

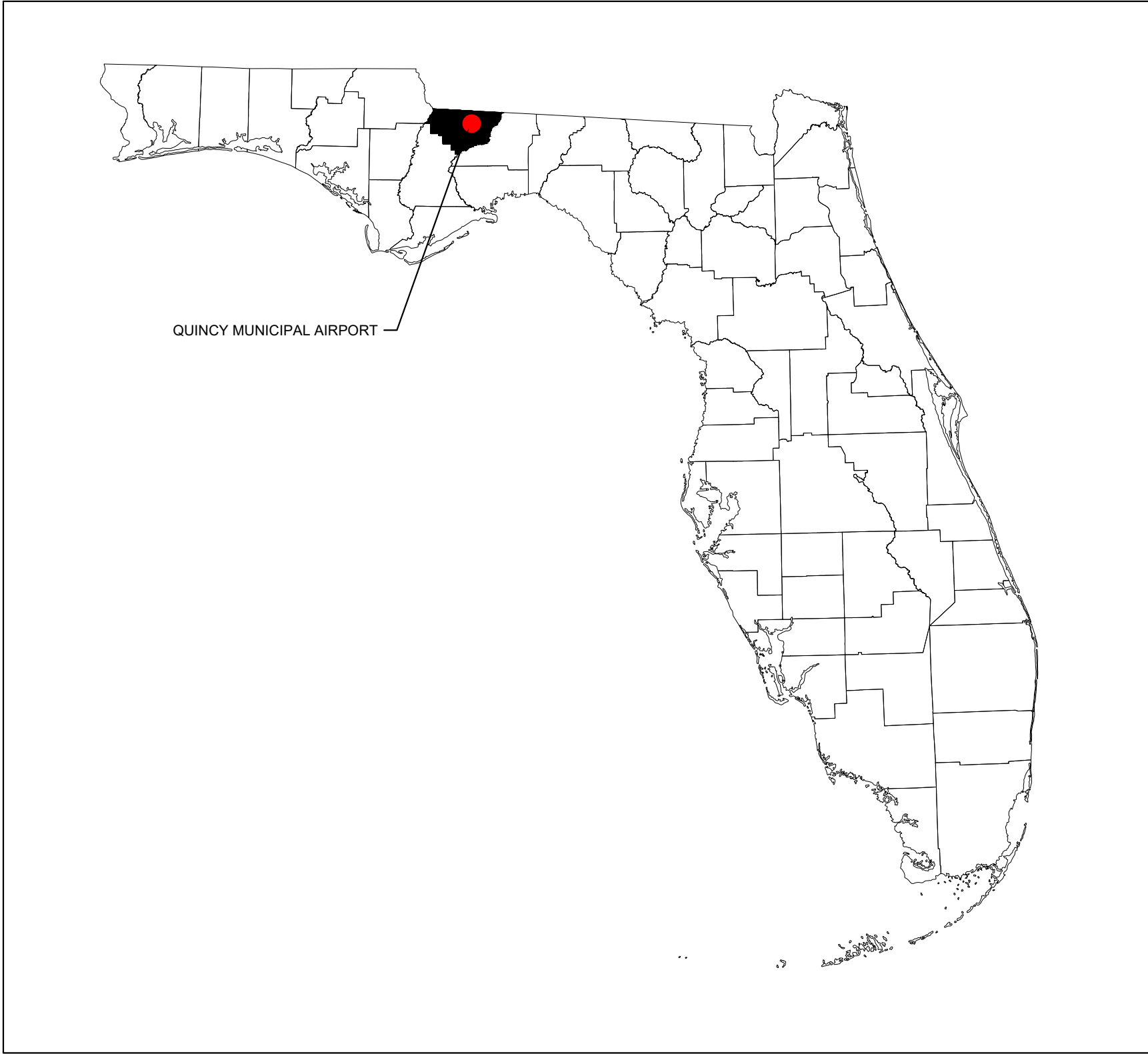
Plotted By: Chantelissa, Connor Sheet Set: Kina Layout: 1 - COVER SHEET October 26, 2021 05:32:03pm K:\NVA_Aviation\Quincy Gadsden Airport\CADD\PlanSheets\1 - COVER SHEET.dwg
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QUINCY MUNICIPAL AIRPORT

