RUNWAY DATA TABLE

STAGE		RUNWAY 9 EXISTING	RUNWAY 27 EXISTING	RUNWAY 9 PROPOSED	RUNWAY 27 PROPOSED
RUNWAY LENGTH		6,305'	6,305'	6,705'	6,705'
DISPLACED THRESHOLD		1,073'	0'	1,073'	0'
TORA		6,305'	6,305'	6,705'	6,705'
TODA		6,305'	6,305'	6,705'	6,705'
ASDA		6,305'	5,405'	6,705'	5,805'
LDA		5,232'	5,405'	5,632'	5,405'
RUNWAY WIDTH		75'	75'	100'	100'
PAVEMENT TYPE		ASPH-GRVD	ASPH-GRVD	ASPH-GRVD	ASPH-GRVD
PAVEMENT LOADING (X 1,000 LBS)		S-30, D-44	S-30, D-44	D-60	D-60
RUNWAY LIGHTING		MIRL	MIRL	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		1,039.7' AMSL	998.6' AMSL	1,039.7' AMSL	998.2' AMSL
EFFECTIVE GRADIENT		-0.652 %	+0.652 %	-0.619%	+0.619%
TOUCHDOWN ZONE ELEVATION		1,039.7' AMSL	1,010.4' AMSL	1,039.7' AMSL	1,007.0' AMSL
APPROACH SLOPE	ACTUAL	0:1	50:1		
	REQUIRED	34:1	50:1	34:1	50:1
FAR PART 77 CATEGORY		C	PIR	C	PIR
OBJECT FREE AREA (OFA) WIDTH	ACTUAL	500'	500'		
	REQUIRED	800'	800'	800'	800'
OFA LENGTH BEYOND RUNWAY END	ACTUAL	1,000'	100'		
	REQUIRED	1,000'	1,000'	1,000'	1,000'
RUNWAY SAFETY AREA (RSA) WIDTH	ACTUAL	200'	200'		
	REQUIRED	500'	500'	500'	500'
RSA LENGTH BEYOND RUNWAY END	ACTUAL	1,000'	100'		
	REQUIRED	1,000'	1,000'	1,000'	1,000'
RUNWAY END (NAD 83)	LATITUDE	34° 00' 46.83" N	34° 00' 48.16" N	34° 00' 46.71" N	34° 00' 48.12" N
	LONGITUDE	84° 36' 26.64" W	84° 35' 11.76" W	84° 36' 26.63" W	84° 35' 07.00" W

RUNWAY PROTECTION ZONE TABLE

		RPZ A	RPZ B	RPZ C	RPZ D
RUNWAY PROTECTION ZONE (RPZ)	LENGTH	1,000'	1,700'	1,700'	2,500'
	INNER WIDTH	500'	500'	1,000'	1,000'
	OUTER WIDTH	700'	1,010'	1,510'	1,750'

NOTES:

(A) AERONAUTICAL STUDY NO. 91-ATL-136-NRA DETERMINED THAT THESE BUILDINGS ARE NOT HAZARDS AND MAY REMAIN AFTER ILS/GPS INSTALLATION.

(B) RUNWAY 9's PROPOSED LOCALIZER IS A BACKCOURSE LOCALIZER

(C) THE NORTH TAXIWAY PENETRATES THE EXISTING GLIDE SLOPE CRITICAL AREA WHICH WILL MAKE THE GLIDE SLOPE UNUSABLE WHEN THE ATCT IS CLOSED.

BUILDING LEGEND

#	DESCRIPTION	HEIGHT (AMSL)	#	DESCRIPTION	HEIGHT (AMSL)
1	DLK HANGAR	1,041.5'	20	T - HANGARS	1,038.9'
2	T - HANGARS	1,030.1'	21	T - HANGARS	1,037.0'
3	T - HANGARS	1,029.5'	22	HANGAR	1,044.0'
4	AVIONICS COMM. TECH. HANGAR	1,041.9'	23	HANGAR	1,048.8'
5	T - HANGARS (TEMPORARY)	1,025.6'	24	M&L HANGAR	1,061.0'
6	T - HANGARS (TEMPORARY)	1,027.8'	25	T - HANGAR	1,047.9'
7	T - HANGARS (TEMPORARY)	1,029.3'	26	T - HANGARS	N
8	T - HANGARS (TEMPORARY)	1,029.6'	27	T - HANGAR	1,052.8'
9	T - HANGARS (TEMPORARY)	1,032.4'	28	T - HANGAR	1,053.3'
10	T - HANGARS (TEMPORARY)	1,032.4'	29	HANGAR	1,057.6'
11	MAINTENANCE BUILDING	1,029.2'	30	T - HANGARS	1,051.0'
12	ATCT (AIRSPACE # 94-ATL-615-NRA)	1,062.8'	31	T - HANGARS	1,046.3'
13	HANGAR	N	32	FUEL FARM	N
14	NORTHSIDE HANGAR	1,037.6'	33	FBO - AVTECH EXECUTIVE	N
15	FUEL FARM	N	34	AVTECH HANGAR	N
16	BOX HANGARS	1,037.1'	35	AVTECH HANGAR	1,073.6'
17	HANGAR	1,043.0'	36	AVTECH HANGAR	1,071.1'
18	FBO - NORTHSIDE AVIATION	1,045.2'	37	GEORGIA STATE PATROL	1,070.1'
19	T - HANGARS	1,034.2'			

