

Chapter 6 – Airport Layout Plan

The ALP represents a group of drawings that serve as the primary tool to guide growth at the airport throughout the 20-year planning period and beyond. The ALP set was reduced from its full-size of 22" x 34" to be incorporated in this chapter for easy reference. The drawings in this ALP set include:

- Title Sheet,
- Airport Data Sheet,
- Existing Conditions Drawing,
- Airport Layout Drawing,
- Basing Area Plan North,
- Basing Area Plan Clairmont Ramp/North Central,
- Basing Area Plan Central,
- Basing Area Plan Southwest,
- Basing Area Plan East 1,
- Basing Area Plan East 2,
- Airport Airspace Drawings (3 Sheets),
- Inner Portion of Approach Surface Drawings (6 Sheets),
- Runway Departure Surface Drawing (3 Sheets)
- Off Airport Land Use Drawing,
- Exhibit "A" Airport Property Inventory Map, A
- Obstruction Tables (35 Sheets).

6.1 Title Sheet

This sheet serves as the ALP Drawing Set cover sheet and provides information to include the official airport name, airport owner, associated city and state and the party responsible for preparing the ALP set. An index of drawings, graphic representations of the airport location and the airport vicinity are also presented on the title sheet. Approval blocks are provided for the Airport Sponsor and GDOT. Reference **Drawing 1** in the ALP Drawing Set which follows this chapter.

6.2 Airport Data Sheet

The Airport Data Table provides basic airport data and key planning criteria for initial and ultimate timeframes. This table includes airport elevation, airport reference point, airport reference code, NAVAIDS, design aircraft and taxiway lighting. The table provides the mean maximum temperature of the hottest year for the airport site, which is utilized in runway length analysis. The table also includes designated roles within the state and federal aviation systems.

The Runway Data Table provides details related to the initial and ultimate runway and associated facilities. The table includes runway length/width, wind coverages, runway design code, critical aircraft, true bearing, effective gradient, runway lighting, pavement strength, and surface composition. The table also provides FAA design criteria for each runway based upon planned instrument approaches and weather minimums, including approach slopes, runway design code, approach reference code, departure and reference code. The table provides dimensions of safety elements, including RSA, OFA, OFZ, and RPZ.



The Declared Distance Table provides information pertaining to specific lengths of runway that are published for aircraft operations, specifically when taking off or landing.

Two wind roses are presented to demonstrate crosswind coverages of each runway end in All-Weather and IFR conditions. Ten years of weather data is collected from a weather station located at PDK for period of 2008-2017.

A reduced scale version of the Airport Layout Drawing is provided at the end of this chapter (reference **Drawing 2**).

6.3 Existing Conditions

The Existing Conditions Drawing is a graphical representation, to scale, of the current conditions of existing airport facilities at DeKalb Peachtree Airport. This drawing is similar to the Airport Layout Drawing however it does not depict proposed improvements. The intent of this drawing is to provide a less cluttered depiction of existing facilities than that of the ALP.

6.4 Airport Layout Drawing

The Airport Layout Plan Drawing (ALP) depicts all existing and planned future airport facility developments as proposed within the 20-year Airport Master Plan. To facilitate the review of planned facility improvements, separate ALPs depict existing/future and ultimate conditions respectively. Only the Future ALP is accepted, conditionally approved and retained on-file by the GDOT for future (i.e. FAA) funding authorization and/or participation. The ALP provides informational and dimensional data to demonstrate conformance with current and applicable FAA airport design standards as prescribed in FAA AC 150/5300-13A, *Airport Design*. Denoted or depicted ALP information includes, but is not limited to: runways, taxiways, airfield lighting, visual and electronic navigational aids, terminal facilities, hangars, other non-aviation or support buildings, aircraft parking areas, automobile and truck parking, and airport access elements, as well as general, aerial photogrammetric mapping and geodetic survey source notes.

A reduced scale version of the Airport Layout Drawing is provided at the end of this chapter (reference **Drawing 4**).

6.5 Basing Area Plans (North, Clairmont/North Central, Central,

Southwest, Eastside)

The basing area plans also known as terminal area plans provide greater details of the existing and proposed basing areas at a scale of 1"=100'. Due to the location of facilities, the basing area plan is separated into "North," "Clairmont/North Central", "Central", "Southwest," and "Eastside" drawings. The Northside Terminal Area Plan depicts the proposed t-hangar basing area, one of the three FBO's located at the airport, adjacent corporate hangars and helicopter basing area. Clairmont/North Central Terminal Area Plan depicts the proposed main airport terminal area, existing and proposed county t-hangars, additional FBO facilities, proposed new Administration Building and proposed tie-down area. The Southwest and Eastside Terminal Area Plan depicts the basing area for future aeronautical development. Elevations are based upon typical building heights for the size of hangars shown. Refer to **Drawings 5, 6, 7, 8, 9** and **10** in the ALP Drawing Set provided at the end of this chapter.