AIRPORT LAYOUT PLAN DRAWINGS

CITY OF QUINCY, FLORIDA

OCTOBER 2021



STATE MAP
(Not to Scale)



VICINITY MAP
(Not to Scale)

SHEET		REVISION DATE
1	COVER SHEET	OCTOBER 2021
2	AIRPORT DATA SHEET	OCTOBER 2021
3	AIRPORT LAYOUT PLAN DRAWING	OCTOBER 2021
4	AIRSPACE PLAN DRAWING	OCTOBER 2021
5	AIRSPACE PROFILE DRAWING	OCTOBER 2021
6	RUNWAY CENTERLINE DRAWING	OCTOBER 2021
7	INNER PORTION OF THE APPROACH SURFACE DRAWING - RUNWAY 14	OCTOBER 2021
8	INNER PORTION OF THE APPROACH SURFACE DRAWING - RUNWAY 32	OCTOBER 2021
9	INNER PORTION OF THE APPROACH SURFACE DATA TABLES	OCTOBER 2021
10	LAND USE MAP	OCTOBER 2021
11	AIRPORT PROPERTY INVENTORY MAP	OCTOBER 2021

NOTE: THE PROPOSED DEVELOPMENT DEPICTED IN THIS PLAN DOES NOT INHERENTLY REPRESENT THE OFFICIAL VIEWS AND POLICIES OF FDOT. CONDITIONAL APPROVAL OF THIS PLAN DOES NOT CONSTITUTE A COMMITMENT ON THE PART OF FDOT TO PARTICIPATE IN THE FUNDING OF ANY DEVELOPMENT DEPICTED IN THE PLAN OR ANY PROJECT LISTED WITHIN THE CAPITAL IMPROVEMENT PLAN (CIP) ELEMENT, NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT AND/OR ASSOCIATED PROJECTS ARE ENVIRONMENTALLY ACCEPTABLE OR ECONOMICALLY FEASIBLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAW

QGAA APPROVAL BLOCK	FAA APPROVAL STAMP
RECOMMENDED BY: DATE: Marty Harrell QGAA Chairman Janice Watson QGAA Administrator	
GENERAL NOTES	FDOT APPROVAL BLOCK
1. COORDINATES ARE PRESENTED IN NORTH AMERICAN DATUM OF 1983 (NAD83) FLORIDA STATE PLANE, NORTH ZONE, IN U.S. SURVEY FEET. 2. ELEVATIONS ARE PRESENTED IN THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) IN HEIGHT ABOVE MEAN SEA LEVEL (MSL).	RECOMMENDED BY: DATE: Nick Harwell Airport Planning Manager

No.	REVISIONS	DATE	BY

Kimley»Horn

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QUINCY MUNICIPAL AIRPORT
MASTER PLAN UPDATE
PREPARED FOR
QUINCY-GADSDEN AIRPORT AUTHORITY

COVER SHEET

SHEET NUMBER
1
11

Plotted By: Chantelissa, Connor Sheet Set: Kim Layout: AIRPORT DATA SHEET October 26, 2021 05:32:20pm K:\NVA-Aviation\Quincy-Gadsden Airport\CADD\PlanSheets\2 - DATA SHEET.dwg
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AIRPORT DATA TABLE		
ITEM		EXISTING & ULTIMATE
AIRPORT OWNER		QUINCY-GADSDEN AIRPORT AUTHORITY
AIRPORT REFERENCE CODE (ARC)		A-1
MEAN MAX. TEMP - HOTTEST MONTH (JULY)		98.7°F
AIRPORT ELEVATION (NAVD88)		221.11 FT.
AIRPORT NAVIGATION AIDS		ROTATING BEACON, PAPIs
MISCELLANEOUS FACILITIES		WIND SOCK, SEGMENTED CIRCLE
AIRPORT REFERENCE POINT (ARP) COORDINATES (NAD83)	LATITUDE	30°35'52.39" N
	LONGITUDE	84°33'26.79" W
MAGNETIC DECLINATION SOURCE: NOAA MARCH 23, 2021		4.81° W ± 0.35° CHANGING BY 0.08° W PER YEAR
NPIAS SERVICE LEVEL		GA