AIRPORT DATA

CITY: ATLANTA COUNTY: COBB STATE: GEORGIA

MEAN MAXIMUM TEMPERATURE		90° F	
MAGNETIC DECLINATION		3° 54' W (2004)	7' W PER YEAR
AIRPORT REFERENCE POINT (NAD 83)	LAT.	34° 00' 47.50" N	34° 00' 47.42" N
	LONG.	84° 35' 49.20" W	84° 35' 46.82" W
		EXISTING	PROPOSED
AIRPORT ELEVATION		1,039.7' AMSL	1,039.7' AMSL
AIRPORT & TERMINAL NAVAIDS		RUNWAY 9: VOR/DME, PAPI, NP-GPS; GPS, REIL, PAPI, VOR/DME, ILS; RUNWAY 27	RUNWAY 9: VOR/DME, BC LOC, REIL, PAPI, GPS; PAPI, REIL, MALSR, VOR/DME, ILS (DGPS); RUNWAY 27
SERVICE LEVEL		RELIEVER	RELIEVER

LEGEND

DESCRIPTION	EXISTING	PROPOSED
PROPERTY LINE (FEE SIMPLE)		
OBJECT FREE AREA (OFA)	--N/A--	OFA
FENCE LINE		
ON AIRPORT BUILDINGS		
OFF AIRPORT BUILDINGS		SAME
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

ALL WEATHER WIND ROSE

WIND COVERAGE

12 MPH	15 MPH
95.7%	97.4%

IFR WIND ROSE

WIND COVERAGE

12 MPH	15 MPH
96.43%	98.21%

SOURCE: 1991 BY MAYES SUDDERTH & ETHEREDGE INC.
SUMMARY OF HARTSFIELD ATLANTA INTERNATIONAL AIRPORT ATLANTA, GEORGIA
29,215 OBSERVATIONS (1965-1974)

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.

APPROVALS

FEDERAL AVIATION ADMINISTRATION

BY: _____

TITLE: _____ DATE: _____

COBB COUNTY BOARD OF COMMISSIONERS

BY: _____

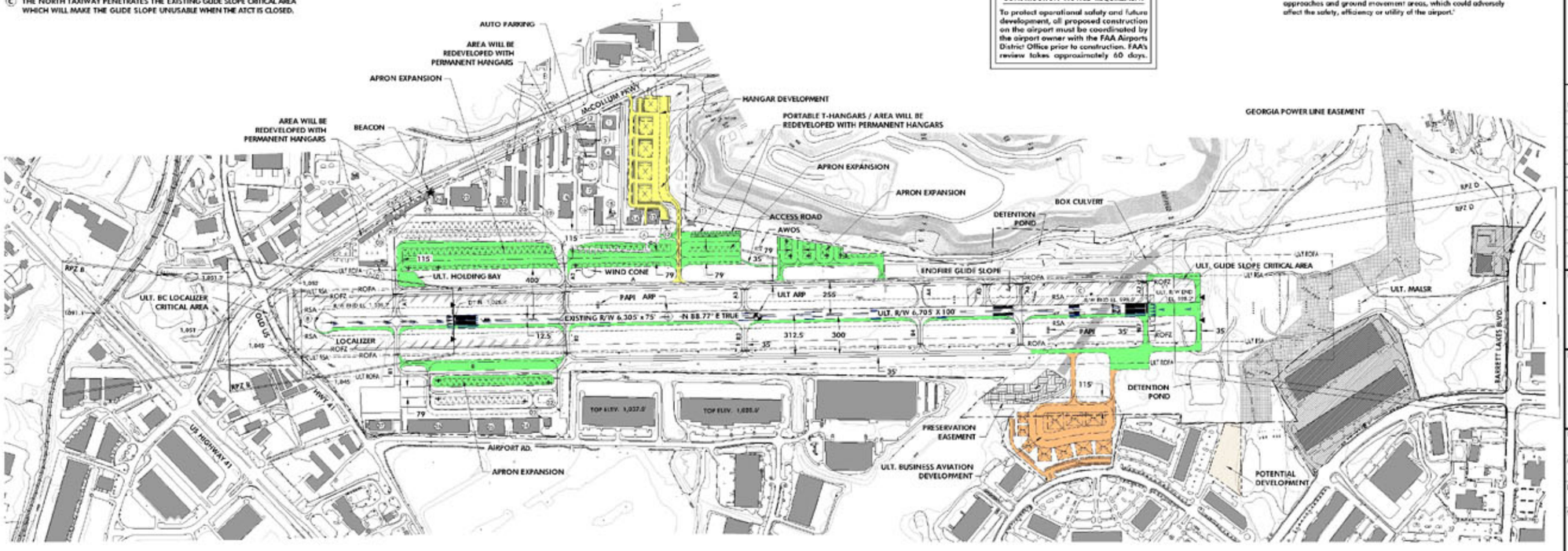
TITLE: _____ DATE: _____

MAGNETIC DECLINATION
3° 54' WEST (2004)
ANNUAL RATE OF CHANGE
7' WEST

N

400 0 400 800 1,200
SCALE IN FEET

'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.'



COBB COUNTY AIRPORT
McCOLLUM FIELD
MARIETTA, GEORGIA

THE LPA GROUP
TRANSPORTATION CONSULTANTS

Designer: TGM
Technician: TGM
Checked by: JD
Project Number: PL192037

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. NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS.

REVISIONS

No.	Description	Date	By
1	2107 EXT., HANGARS, RPZ, PR. PROP., EASEMENT	APRIL 1998	LPA
2	DATA TABLE, HANGAR LAYOUT, CULVERT	OCT. 2001	LPA
3	DATA TABLE, EXISTING FAC.	MARCH 2004	LPA

Project Name:
AIRPORT LAYOUT PLAN UPDATE

Drawing Name:
AIRPORT LAYOUT PLAN DRAWING

FAA A.I.P. Project Number:

Autocad Drawing Reference:

Date: AUGUST 2004
Division: PLANNING
Scale: 1" = 400'
Drawing Number: 1