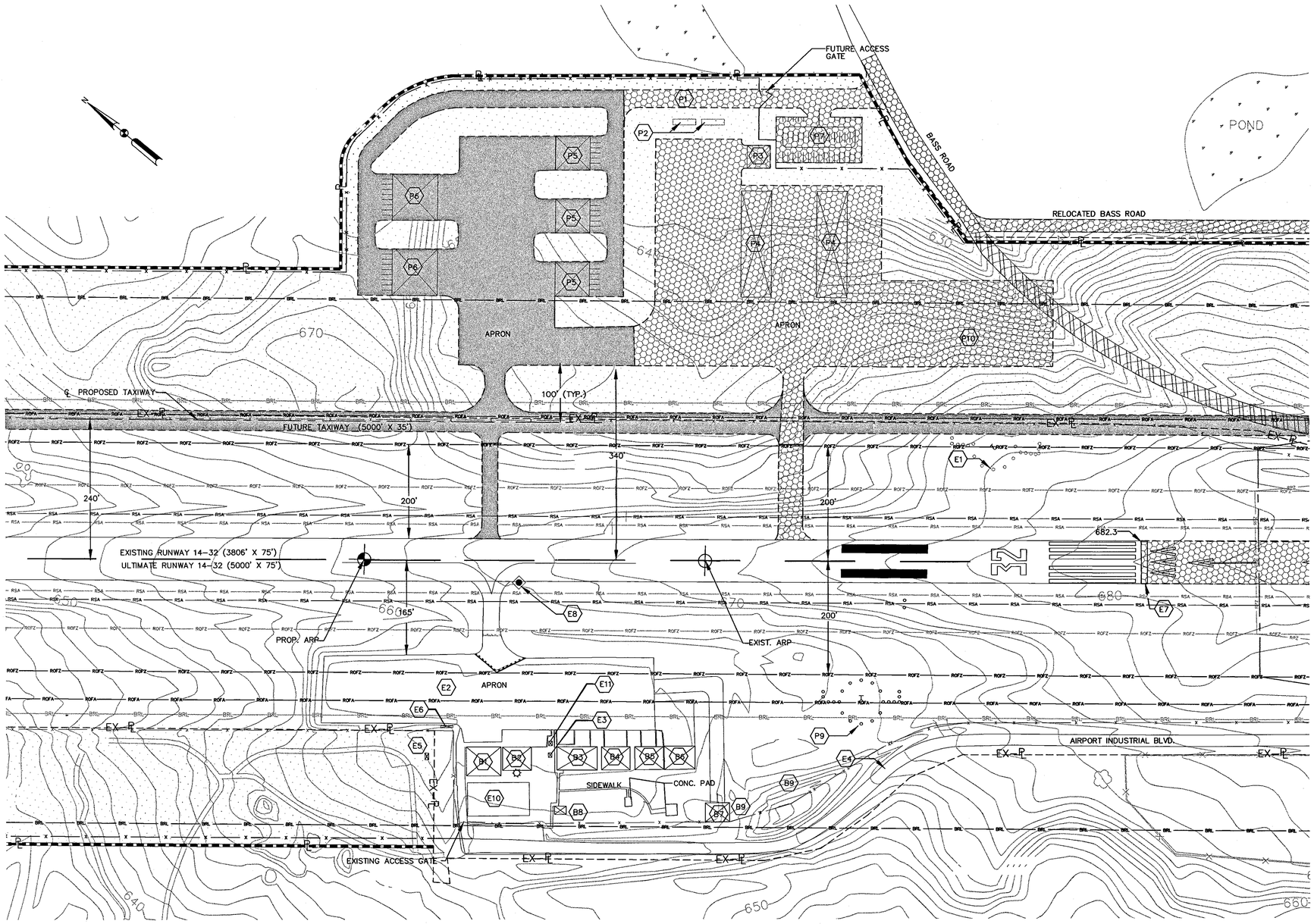
NO.	STRUCTURE
E1	LIGHTED WIND CONE & SEGMENTED CIRCLE (TO BE RELOCATED)
E2	AIRCRAFT PARKING APRON (120' X 580')
E3	ELECTRICAL VAULT
E4	ACCESS ROAD
E5	100LL FUEL TANK
E6	SELF–SERVE FUEL
E7	1131' DISPLACED THRESHOLD
E8	MONUMENT (MADPORT)
E10	PAVED AUTO PARKING
E11	ABANDONED SELFSERVE FUEL

PROPOSED FEATURE

NO.	STRUCTURE	PHASE
P1	ACCESS ROAD	II
P2	FUEL STORAGE	II
P3	TERMINAL BUILDING 40' X 40'	II
P4	8 UNIT T–HANGAR	II
P5	STORAGE HANGAR 60' X 60'	III
P6	STORAGE HANGAR 80' X 80'	III
P7	PAVED AUTO PARKING	II
P8	RELOCATED BASS ROAD (SEE NOTE 1, SHEET 2)	II
P9	RELOCATED LIGHTED WIND CONE AND SEGMENTED CIRCLE	II
P10	AIRCRAFT PARKING APRON (300'X150')	II