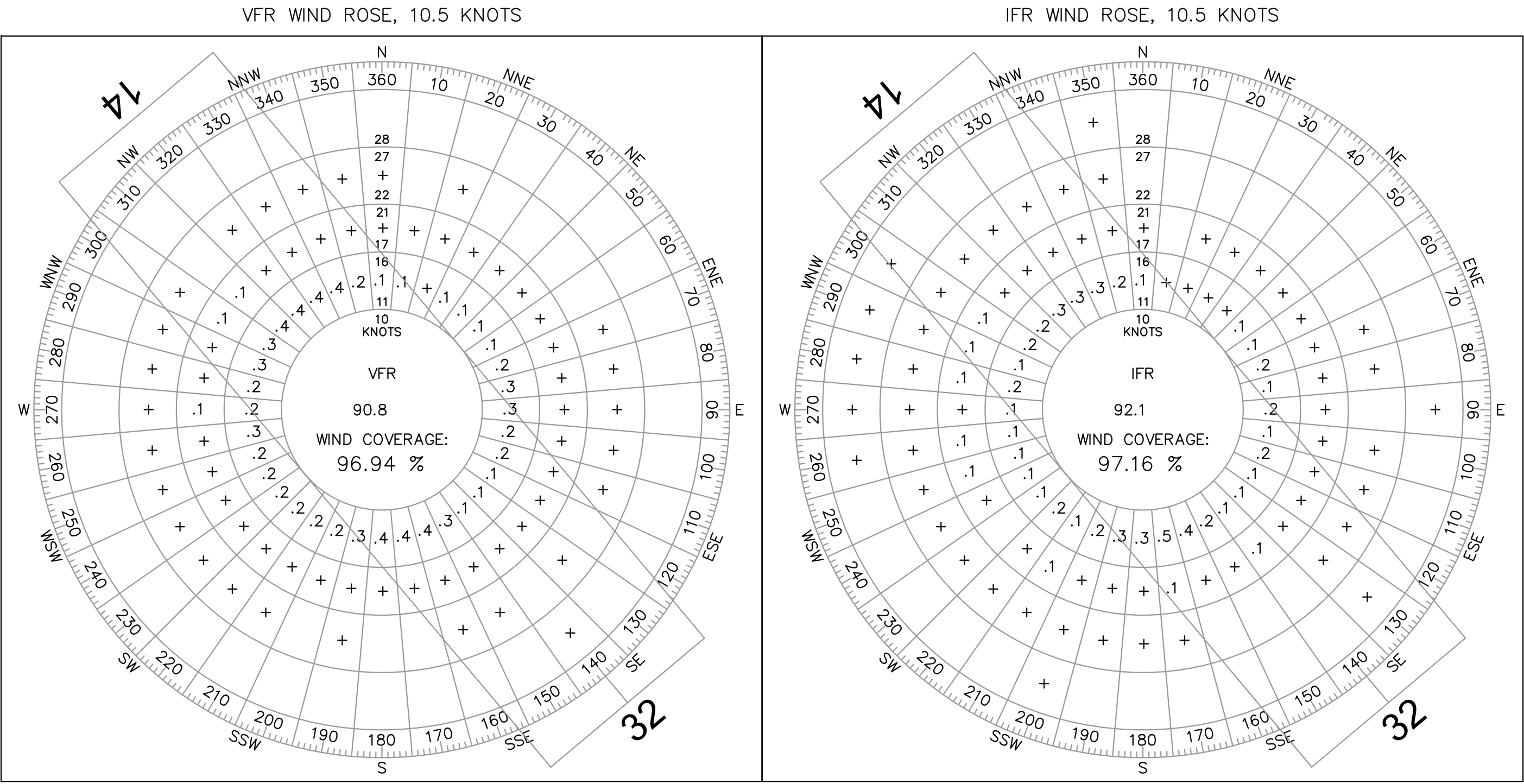
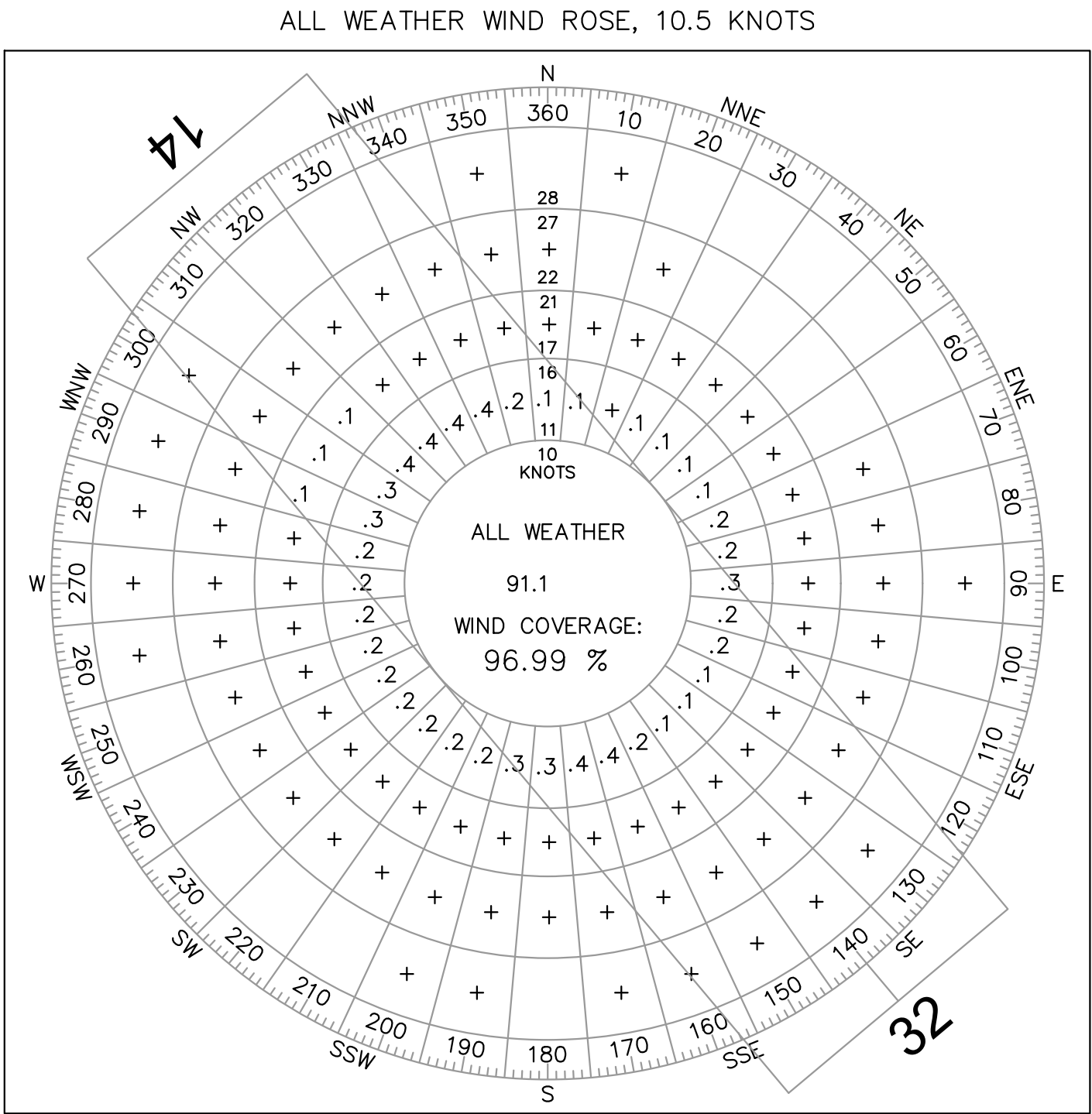
RUNWAY DATA					
ITEM		EXISTING		ULTIMATE	
		RUNWAY 14	RUNWAY 32	RUNWAY 14	RUNWAY 32
RUNWAY DESIGN CODE		A-IMS		NO CHANGE	
DESIGN AIRCRAFT	CRITICAL AIRCRAFT	CESSNA 172		NO CHANGE	
	APPROACH SPEED (KNOTS)	62		NO CHANGE	
	WINGSPAN LENGTH	36.08' / 27.17'		NO CHANGE	
	MAX CERTIFIED TAKEOFF WEIGHT (LBS.)	2,550		NO CHANGE	
RUNWAY PAVEMENT - SURFACE TREATMENT		ASPHALT - NONE		NO CHANGE	
PAVEMENT STRENGTH (THOUSAND LBS.)		SINGLE WHEEL, S-20		NO CHANGE	
PCN DATA		9 / F / A / Y / T		NO CHANGE	
EFFECTIVE RUNWAY GRADIENT		0.6%		NO CHANGE	
MAXIMUM GRADE WITHIN RUNWAY LENGTH		1.2%		NO CHANGE	
MEETS LINE OF SIGHT REQUIREMENTS		YES		NO CHANGE	
RUNWAY LENGTH		2,974'		NO CHANGE	
RUNWAY WIDTH		75'		NO CHANGE	
RUNWAY END DATA	LATITUDE	30°36'02.90" N	30°35'41.89" N	NO CHANGE	
	LONGITUDE	84°33'38.70" W	84°33'14.87" W		
	ELEVATION	221.11'	203.79'		
DISPLACED THRESHOLD DATA	LATITUDE	30°36'01.01" N	30°35'44.16" N	NO CHANGE	
	LONGITUDE	84°33'36.56" W	84°33'17.44" W		
	ELEVATION	220.79'	207.54'		