6.6 Airport Airspace Drawings

These three sheets incorporate a graphic representation of the imaginary surfaces surrounding the airport as described within 14 CFR Part 77, Safe, Efficient Use, and Preservation of Navigable Airspace. The imaginary surfaces are established in relation to the airport elevation, the runway ends, runway end elevations, and define those areas where the height of objects should be regulated for the safe operation of aircraft. Imaginary surfaces include the following: Approach Surface, Transitional Surface, Horizontal Surface and Conical Surface. The size of each imaginary surface is based on the runway category and type of existing, or planned approach, whichever is the most demanding. Elevations of the Part 77 surfaces described in the drawing are based upon an airport elevation of 998.4 ft AMSL.

Obstruction data for these drawings were taken from the FAA Digital Obstacle File (DOF) and the FAA OE/AAA database. In some cases, obstruction data were verified using aerial survey obtained during the creation of the ALP; however, the majority of obstructions are from the FAA databases. Each obstruction is identified in the Obstruction Data Table. The table also includes the following: location (lat/long), type, city, height AGL, height AMSL, existing obstruction lighting, markings, FAA Aeronautical Study Number, amount of penetration, source of data and proposed action. Several obstructions noted in the table will need to be evaluated by the FAA to determine if the obstruction requires lighting, marking, lowering or removal. Refer to **Drawings 11, 12,** and **13** in the ALP Drawing Set provided at the end of this chapter.

6.7 Inner Portion of the Approach Drawings

The Inner Portion of the Approach Drawings depict natural and man-made features in the vicinity of and along the inner approach path to each runway end. The large-scale plan and profile views facilitate the identification of potential obstructions that lie within areas that should be free of objects that may preclude safe aircraft operations. The purpose of the drawing is also to identify land where acquisition or easements may be required. Obstructions identified in these drawings were obtained from an aeronautical survey that was captured on May 26, 2019 and the field survey was conducted from June 10, 2019 to June 14, 2019. In the future, additional field surveys at regularly scheduled intervals should be conducted to ensure clear approaches.

Each drawing identifies the boundaries of 14 CFR Part 77 Approach Surfaces, Threshold Siting Surfaces (as defined in Table 3-4 of FAA AC 150/5300-13) and the associated slopes related to each surface. The dimensions of these surfaces are dependent upon the type of instrument approaches planned to each runway end and the visibility minimums planned for that approach.

The Obstruction Data Tables identify each obstruction by number, type of obstruction, top elevation of the object, amount of penetration and proposed action. In the plan view, obstructions are identified using symbols representing the type of surface that is penetrated (Part 77 or Threshold Siting). Trees that will likely grow into the surfaces in the future are also identified. While all existing and future obstructions should be removed if possible, Threshold Siting penetrations are critical because not removing these penetrations may result in a displaced landing threshold. In the future, additional field surveys should be performed at regularly scheduled intervals to ensure clear approach and departure surfaces.

The drawings also provide the boundaries of the initial and ultimate runway protections zones. The dimensions of the RPZs are based upon the lowest visibility minimums of the planned instrument approaches and the approach category of the critical aircraft. The RPZ function is to enhance the



protection of people and property on the ground. Where practical, airport owners should own the property under the runway approach and departure areas to at least the limits of the RPZ. It is desirable to clear the entire RPZ of all above ground objects. Where this is impractical, airport owners, at a minimum, should maintain the RPZ clear of all facilities supporting incompatible land activities. See FAA Memorandum, *Interim Guidance on Land Uses Within a Runway Protection Zone*, dated 9/27/2012, for guidance on incompatible activities.

Separate drawings are provided for each runway end. Refer to Drawings **14**, **15**, **16**, **17**, **18** and **19** in the ALP Drawing Set provided at the end of this chapter.

6.8 Departure Surface Drawing

The Runway Departure Surface Drawings consists of large-scale plan views of departure surfaces for all runway ends at PDK. The Departure Surface Drawing depicts the ground contours along the extended runway centerline plus any significant natural or non-natural objects located along the extended runway centerline and also provides a top elevation for those objects. Commonly shown objects include buildings, roads, ditches, and trees. Surface penetration and disposition information is included in the associated obstruction data tables.