LEGEND

	EXISTING	PROPOSED
GRADE CONTOURS	650	NOT SHOWN
AIRPORT PROPERTY LINE	EX–P	P
EASEMENT		N/A
BUILDING RESTRICTION LINE (BRL)	BRL	BRL
FENCE LINE	x	x
REIL	N/A	N/A
PAPI		
BUILDING		
PAVEMENT		
PAVEMENT REMOVAL	N/A	
PAVEMENT MARKINGS		
AIRPORT REFERENCE POINT (ARP)		
AIRPORT MONUMENTS		NOT SHOWN
BEACON		NOT SHOWN
RSA	RSA	RSA
RPZ	RPZ	RPZ
ROFZ	ROFZ	ROFZ
ROFA	ROFA	ROFA
POND	POND	NOT SHOWN
HOLD LINES		
APPROACH SURFACE		
RAILROAD		N/A



100' 0 100' 200' 300'

GRAPHIC SCALE
1" = 100'

DR.	CHK.	DATE	DESCRIPTION

CONSTRUCTION NOTICE REQUIREMENT

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MADISON MUNICIPAL AIRPORT
MADISON, GEORGIA
TERMINAL AREA DRAWING

JORDAN JONES & GOULDING

BWSC BARGE WASSONER SUMNER & CANNON, INC.
ENGINEERS PLANNERS AND SURVEYORS

FILE NO. 3245000

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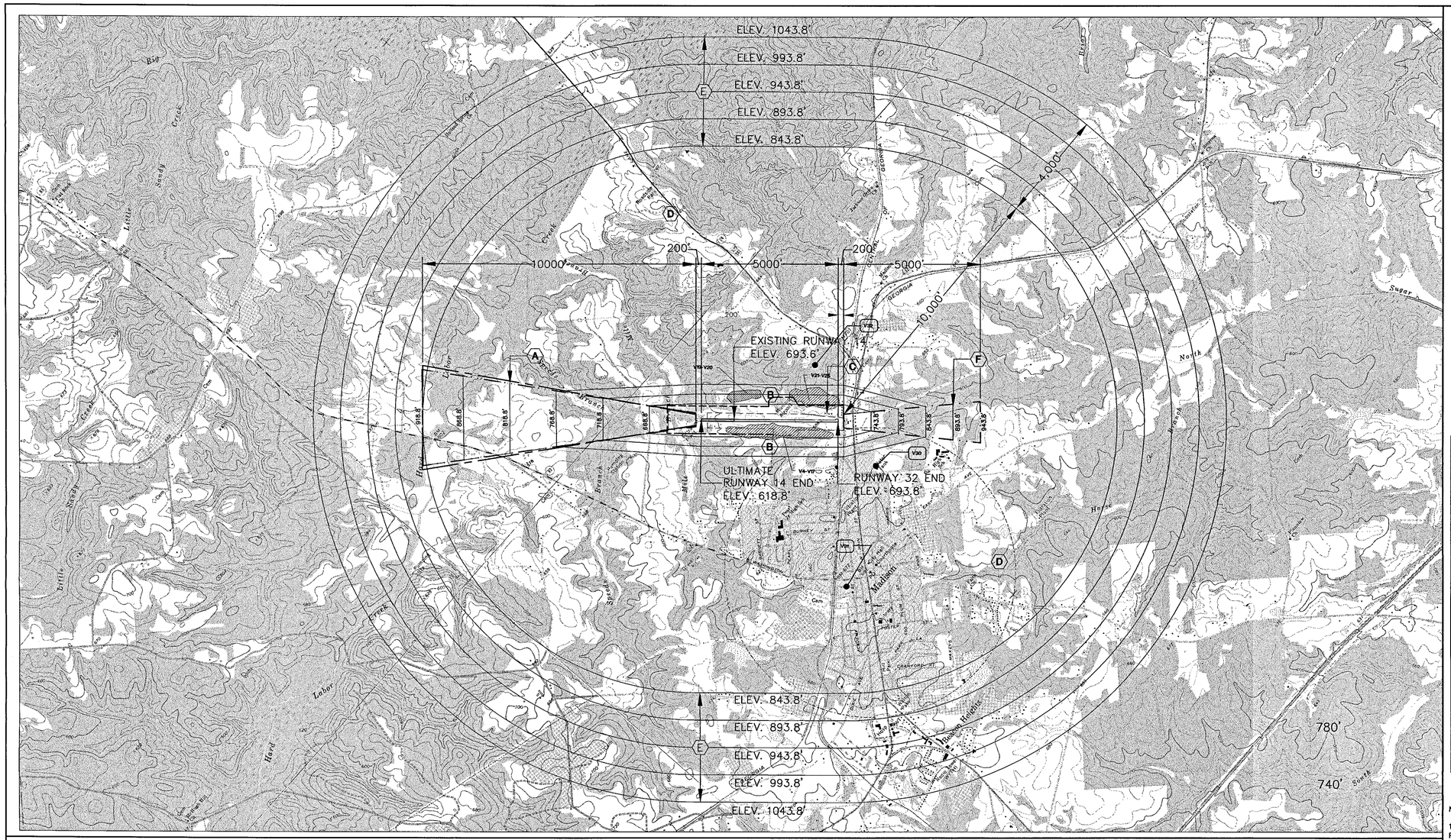