RUNWAY LIGHTING TYPE		LIRL		MIRL	
RUNWAY MARKING TYPE		VISUAL		NON-PRECISION	
APPROACH MINIMUMS		VISUAL		1 MILE	
APPROACH TYPE		VISUAL		NON-PRECISION (CIRCLING)	
FAA PART 77 APPROACH SLOPE		20:1		NO CHANGE	
AERONAUTICAL SURVEY REQUIRED		NVGS		NO CHANGE	
RUNWAY DEPARTURE SURFACE		N/A		NO CHANGE	
THRESHOLD SITING SURFACE (TSS) SLOPE		TYPE 3, 20:1	TYPE 3, 20:1	TYPE 4, 20:1	TYPE 4, 20:1
THRESHOLD SITING SURFACE (TSS) PENETRATIONS		90 (24.86" MAX)	13 (33.60" MAX)	105 (34.48" MAX)	6 (14.00" MAX)
VISUAL APPROACH NAVAIDS		PAPI-2	PAPI-2	NO CHANGE	
INSTRUMENT APPROACH NAVAIDS		NONE	NONE	GPS	GPS
TOUCHDOWN ZONE ELEVATION		220.79	221.11	NO CHANGE	
RUNWAY SAFETY AREA (RSA)	LENGTH BEYOND RUNWAY END	240'	240'	NO CHANGE	
	WIDTH	120'	120'		
RUNWAY OBJECT FREE AREA (ROFA)	LENGTH BEYOND RUNWAY END	240'	240'	NO CHANGE	
	WIDTH	400'	400'		
RUNWAY OBSTACLE FREE ZONE (ROFZ)	LENGTH BEYOND RUNWAY END	200'	200'	NO CHANGE	
	WIDTH	400'	400'		
RUNWAY PROTECTION ZONE (RPZ)	LENGTH	1,000'	1,000'	NO CHANGE	
	INNER WIDTH	500'	500'		
	OUTER WIDTH	700'	700'		