Separate drawings are provided for each runway end. Refer to Drawings **20**, 2**1** and **22** in the ALP Drawing Set provided at the end of this chapter.

6.9 Land Use Drawing

The land use drawing depicts existing land uses for off-airport property in the vicinity of the airport and proposed land uses within the airport property. The purpose of this plan is to provide land use compatibility guidance for municipalities within the vicinity of the airport in order to ensure compatibility with projected airport operations. Where conflicts are apparent and an incompatibility exists, mitigation measures are recommended.

The drawing includes airport noise contours produced in a separate noise study in 2016. The noise contours are expressed Day-Night Average Sound Level (DNL) metric. DNL is a 24-hour logarithmic average sound level expressed in decibels on the A-weighted scale, a scale which simulates human sound perception. An annual average of DNL is used by the FAA to describe airport noise exposures. Nighttime operations, those occurring between the hours of 10:00 p.m. and 7:00 a.m., are attributed a 10-decibel penalty (twice as loud) within the DNL calculation. The cumulative noise exposure levels at all reference points are then used to plot noise exposure contours for selected DNL values and superimposed onto a base map.

The FAA provides guidelines for evaluating various land uses inside aircraft noise exposure areas. These guidelines are reproduced here in **Table 6-1**. Land use compatibility of various activities is keyed to DNL values. The guidelines reflect the statistical variability of the responses of large groups of people to noise. Therefore, any particular noise level might not accurately assess one individual's perception of an actual noise environment. As **Table 6-1** describes, all land uses are considered compatible with noise levels of less than 65 DNL. Residential, mobile home, and transient lodging uses are discouraged from 65 DNL and higher. Other noise sensitive uses such as hospitals, nursing homes, and churches are also discouraged in 65 DNL or greater. In certain cases, these uses may be permitted if the habitable structure is designed with, or contains, adequate measures to achieve reduction of outdoor noise levels



(soundproofing). Land uses that are less sensitive to noise levels, such as commercial use, are considered compatible with noise levels of 70 DNL without soundproofing and up to 80 DNL with soundproofing.

Reference **Drawing 23** of the ALP Drawing Set provided at the end of this chapter.



Land Lico	Yearly day-r	night ave	erage sou	und leve	l (DNL) i	n decibels
	Below 65	65-70	70-75	75-80	80-85	Over 85
Resi	DENTIAL					
Residential, other than mobile homes and transient lodgings	Y	N1	N1	N	N	N
Mobile home parks	Y	N	N	N	N	Ν
Transient lodgings	Y	N ¹	N ¹	N ¹	N	Ν
Рив	LIC USE					
Schools	Y	N ¹	N ¹	N	N	Ν
Hospitals and nursing homes	Y	25	30	N	N	Ν
Churches, auditoriums, and concert halls	Y	25	30	N	N	Ν
Governmental services	Y	Y	25	30	N	N
Transportation	Y	Y	Y ²	Y ³	Y ⁴	Ν
Parking	Y	Y	Y ²	Y ³	Y ⁴	N
COMMERCIAL USE						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail—building materials, hardware and farm equipment	Y	Y	Y ²	Y ³	Y ⁴	Ν
Retail trade—general	Y	Y	25	30	N	Ν
Utilities	Y	Y	Y ²	Y ³	Y4	Ν
Communication	Y	Y	25	30	N	Ν
MANUFACTURING	G AND PRODUCT	ION				

Table 6-1: FAA Land Use Compatibility Guidelines

DeKalb Peachtree Airport Airport Master Plan Update



Manufacturing, general	Y	Y	Y ²	Y ³	Y ⁴	Ν
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y ⁶	Y ⁷	Y ⁸	Y ⁸	Y ⁸
Livestock farming and breeding	Y	Y ⁶	Y ⁷	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
Recre	ATIONAL					
Outdoor sports arenas and spectator sports	Y	Υ ⁵	Υ ⁵	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	Ν
Amusements, parks, resorts and camps	Y	Y	Y	N	N	Ν
Golf courses, riding stables and water recreation	Y	Y	25	30	N	Ν

Legend:

Y (Yes) – Land use and related structures compatible without restrictions

N (No) – Land use and related structures are not compatible and should be prohibited

NLR – Noise Level Reduction (outdoor to indorr) to be achieved through incorpation of noise attenuation into the design and construction of the structure.

25, 30, 35 – Land use and related structures generally compatible; measures to achieve NLR of 25, 30, 35 db must be incorporated into design and construction of structure.