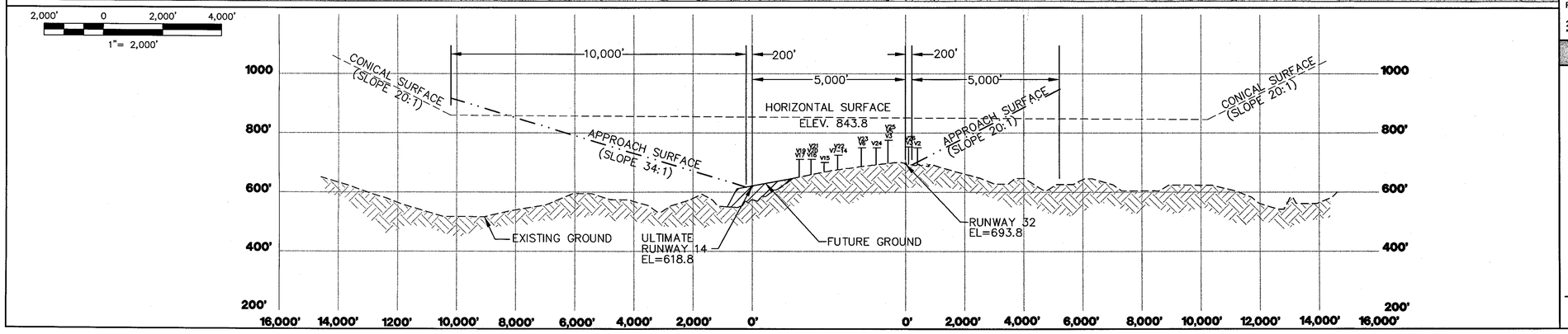

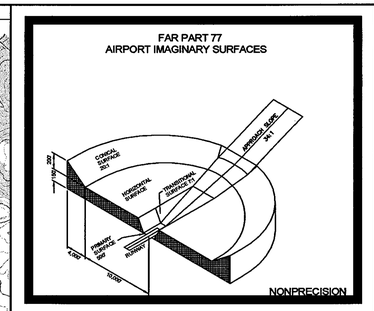

NOTES:
1. ALL ELVATIONS ARE MSL.
2. ESTABLISHED AIRPORT ELEVATION IS 693.8'.

MAGNETIC DECLINATION
4.75'W – 2005
ANNUAL RATE OF CHANGE 4.66'W
SOURCE: 2005 WMM MODEL

VIOLATIONS TO FAR PART 77 SURFACES

PROPOSED PART 77	DESCRIPTION	ELEVATION	VIOLATION	PROPOSED DISPOSITION
* V1	TREES	755.3	30.7	REMOVE
V2	TREES	749.9	45.3	REMOVE
V3	TREES	738.6	12.2	REMOVE
V4	BUILDING	716.2	0.05	LIGHT
V5	BUILDING	778.2	26.8	LIGHT
V6	TREES	746.9	35.5	REMOVE
V7	BUILDING	687.6	3.3	LIGHT
V8	BUILDING	648.6	0.03	LIGHT
V9	TREES	695.1	3.0	REMOVE
V10	BUILDING	686.2	1.9	LIGHT
V11	UTILITY POLE	719.6	36.0	LIGHT
V12	BUILDING	686.1	6.8	LIGHT
V13	BUILDING	696.1	16.8	LIGHT
V14	UTILITY POLE	685.4	11.8	LIGHT
V15	TREES	685.4	25.4	REMOVE
V16	TREES	667.0	12.7	REMOVE
V17	TREES	678.1	26.0	REMOVE
* V18	TREES	663.9	31.2	REMOVE
V19	TREES	715.0	73.8	REMOVE
V20	TREES	717.8	55.7	REMOVE
V21	UTILITY POLE	698.2	55.7	LIGHT
V22	TREES	726.3	14.4	REMOVE
V23	TREES	702.3	27.3	REMOVE
V24	TREES	753.1	31.7	REMOVE
V25	TREES	744.7	36.1	REMOVE
V26	TREES	754.8	52.0	REMOVE
* V27	TREES	756.0	53.4	REMOVE
* V28	UTILITY POLE	717.3	9.5	LIGHT
* V29	UTILITY POLE	718.6	9.5	LIGHT
V30	UTILITY POLE	885.0	11.2	LIGHT
V31	TOWER	844.0	0.2	LIGHT
V32	TANK	850.0	6.2	LIGHT
* V33	BUILDING	710.5	2.9	LIGHT
* V34	ROAD	696.0	2.4	LIGHT
* V35	RAILROAD	696.0	0.4	LIGHT

* REFER TO INNER PORTION OF THE APPROACH SURFACE DRAWING FOR VIOLATIONS TO THE APPROACH SURFACE

NOTES:

1) ZONING ORDINANCES ARE IN PLACE WITHIN THE COUNTY LIMITS PER, "MORGAN COUNTY, GEORGIA ZONING ORDINANCE."

2) ZONING ORDINANCES ARE IN PLACE WITHIN THE CITY LIMITS PER, "OFFICIAL ZONING ORDINANCE OF THE CITY OF MADISON, GEORGIA."

LEGEND

- (A) — APPROACH SURFACE (34:1 SLOPE)
- (B) — TRANSITIONAL SURFACE (7:1 SLOPE)
- (C) — PRIMARY SURFACE
- (D) — HORIZONTAL SURFACE (150' ABOVE ESTABLISHED AIRPORT ELEVATION)
- (E) — CONICAL SURFACE (20:1 SLOPE)
- (F) — APPROACH SURFACE (20:1 SLOPE)
- — EXISTING AIRPORT PROPERTY LINE
- — FUTURE AIRPORT PROPERTY LINE

DR.	CHK.	DATE	DESCRIPTION
JTF	JWC	04-28-08	ORIGINAL ISSUE

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 REVIEW TAKES APPROXIMATELY 60 DAYS.