TAXIWAY DATA				
ITEM	TAXIWAY A		TAXIWAY A1	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE
AIRPLANE DESIGN GROUP ADG	N/A	ADG - 1	N/A	ADG - 1
TAXIWAY DESIGN GROUP (TDG)	N/A	TDG -1A	N/A	TDG -1A
PAVEMENT WIDTH (FT.)	N/A	25	N/A	25
TAXIWAY SAFETY AREA WIDTH (FT.)	N/A	49	N/A	49
TAXIWAY OBJECT FREE AREA WIDTH (FT.)	N/A	89	N/A	89
TAXIWAY SEPARATION: CENTERLINE TO FIXED OR MOVABLE OBJECT	N/A	44.5	N/A	44.5
TAXIWAY LIGHTING	N/A	REFLECTORS	N/A	REFLECTORS

DECLARED DISTANCES				
ITEM	EXISTING		ULTIMATE	
	14	32	14	32
TAKE OFF RUN AVAILABLE (TORA)	2,974'	2,974'	NO CHANGE	
TAKEOFF DISTANCE AVAILABLE (TODA)	2,974'	2,974'		
ACCELERATE STOP DISTANCE AVAILABLE (ASDA)	2,974'	2,974'		
LANDING DISTANCE AVAILABLE (LDA)	2,706'	2,652'		