Notes:

- 1. When the community determines that residential or school uses must be allowed, measures to achieve an outdoor to indoor NLR of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide a NLR of 20 dB, thus, the reduction requirements are often stated as 5,10 or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. The use of NLR criteria will not, however, eliminate outdoor noise problems.
- 2. Measures to achieve NLR of 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise-sensitive areas, or where the normal noise level is low
- 3. Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise-sensitive areas, or where the normal noise level is low.
- 4. Measures to achieve NLR of 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise-sensitive areas, or where the normal noise level is low.
- 5. Land use is compatible provided special sound reinforcement systems are installed.
- 6. Residential buildings require an NLR of 25 dB.
- 7. Residential buildings require an NLR of 30 dB.
- 8. Residential buildings are not permitted

Source: 14 CFR Part 150



6.10 Exhibit "A" Property Inventory Map

Often referred to as "Exhibit A," the airport property map documents the current and future airport boundary in a graphical and tabular form. It serves as a record of property transactions for grant evaluation purposes and to analyze future aeronautical use of land acquired with federal funds.

The drawing depicts the planned initial and ultimate boundary lines overlaid onto current and future airport facilities. Data tables provide a parcel numbering system, grantor, proposed property interest (fee simple, easement), type of conveyance, date of acquisition and purpose of acquisition. The tables also provide the deedbook and page that the transaction is recording at the courthouse and FAA grant number (if applicable). Any existing or future easements encumbered on the property should be recorded on this drawing. As land is acquired, the drawing should be updated frequently. An up-to-date Exhibit A is normally required to be attached to future FAA grant agreements. Reference **Drawing 24** of the drawing set provided at the end of this chapter.





Figure 6-1: Tile Sheet

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Michael Baker



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Figure 6-2: Airport Data Sheet