MADISON MUNICIPAL AIRPORT
MADISON, GEORGIA
FAR PART 77
AIRSPACE DRAWING

JORDAN JONES & GOULDING
BWSC BARGE WAGGONER SUMNER & CANNON, INC.
ENGINEERS PLANNERS AND SURVEYORS

FILE NO. 3245000

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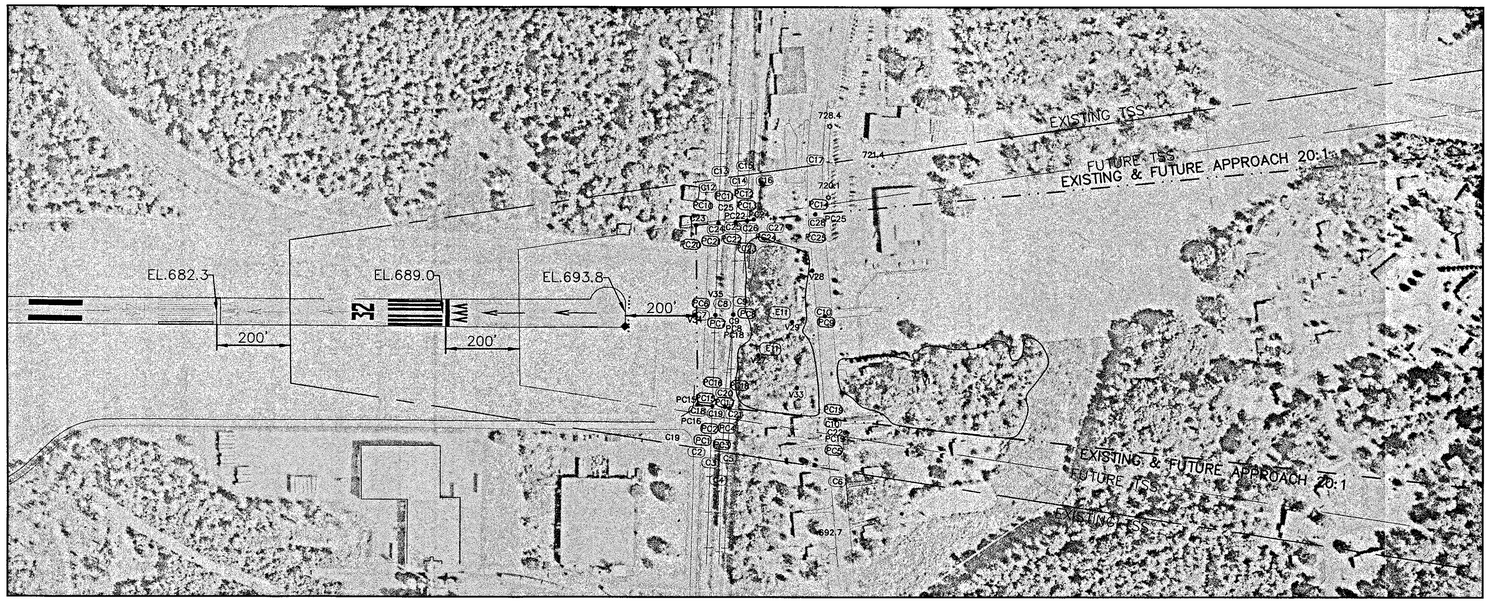