NOTE:
REFER TO LATEST FAA CHART FOR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES.

MODIFICATIONS TO STANDARDS APPROVAL TABLE	
NONE	



RUNWAY 14-32 CROSSWIND COVERAGE TABLE			
	10.5 KNOTS	13 KNOTS	16 KNOTS
ALL WEATHER WIND COVERAGE	96.99%	98.52%	99.66%
VFR WIND COVERAGE	96.94%	98.54%	99.72%
IFR WIND COVERAGE	97.16%	98.41%	99.39%
DATA SOURCE: TLH (STATION #722140) YEARS 2009-2018 FAA AGIS WEBSITE HTTPS://AIRPORTS-GIS.FAA.GOV/WINDROSE, ACCESSED MARCH 2019			

GENERAL NOTES		FAA APPROVAL STAMP	
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		RECOMMENDED BY: _____ DATE: _____ Marty Harrell QGAA Chairman	
		Janice Watson QGAA Administrator	
		FDOT APPROVAL BLOCK	
		RECOMMENDED BY: _____ DATE: _____ Nick Harwell Airport Planning Manager	

No.	REVISIONS	DATE	BY	



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QUINCY MUNICIPAL AIRPORT
MASTER PLAN UPDATE
PREPARED FOR
QUINCY-GADSDEN AIRPORT AUTHORITY

AIRPORT DATA SHEET

SHEET NUMBER

2
11

EXISTING BUILDINGS/FACILITIES INDEX TABLE				ULTIMATE BUILDINGS/FACILITIES INDEX TABLE			
NO.	DESCRIPTION	NO.	DESCRIPTION	NO.	DESCRIPTION	NO.	DESCRIPTION
①	TERMINAL FACILITY	⑩	T-HANGAR	18	FUTURE BOX HANGAR	20	FUTURE T-HANGAR
②	BOX HANGAR	⑪	BOX HANGAR	19	FUTURE T-HANGAR		
③	T-HANGAR	⑫	T-HANGAR				
④	T-HANGAR	⑬	ROTATING BEACON & AWOS				
⑤	T-HANGAR/SHADE	⑭	KWANZAA HUT				
⑥	T-HANGAR	⑮	ADS-B STATION				
⑦	T-HANGAR	⑯	MAINTENANCE (TO BE REMOVED)				
⑧	BOX HANGAR	⑰	MAINTENANCE (TO BE REMOVED)				
⑨	T-HANGAR						

QGAA APPROVAL BLOCK		FAA APPROVAL STAMP	
RECOMMENDED BY:	DATE:		
Marty Harrell QGAA Chairman			
Janice Watson QGAA Administrator			
FDOT APPROVAL BLOCK			
RECOMMENDED BY:	DATE:		
Nick Harwell Airport Planning Manager			