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DI INANA Y WATTLE		150	1507	150	157	102	102	107	107	152	150	1507	157
RUNNAY DESIGN CODE (RDC)		B-108	8450	Bilde	8-150	DB	DHE	Dill	Dill	8-100	8459	8-ide	8-150
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REVEMENT MATERIAL TYPE		ASPHALT	ASPHALT	ASPHALT	ASPHALT	CONCRETE	CONCRETE	CONORETE	CONCRETE	ASPHALT	ASPHALT	ASPHALT	ASPHALT
	SINGLE WHEEL GEAR (LRS)	20,000	20,000	20,000	20,000	45,000	45,000	40,000	40.000	20,000	20,000	20,000	20,000
PRVEMENT STRENGTH	DOUBLE WHEEL GEAR (LRS)	N/A	NA	NA	NA	75,000	25,000	75,000	75,000	NUM	NA	NA	NA
	DOUBLE TANDEM (LBS)	N/A	NR	NA	N/A	NA	N/A	NA	NUR.	NIR	NO.	NA	NO.
REVEMENT CLASSIFICATION NUMBER (PON)													
SURFACE TREATMENT		NONE	NONE	NONE	NONE	GROOVED	SAME	GROOVED	SAME	NONE	NONE	NONE	NONE
EFFECTIVE RUNNAY GRADIENT		-0.30%	SAME	0.30%	SAME	-0.21%	SAME	0.21%	SAME	-0.10%	SAME	0.10%	SAME
RUNWAT WIND COVERAGE													
ALL WEATHER													
10.5KT910MPH		84.12%	SAME	19.24%	SAME	64.12%	SAME	0824%	SAME	82.10%	SAME	90.02%	SAME
10KTS/15MPH		05.51%	SAME	91,00%	SAME	05.51%	SAME	91,00%	SAME	82.98%	SAME	91.40%	SAME
10KTS/10MPH		89.02%	SAME	80.02%	SAME	09 C276	SAME	93(2)%	SAME	83.00%	SAME	92.40%	SAME
VFR													
10.5KT9/12MPH		63.31%	SAME	00.00%	SAME	83.37%	SAME	00.00%	SAME	00.51%	SAME	90.22%	SAME
13075/15494		05.98%	SAME	90,00%	SAME	65.98%	SAME	90,80%	SAME	01.42%	SAME	9171%	SAME
19KTS/10MPH		66.78%	SAME	82.82%	SAME	66.79%	SAME	92:92%	SAME	82.28%	SAME	92,75%	SAME
FR													
10.5KT9/12MPH		67.01%	SAME	81,50%	SAME	67.01%	SAME	91,50%	SAME	80.01%	SAME	09.00%	SAME
1000 SHOWEN		68.62%	SAME	90.62%	GAME	00.02%	SAME	80.62%	GAME	90.00%	SAME	10.00%	GAME
10KTS/10MPH		10.04%	SAME	93.665	GAME	80 G/M	SAME	93,64%	GAME	61.01%	SAME	90,79%	GAME
DI INANA Y FRANCISCO DA CRUCILLY MATRICE		1200 1 100	SAME	37457 152	GAME	6.00 F X 107	SAME	5.000 X 100	GAME	1007 1 100	SAME	300711-150	SAME
NED AVEN TUDORUM DI ENGTU		M/NE	SAME	MONE.	GAME	MORE .	SAME	1004.22	GAME	M/NE	SAME	MONE.	SAME
NEW AVEN TUDORUM INC. DUATION AVENT INC.		M/ME	GRAE	NONE	GAME	MORE .	SAME	991.80	GAME	N/NE	SAME	NONE	SAME
DI INANA V GALETY ADEA (DEA) PRAENKOVANA A ENIGTIC	V MARYINA	10000	CALLS.	CONTRACTOR OF STREET	CHUE .	A DOMESTIC: NOT	0000	0.000	CANE:	10010	0000	Contraction of the	COLUE:
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KUWAT OBJECT FREE AREA (FCFA) OMENSIONS (J	ENGIH X WEDTHO	4,228 8,256	SAME	4,2367 X 2567	SAME.	8,027 3,002	SAME	6,007 X 807	SAME	4,447 X 200	SAME	4,447 X 200	SAME
CREATINGLE PREE ZONE (CH2) CIMENTALCHIS (LENGTH)	C WELCH (4,140 3.200	SPARE .	4,967,220	SAME	0,401 3,400	SAME.	0,407 X 400	SAME.	4,367 3,250	SAME.	4,307 X 200	SAME
PRECISION CREATAGLE PREEZONE (PCHZ) (PROM THE DI INMANY SCOTT PRODUCTU	REPORT 200 CONTRACTION AND	190	100	190	- and the	140	-	1900	and the	THEN.	- Andre	190	100
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RUWAT END BLEVATIONS		990.22	SAME	875.58	SAME.	NG DR	SAME.	100.22	SAME	MALUE?	SAME	397.2T	SAME.
RUNWAYLIGHTING	(Decide)	MIN,	SAME	MPG,	SAME	HIRL.	SAME.	HIRL.	SAME	MPG,	SWARE.	MIN.	SAME.
Di BANK Y DOOTTOTTOTA DONT DONT DESTRUCTOR	LENGTH	1,000	SAME	1,000*	SAME	1,7007	SAME	1,700	SAME	1,000	SME	1,000	SPANE
Roman Protection zone (Prz) cimenarcha	INFIRM VIELTIN	250	SAME	200	SAME	502	SAME	502	SAME	250	SME	250	SPANE
	OUTER WORK	430	SAME	400	SIME	1,010	SAME	1,010*	SAME	4007	SAME	4507	SPANE
KUNWAT MARCINES		VISUAL.	SAME	VISUAL	SMME	PRECISION	SAME	PRECISION	SAME	VIBUAL	SAME	VOIUNI.	SPARE
FAR PART 77 APPROACH SURFACE SLOPE		20:1	SAME	201	SAME	341	361	361	361	20:1	SME	201	SPLME
APPROACH TYPE		VISLAL	SAME	VISUAL	SAME	NONPRECISION	SAME	PRECISION	SAME	VISUAL	SAME	VISUAL	SAME
VISIBILITY MINIMUMS		1 MILE	SAME	1 MILE	SAME	1 MILE	SAME	TAMLE	SAME	1 MLE	SAME	1 MILE	SAME
TYPE OF AERONALITICAL SURVEY		NVGB	SAME	NV98	SAME	NVG8	NVG8	MVG8	NVGS	NVGB	NVG8	NV38	NVGB
RUNWAY DEPARTURE SURFACE		168	TES	YES	YEB	TES	YES	768	TES	YES	168	168	168
THRESHOLD SITING SURFACE (TSS)													
	CONTROLLING OBJECT	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
195 PENETRATION	PENETRATION	NR	NA	NIA	NA	NA	NA	NA	N/A	NA	NA	NA	N/A
	DISPOSITION	NR	NA	NIA	NA	NA	NA	NA	N/A	NA	NA	NA	NA.
			GPSPAPI	GPSPAPI	GPGPAPI RELS	GPSPAPI RELS	GPSPAPI RBLS	CPSCARL.	OPSPARI LR WALSF	GPSPAPI	GPSPAPI RELS	GPS/RAPI RELS	RELS
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VISLAL AND INSTRUMENTAL NAVAD TOLOHOOWN ZONE FLERATION (MAYO M) TAUMAY DEBIEN GROUP (TDG)		GPSPAP1 990.22* TD9-2	RELS SAME TDG-2	907.38* TCG-2	SAME TD9-2	965.54 TDG-2	SAME TDG-2	986.89* TD9-2	SAME TDG-2	SSEOF TDG-2	SAME TDG-2	995.01" TDG-2	TDG-2