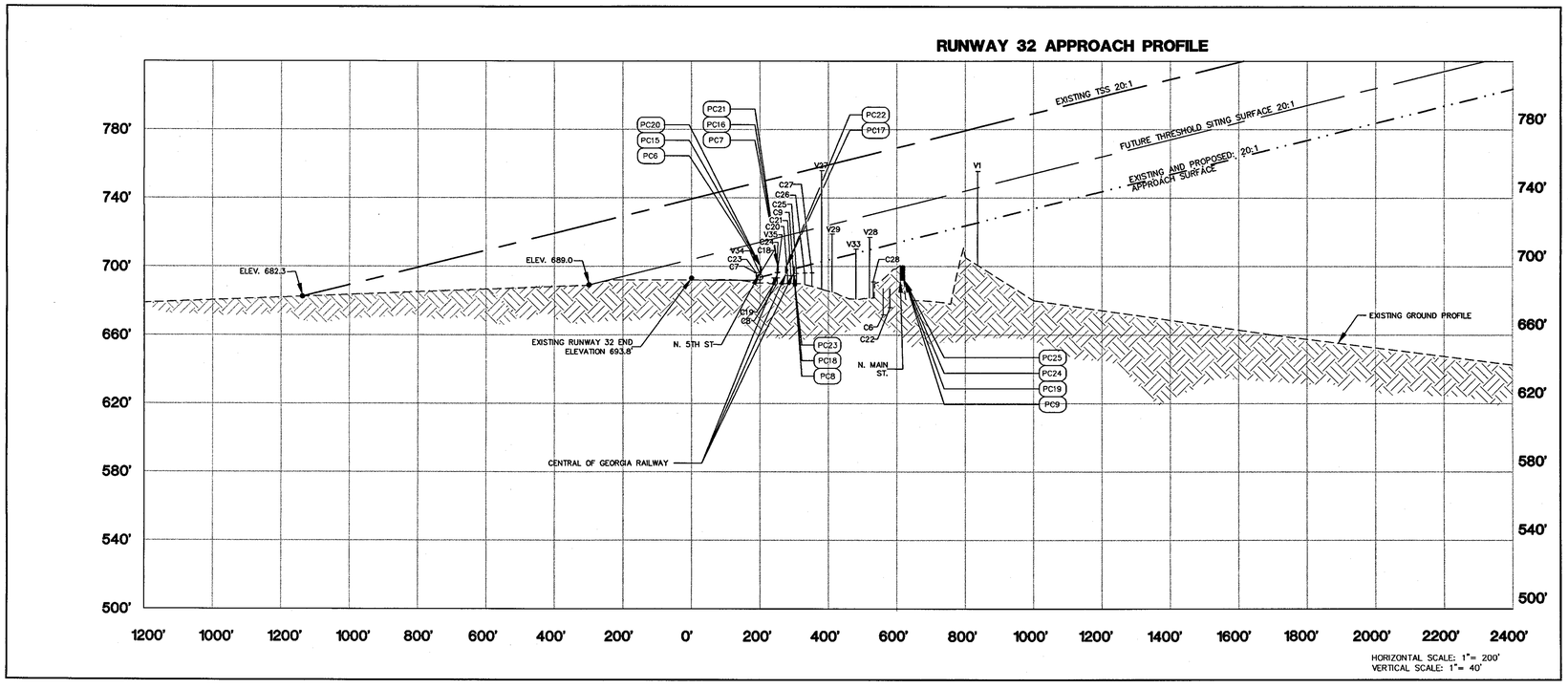

VIOLATIONS TO FAR PART 77 SURFACES

PROPOSED PART 77	DESCRIPTION	ELEVATION	VIOLATION	PROPOSED DISPOSITION
V1	TREES	755.3	30.7	REMOVE
V27	TREES	756.0	53.4	REMOVE
V28	UTILITY POLE	717.3	9.5	LIGHT
V29	UTILITY POLE	718.6	9.5	LIGHT
V33	BUILDING	710.5	2.9	LIGHT
V34	ROAD	696.0	2.4	LIGHT
V35	RAILROAD	696.0	0.4	LIGHT

EXISTING TRAVERSE WAY CLEARANCES

NO.	OBJECT	ELEVATION	FAR PART 77 CLEARANCE	THRESHOLD SITING SURFACE
C6	PUBLIC ROAD	672.0'	1.6'	85.8'
C7	PUBLIC ROAD	692.0'	3.6'	46.8'
C8	RAILROAD	692.0'	6.1'	48.8'
C9	RAILROAD	692.0'	27.1'	51.3'
C18	PUBLIC ROAD	696.0'	5.6'	N/A
C19	RAILROAD	688.0'	7.1'	N/A
C20	RAILROAD	692.0'	5.1'	N/A
C21	RAILROAD	692.0'	5.6'	N/A
C22	PUBLIC ROAD	676.0'	36.1'	N/A
C23	PUBLIC ROAD	696.0'	−1.4'	N/A
C24	RAILROAD	696.0'	0.1'	N/A
C25	RAILROAD	696.0'	2.6'	N/A
C26	RAILROAD	696.0'	4.1'	N/A
C27	PUBLIC ROAD	696.0'	5.1'	N/A
C28	PUBLIC ROAD	693.0'	17.1'	N/A

PROPOSED TRAVERSE WAY CLEARANCES

NO.	OBJECT	ELEVATION	FAR PART 77 CLEARANCE	THRESHOLD SITING SURFACE
PC6	PUBLIC ROAD	693.0'	.06'	24.0'
PC7	RAILROAD	692.0'	5.1'	27.0'
PC8	RAILROAD	692.0'	6.6'	29.5'
PC9	PUBLIC ROAD	683.0'	27.1'	51.8'
PC15	PUBLIC ROAD	688.0'	5.6'	N/A
PC16	RAILROAD	688.0'	7.6'	N/A
PC17	RAILROAD	690.0'	7.1'	N/A
PC18	RAILROAD	692.0'	6.1'	N/A
PC19	PUBLIC ROAD	676.0'	37.1'	N/A
PC20	PUBLIC ROAD	696.0'	−2.4'	N/A
PC21	RAILROAD	.0'	−0.4'	N/A
PC22	RAILROAD	696.0'	2.1'	N/A
PC23	RAILROAD	696.0'	3.6'	N/A
PC24	PUBLIC ROAD	696.0'	4.6'	N/A
PC25	PUBLIC ROAD	691.0'	18.6'	N/A

MAGNETIC DECLINATION
4.75°W – 2005
ANNUAL RATE OF CHANGE 4.66'W
SOURCE: 2005 WMM MODEL

200' 0 200' 400'
1"= 200'

DR.	CHK.	DATE	DESCRIPTION
JTF	JWC	04-28-08	ORIGINAL ISSUE

CONSTRUCTION NOTICE REQUIREMENT

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MADISON MUNICIPAL AIRPORT
MADISON, GEORGIA
INNER PORTION OF APPRIACH SURFACE DRAWING RUNWAY 32