No.	REVISIONS	DATE	BY

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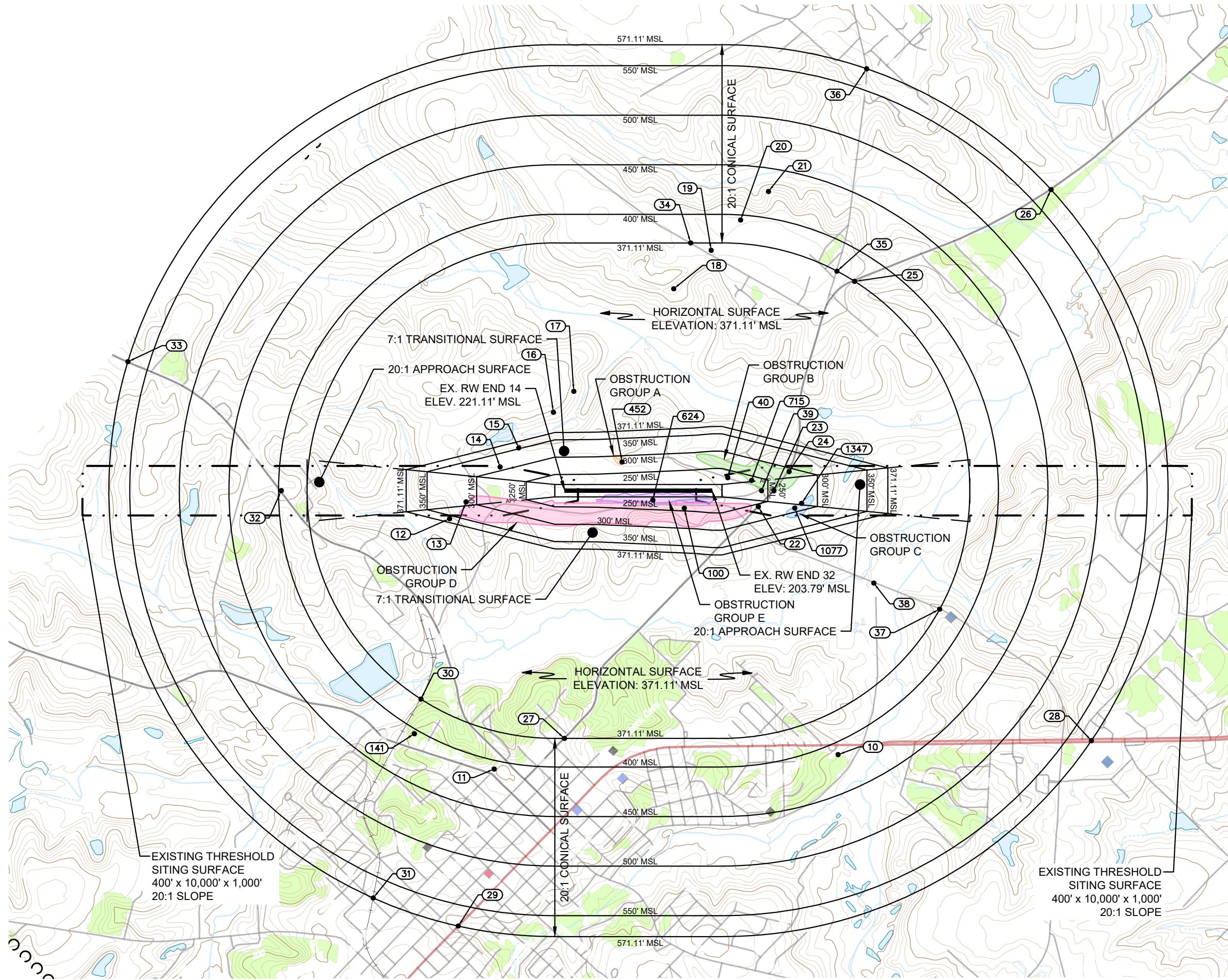
**QUINCY MUNICIPAL AIRPORT
MASTER PLAN UPDATE**
PREPARED FOR
QUINCY-GADSDEN AIRPORT AUTHORITY