NILLAND INSTRUMENTAL INVALD CLUCKOWN 2016 BLBINTICH (MINO BE) INVANY DEBEGI GROUP (IDD) INVANY INDI		GPSPAPI 990.27 TDG-2 47 - 57	RELS SAME TDG-2 SAME	907.30* T09-2 47 - 57	SAME TDG-2 SAME	995.54 TDG-2 47 - 52	SAME TDG-2 SAME	986.89 109-2 47 - 57	SAME TOG-2 SAME	990.0P TDG-2 47 - 57	SAME TDG-2 SAME	995.81" TDG-2 42 - 57	TDG-2
VISLAL AND INSTRUMENTAL NAVAD (QUCHDOWN 20NE REARTICH (NAVD III) (ARMANT DERIGN GROUP (TDG) (ARMANT MEETY ARGE TIMERIENIS)		GPSPAPI 960.22* TDG-2 40*-52 79*	RELS SAME TDG-2 SAME 79	907.38* TDG-2 42 - 50* 79*	SAME TDG-2 SAME 79	995.54 TDG-2 42 - 52 79	SAME TDG-2 SAME 79	986.897 TDG-2 407 - 507 797	SAME TDG-2 SAME TW	990.00 TDG-2 40 - 50 79	SAME TEG-2 SAME 797	995.61* TDG-2 42 - 50* 79*	TDG-2 SAME
VISIAL AND INSTRUMENTAL INVAND TOUCHEDWIN ZONIE IR JANUTON (NAND BE) TANAWI SERIAN GROUP (TDB) TANAWI WOTH TANAWI WOTH AREA DIMENSIONIS TANAWI WOTH TARKA DIMENSIONIS		GPSPAPI 960.22* TDG-2 42*-52 79* 121*	RELS SAME TDG-2 SAME 79 137	907.38* TDS-0 42*-50* 19* 13*	SAME TDG-2 SAME TV TJT	965.54 TDG-2 42 - 52 79 137	SAME TDG-2 SAME 79 101	981.87 TD9-2 47 - 57 79 121	SAME TDS-2 SAME 79 137	996.07 TDG-2 40'-50 79' 531'	SAME TDG-2 SAME 79 137	996.61 TDG-2 42-50 TW 137	TDG-2 SAME TV TJT
VISUAL AND INSTRUMENTAL INVADD ISOLOCOVIN 2016 REAR/TICH (INVAD IN) ISOLOCOVIN 2016 REAR/TICH) ISOLOCOVING (INVESTIGATION) ISOLOCOVING (INVESTIGATION) ISOLOCOVING (INVESTIGATION) ISOLOCOVING ISOLOCOVINA ISOLOCOVINA ISOLOCOVINA ISOLOCOVINA ISOLOCOVINA IS		GPSPAPI 980.227 TDG-3 407-507 797 1311 MITL	RELS SAME TDG-2 SAME 79 131 HITL	907.38* T05-2 47-50* 79* 13* 13*	SAME TDG-2 SAME TY TJT MITL	965.5r TDG-2 47 - 50 79 137 801	SAME TDG-2 SAME 79 1311 MIL	988.89 109-2 47 - 50 19 131 4011	SAME TDG-2 SAME TV 131 MITL	998.0F TDG-2 47 - 52 79 531'	SAME TDG-3 SAME 797 1317 MITL	996.61 106-2 42-52 79 137 437	TDG-2 SAME 79 131 MTP
VIBLAL AND INSTRUMENTAL INVAND TOLGODOW 2016 B. DIVIDIN INVAND INSTANT OBJERS BOOLE (TDI) INSTANT MORTH INSTANT MARTH AREA DIMENSIONIA INSTANT AREAT IN AREA DIMENSIONIA INSTANT CAREET DIMENSIONIA INSTANTI DIMENSIONI		GPSPAPI 980.227 TDG-3 407-507 797 1317 MITL 2.4	RELS SAME TDG-2 SAME TP 137 HITL 2.6	907.38 TDS-2 42-50 TV 137 MIL 2-9	SAME TDG-2 SAME TW 1317 MITL 2.47	965.5r TDG-2 42 - 52 79 137 MIL 2.6	SAME TDG-2 SAME 79 121' MITL 2.6	981.82 109-2 42-52 79 131 411L	SAME TDG-2 SAME TV 131 MITL	998.0F TD9-2 40'-50 79 531' MITL 2.5	SAME TDG-2 SAME 79 121 MITL 2.6	996.61 105-2 42-52 79 137 MITL	SAME TDG-2 SAME TV 101 MTL
VIEWA AND INSTRUMENTAL INVAND TOUCHOUND 2016 BLOWTON (ANVAND III) TOUCHOUND 2016 BLOWTON) SADARY MOTION TAXANY AND ANY AND ANY ANY ANY ANY ANY TAXANY ANY ANY ANY ANY ANY ANY ANY ANY ANY TAXANY ANY ANY ANY ANY ANY ANY ANY ANY ANY TAXANY ANY ANY ANY ANY ANY ANY ANY ANY ANY		GPSPxP1 960.22* TDG-2 40*-50* 79* 131* MITL 7.5* NA	RELS SAME TDG-2 SAME 79 127 127 MIL 7.5 NA	907.38 TDS-2 42-50 TV 137 MITL 7.5 NA	SAME TDG-2 SAME 79 1317 MTL 7.5 NA	96554 TD9-2 40-50 79 137 MIL 7.5 Na	SAME TDG-2 SAME 79 131' MITL 7.5 NR	981.89 1059-2 407-50 79 131 MITL 7.5 NA	SAME TDG-2 SAME 79 137 MITL 7,5 NA	598.0F TDS-2 40'-50 79' 531' MITL 7.5 No.	5446 TDG-3 5446 79 131 131 MITL 7.5 NA	906.81' TDG-2 42 - 52' 79' 137' MITL 7.5 NA	SAME TDG-2 SAME TV 131 MTL 7.5 NOP
VIEW, AND HERRINGH, KAVAD TOLGODWA 2016 S. BUNTEN KAVAD SAVAN KORAN AND STATE SAVAN KORAN SAVAN KORAN SAVA		GPSPAPI 960.227 TDS-2 407-50 797 1317 MITL 7.57 NAR	RELS SAME TOD-2 SAME TO-2 SAME TO-2 SAME TOT-2 SAME SAME SAME SAME SAME SAME SAME SAME	907.38 T004-2 407-50 T07 107 107 MITL 7.5 NA	SAME TDG-2 SAME 79 TJT MTL 7.5 NA	965.54 TD9-2 40 - 50 Ter 131 MIL 7.5 NR	SAME TDG-2 SAME 79 131' MITL 7.5 NR	980.897 10042 407-507 797 1317 MITL 7.5 NA	SAME TDG-2 SAME 79 137 MITL 7,5 NA	990.0F TDS+2 47 - 52 79 531 MIL 7.5 NR NR	SAME TDG-2 SAME 797 1317 MITL 7.5 NOA	906.81' TDG-2 42'-52' 79' 131' MITL 7.5 NA	TDG-2 SAME TV 1317 MITL 7.57 NIA
VISUAL AND INSTRUMENTAL INVAND ILCUCHOWN ZONG BURKTICH PAND BIL INVANT GERING GEOUP (TDS) INVANT VOETH INVANT VOETH INVANT VOETH INVANT VOETH INVANT		GPSPAPI 960.27 TDG-2 40'-50 79 131' MIL 7.5 N/A VARIES	RELS SAME TDS-2 SAME 79 127 MITL 7.5 N/R V/RES	907.38* TDG-2 40*-50* 79* 131* MITL 7.5* NAA VARIES	SAME TDG-2 SAME TV TJT MTL 7.5 NA VARIES	965.54 TD9-2 40 - 50 Ter 137 MIL 7.5 NR V/R359	SAME TDG-3 SAME 79 131' MITL 7.5' NM VARIES	988.89 10.9-2 40'-50 79 131' MITL 7.9 N/A V/ARI68	SAME TDG-0 SAME TW 13T MITL 7.5 NA VARIER	990.0F TDS+2 42 - 52 79 531 MITL 7.5 NR VARIES	SAME TDG-2 SAME 76 131 MITL 7.5 NJA VARIES	996.81' 106-2 42 - 52 79 131' MITL 7.5 NA VARISS	SMAR TDG-2 SAME 79 137 MITL 7.5 NA VARES