JORDAN JONES & GOULDING

BWSC BARGE WAGGONER SUMNER & CANNON, INC. ENGINEERS PLANNERS AND SURVEYORS

FILE NO. 3245000

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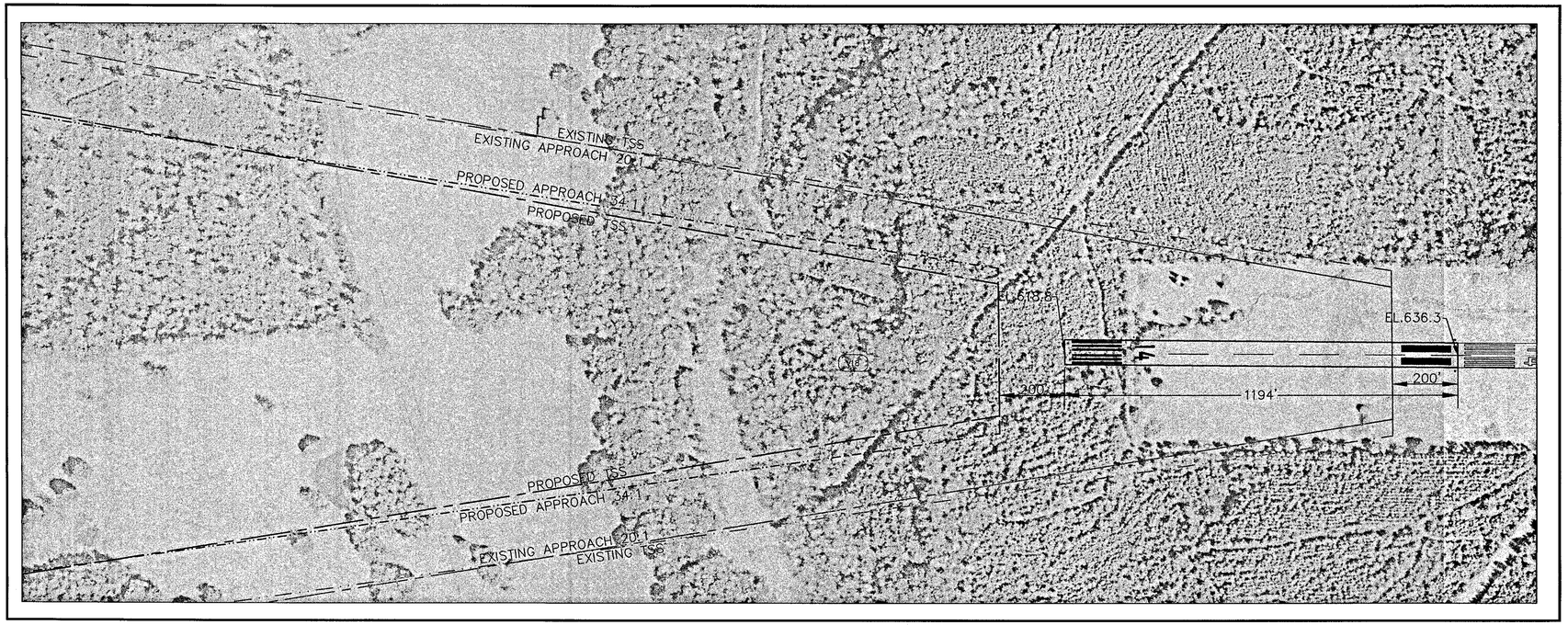
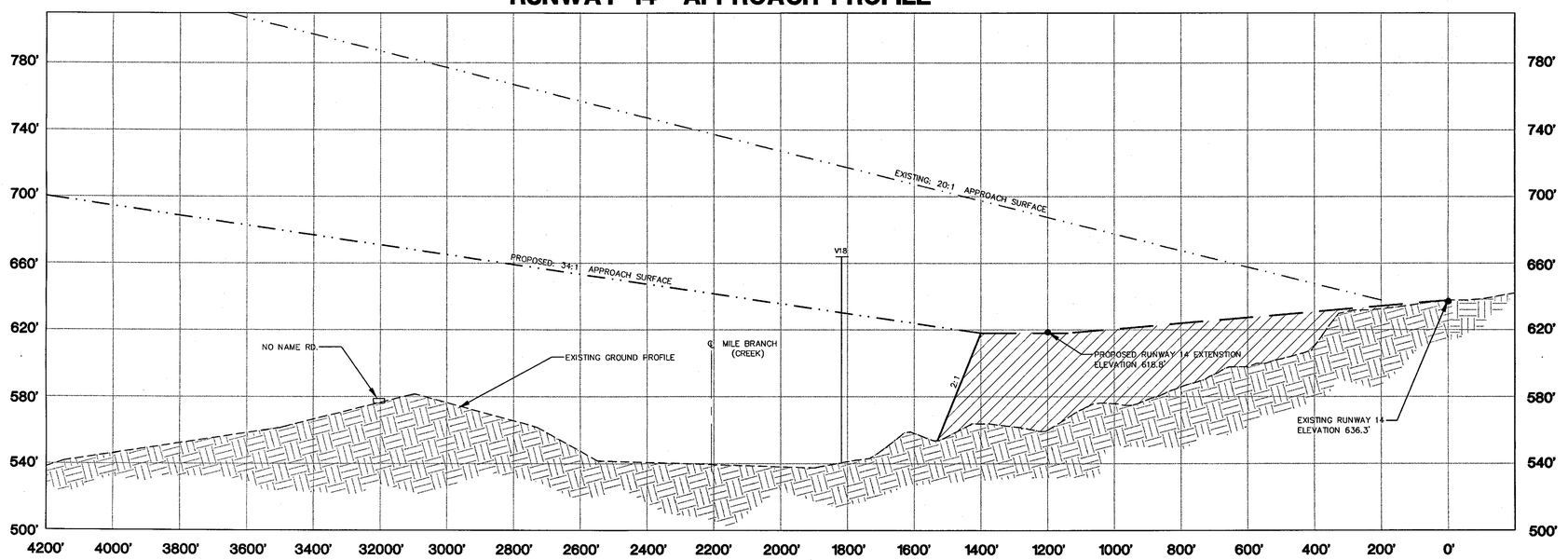
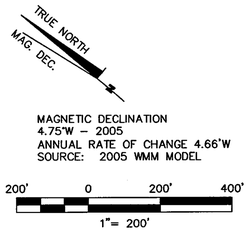


