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TO: Columbus Airport Commission
FROM: Richard Howell, Airport Director
DATE: July 27, 2015
RE: Status of Non-precision approaches to Runways 13 and 24

Background

I have been asked to provide you an update on the status of the non-precision GPS approaches to runway 13 and 24. As you recall, late last year the Federal Aviation Administration (FAA) published Notices to Airman (NOTAM) restricting the non-precision approaches to these two runways to daylight operations only. The FAA decision had been based on information published in the FAA Geographic Information System (GIS) database regarding obstructions on and around the Airport. Unfortunately, much of the GIS information is dated and FAA made no initial notifications before issuing the NOTAMs. I became aware of the matter in January 2015. Once I gained access to the GIS information for CSG I mapped it out and had staff investigate the items.

Findings

Runway 24: The obstructions on runway 24 that drove the night time restriction had been removed since the mid-2000s. I updated the database and submitted a requested FAA to lift the restriction. That request has cleared the regional office in Atlanta and is pending at the Aeronautical Center in Oklahoma City. I followed up with our regional contact in March and in June where I was advised both times the request to lift the restriction has been submitted, but it could take some time for action out of Oklahoma City. I have also asked the local FAA Facilities Manager to activate the PAPIs on runway 24.

Runway 13: This runway had many more items listed in the GIS database. I was able to clear out all the items within the fence line. However outside the fence, there are two trees about ½ mile away that are on the GIS and appear to remain and an open item for a pole at the intersection of Airport Throughway and Armour Road. It is believed that when the intersection was redone for Walmart that the pole obstruction in this area was resolved, but staff is not certain.

Next Steps

The FAA has awarded us a grant to perform an obstruction inventory for runway 6/24 this year. Our engineering firm, RS&H will be performing this work in the fall of 2015. In conjunction with that project we will have them do the same inventory for runway 13/31, unfortunately, our FAA office in Atlanta has advised us that **FAA will not provide any financial assistance for any project associated with runway 13/31**. Therefore while we plan to do the inventory, design a removal project and remove all obstructions we identify, all work associated with Rwy 13/31 will have to be funded with Commission dollars.

Timeline for lifting of restrictions.

Runway 24: Unknown, up to FAA in Oklahoma City.

Runway 13: Inventory results by December 2015, project design in spring 2016 with bid and award in summer. Completed work by early fall and then submit to FAA in Oklahoma City to lift restriction.