AIRP	ORT DATA	
CITY: ATLANTA COUNTY: DEKALB STATE:	GEORGIA	
DESCRIPTION	EXISTING	ULTIMATE
AIRPORT REFERENCE CODE	DHI	SAME
MEAN MOOMUM TEMPERATURE (JULY)	69.4° F	1947 F
ARPORT ELEVATION	998.4	990.4
ARPORT & TERMINAL NAVADS	BEACON PAPE RELS LS MALSE, DME, VOR GPS	BEACON PAPE RELS LS MALSE DME, GPS
A DOOLDT DESERVICE DOOLT OND ON	N 33" 52" 32.30"	N 33* 57 32.20*
LOP	KG. WIM* 18107.10*	W84" 18"07.10"
MISCELLANEOUS FACILITIES	MIND CONES AND ASICS	WIND CONIES AND ASCS
CRITICAL ARCRAFT	GULFSTREAM 550	GULFSTREAM 55
ARPORT MAGNETIC VARIATION (2020) [NOAA]	2. 46 M	0" 4" W/ year
NPW9 SERVICE LEVEL	RELEVER	RELEVER
STATE FOLIVALENT SERVICE ROLE	LEVEL II	LEVEL II

AIRPORT SURVEY MONUMENTS							
POINT ID	DESCRIPTION	LATITUDE	LONGITUDE	ELEVATION			
AA0101	PACE: FAA POK C	N 30" 57 02.00"	W04"17-47.18"	900.00			
AA2802	SACS : FAA POK D	N 201 52 08.501	W04"10"15.90"	992:30			
AA.2822	SACS FAA POK STA A AP	N 201 57 01.001	W04"10"19.52"	1002-50			