RUNWAY 14 APPROACH PROFILE



HORIZONTAL SCALE: 1"= 200'
VERTICAL SCALE: 1"= 40'

VIOLATIONS TO FAR PART 77 SURFACES				
PROPOSED PART 77	DESCRIPTION	ELEVATION	VIOLATION	PROPOSED DISPOSITION
• V18	TREES	663.9	31.2	REMOVE



MAGNETIC DECLINATION
4.75°W – 2005
ANNUAL RATE OF CHANGE 4.66'W
SOURCE: 2005 WMM MODEL

DR.	CHK.	DATE	DESCRIPTION

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MADISON MUNICIPAL AIRPORT
MADISON, GEORGIA
INNER PORTION OF APPROACH SURFACE DRAWING RUNWAY 14

JORDAN JONES & GOULDING

BWSC BARGE WAGGONER SUMNER & CANNON, INC.
ENGINEERS PLANNERS AND SURVEYORS

FILE NO. 3245000

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DR.	CHK.	DATE	DESCRIPTION

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MADISON MUNICIPAL AIRPORT
MADISON, GEORGIA
EXISTING LAND USE MAP

JORDAN JONES & GOULDING

BWSC BARGE WAGGONER SUMNER & CANNON, INC.

ENGINEERS PLANNERS AND SURVEYORS

NOTES

1. ZONING ORDINANCES ARE IN PLACE WITHIN THE COUNTY LIMITS PER, "MORGAN COUNTY, GEORGIA ZONING ORDINANCE."
2. ZONING ORDINANCES ARE IN PLACE WITHIN THE CITY LIMITS PER, "OFFICIAL ZONING ORDINANCE OF THE CITY OF MADISON, GEORGIA."
3. NOISE CONTOURS ARE BASED ON THE 2026 OPERATIONS FORECAST.

TRUE NORTH
MAG. DEC.

MAGNETIC DECLINATION
4.75°W – 2005
ANNUAL RATE OF CHANGE 4.66'W
SOURCE: 2005 WMM MODEL

SOURCE: MORGAN CONUTY COMPREHENSION PLAN

400' 0 400' 800' 1200'

1" =400'

LEGEND

PROPOSED PROPERTY LINE - - - - - - - - - - - -

EXISTING PROPERTY LINE _ _ _ _ _ _ _ _ _ _ _ _

FILE NO. 3245000

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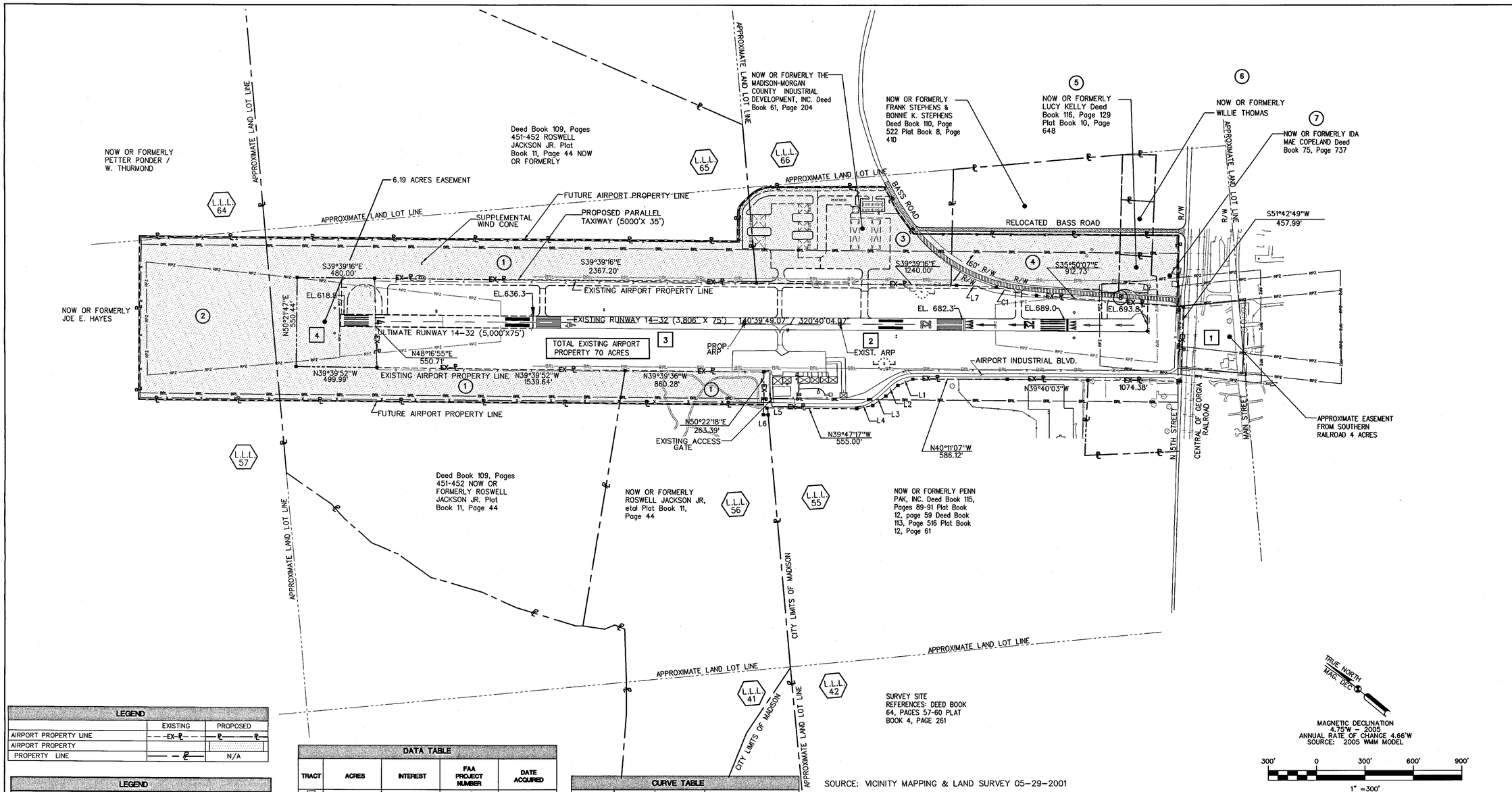