MODIFICATIONS TO STANDARDS

DESCRIPTION		
NO MODIFICATIONS TO STAND	809	

DECLARED DISTANCES TABLE												
	3	L	21	1R	3	R	2	IL	1	6	3	4
	EXISTING	ULTIMATE	EXISTING	ULTIM								
TAKE OFF RUN AVAILABLE (TORA)	3,740	2,740*	3,740	2,740	5,411	5,611	6,001	6,001*	3,967	3,967	3,967*	2,96
TAKE OFF DISTANCE AVAILABLE (TODA)	2,740	2,740	2,742	2,742	6,001	6,001*	6,001	6,001*	3,967	3,967	2,907	2,96
ACCELERATE STOP DISTANCE AVAILABLE (ASDA)	2,740	2,740	2,742	2,742	5,417	5,611	6,001	6,001*	2,907	3,967	2,967*	2,95
LANDING DISTANCE AVAILABLE (LDA)	2,747	2,740	2,742	2,742	5417	5,411	5,001	5,001"	2,907	3,967	2,967*	2,9



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	Michae	Baker		
	Robert D. Farrar	anacrea en Jim Duguay		
	Foisshade Shelton	167389		
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Figure 6-3: Existing Condition Drawing





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	ATLANTA	GEORGIA
	Michae	Baker
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	Foliashade Shelton	157209
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Figure 6-4: Airport Layout Drawing











Michael Baker





Figure 6-6: Basing Area Plan – Clairmont / North Central



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ART CR. MUTCHAL CRITERE FOR CHARTERAL RECENTION	Robert D. Ferrer	Jan Duguey
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LIGHTING

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Figure 6-8: Basing Area Plan - Southwest







Figure 6-9: Basing Area Plan - East



Michael Baker





Figure 6-10: Basing Area Plan - East









Figure 6-11: Airport Airspace Drawing (1 of 3)



	DEKALB PEAC	TREE ARPORT
	Michae	Baker
NON IN	Robert D. Famer	Jim Duguay
	Foliashade Shelton	167369
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Figure 6-12: Airport Airspace Drawing (2 of 3)





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ACURCE HATCHAL GEORY/BCAL DATA CENTER	INTERNA	TIONAL
	Robert D. Ferrer	Jim Duguey
4001	Foliashade Shelton	157369
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Figure 6-13: Airport Airspace Drawing (3 of 3)









Figure 6-14: Inner Portion of Approach Surface Drawing - Runway 3L







Figure 6-15: Inner Portion of Approach Surface Drawing - Runway 21R





























Michael Baker



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	PLN	UNING COMPANY
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Figure 6-20: Runway Departure Surface Drawing - Runway 3L - 21R



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Figure 6-21: Runway Departure Surface Drawing - Runway 3R- 21L



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Figure 6-22: Runway Departure Surface Drawing - Runway 16-34



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Figure 6-23: Off-Airport Land Use





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Michael Baker		
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Figure 6-24: Airport Property Map