SOURCE: VICINITY MAPPING & LAND SURVEY 05-29-2001

LEGEND

	EXISTING	PROPOSED
AIRPORT PROPERTY LINE	EX-P	P
AIRPORT PROPERTY		
PROPERTY LINE	P	N/A

LEGEND

	EXISTING	PROPOSED
GRADE CONTOURS	650	NOT SHOWN
LAND LOT LINE LINE		
EASEMENT		N/A
BUILDING RESTRICTION LINE (BRL)	BRL	BRL
FENCE LINE	x	x
REIL	N/A	
PAPI	8	8
BUILDING		
PAVEMENT		
PAVEMENT REMOVAL	N/A	
PAVEMENT MARKINGS		
AIRPORT REFERENCE POINT (ARP)		
AIRPORT MONUMENTS		NOT SHOWN
BEACON		NOT SHOWN
THRESHOLD SITING SURFACE		
RPZ	RPZ	RPZ
POND	POND	NOT SHOWN
HOLD LINES		
RAILROAD		N/A

DATA TABLE

TRACT	ACRES	INTEREST	FAA PROJECT NUMBER	DATE ACQUIRED
1	4	EASEMENT	N/A	UNAVAILABLE
2	40	FEE SIMPLE	N/A	JUNE 24, 1965
3	30	FEE SIMPLE	N/A	JUNE 21, 1965
4	6.19	EASEMENT	N/A	UNAVAILABLE

CURVE TABLE

CURVE	LENGTH	RADIUS	CHORD
C1	254.35'	1028.00'	S28°44'50'E – 253.70'

PROPERTY ACQUISTION TABLE

REFERENCE NUMBER	TAX PARCEL NUMBER	PREVIOUS OWNER	ACERAGE	PURPOSE (EX. RPZ DEV.,OBS)
1		ROSWELL JACKSON JR.	34.14	RUNWAY EXTENSION
2		JOE E. HAYES	19.18	RUNWAY EXTENSION
3		THE MADISON–MORGAN COUNTY INDUSTRIAL DEVELOPMENT, INC.	14.44	NEW HANGARS / AIRPORT EXPANSION
4		FRANK STEPHENS & BONNIE K. STEPHENS	7.31	OBSTRUCTION REMOVAL
5		LUCY KELLY	1.17	OBSTRUCTION REMOVAL
6		WILLIE THOMAS	0.59	OBSTRUCTION REMOVAL
7		IDA MAE COPELAND	1.32	OBSTRUCTION REMOVAL
8		MORGAN COUNTY	2.35	OBSTRUCTION REMOVAL
		TOTAL AREA AQUIRED	80.5	

LINE TABLE

LINE	LENGTH	BEARING
L1	99.98'	N63°22'36"W
L2	100.00'	N81°54'17"W
L3	100.00'	N75°33'17"W
L4	100.00'	N52°27'17"W
L5	44.30'	S43°59'37"W
L6	29.45'	N35°36'51"W
L7	247.68'	S37°26'16"E

NOTES

1. BASS ROAD (PR 7753) 60' R/W – DEED BOOK 199, PAGES 431–435. ALIGNMENT OF BASS ROAD DOES NOT MATCH THE PLANS. THE R/W WAS SET–UP FORM THE CENTERLINE OF THE EXISITING PAVEMENTS, 30'
2. POINT OF BEGINNING NAIL FOUND IN ASPHALT GEORGIA STATE PLANE COORDINATES – WEST ZONE NAD83(94) NORTH = 1,312,840.990 EAST = 2,512,671.063
3. △ NATIONAL GEODETIC SURVEY CONTROL POINTS & SITE CONTROL POINTS COMBINED FACTOR USED: .999920688 NORTH TRANSLATION 1,000,000 EAST TRANSLATION 2,000,000
4. △ MADPORT (PID) DF2770 NORTH = 1,314,880.858 (FEET) EAST = 2,511,355.348 (FEET) ELEVA TION 665.4
5. ○ MADPORTAZ (PID) DF2773 NORTH = 1,313,172.475 (FEET) EAST = 2,512,780.916 (FEET) ELEVATION 692.0
6. ○ END RUNWAY NORTH 1/2 " REBAR W/1" RED CAP NORTH = 1,316,123.051 (FEET) EAST = 2,510,375.004 (FEET)
7. END RUNWAY SOUTH 1/2 " REBAR W/1" RED CAP NORTH = 1,313,193.163 (FEET) EAST = 2,512,806.848 (FEET)

DR.	CHK.	DATE	DESCRIPTION

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MADISON MUNICIPAL AIRPORT
MADISON, GEORGIA
AIRPORT PROPERTY MAP

JORDAN JONES & GOULDING

BWSC BARGE WASCHER SUTTER & CANNON, INC. ENGINEERS PLANNERS AND SURVEYORS

8 OF 8

FILE NO. 3245000