AIRPORT LAYOUT PLAN

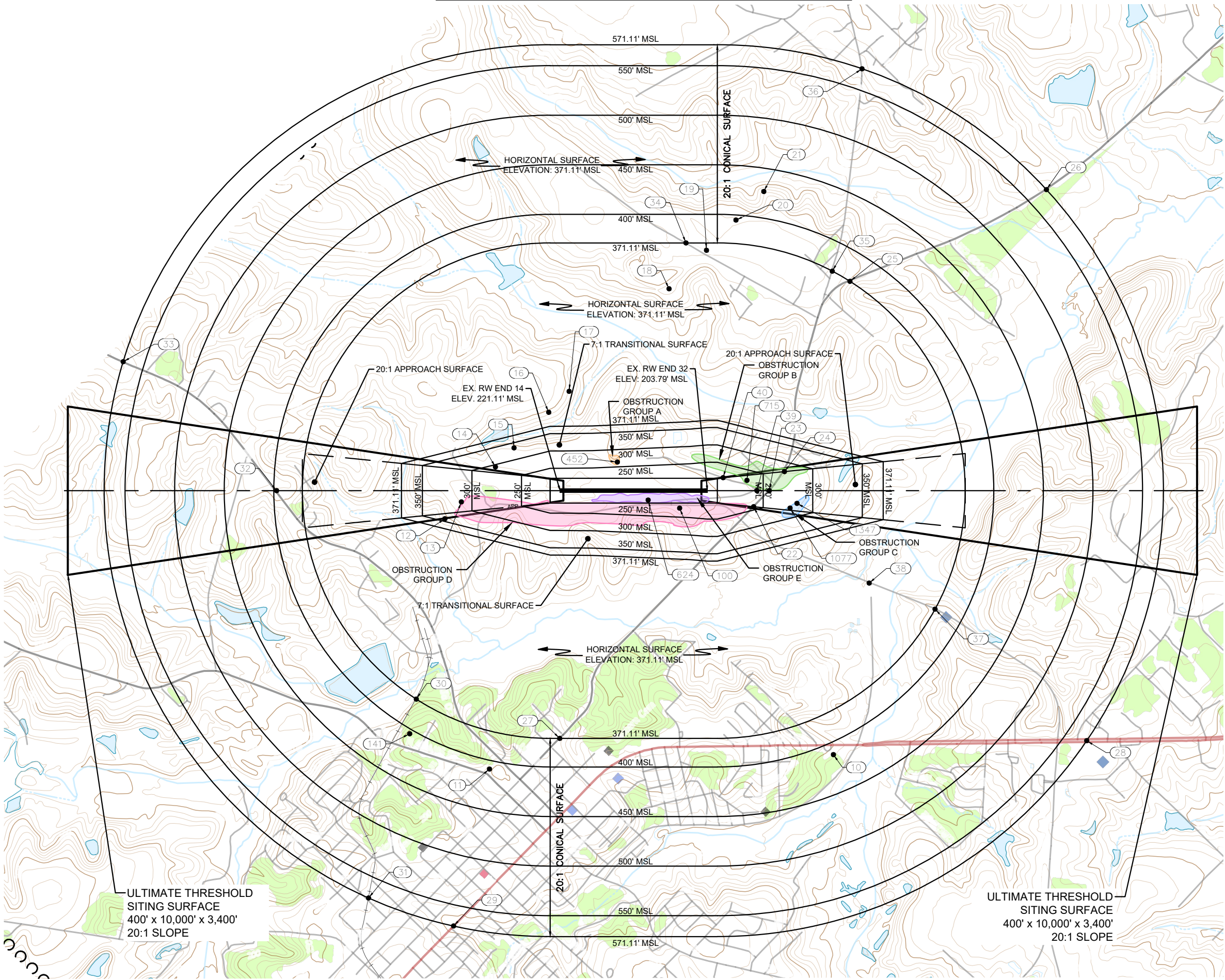
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Plotted By: Chantelissa, Connor
Sheet Set: Kimley-Horn
Layout: AIRSPACE PLAN
October 26, 2021 05:36:16pm
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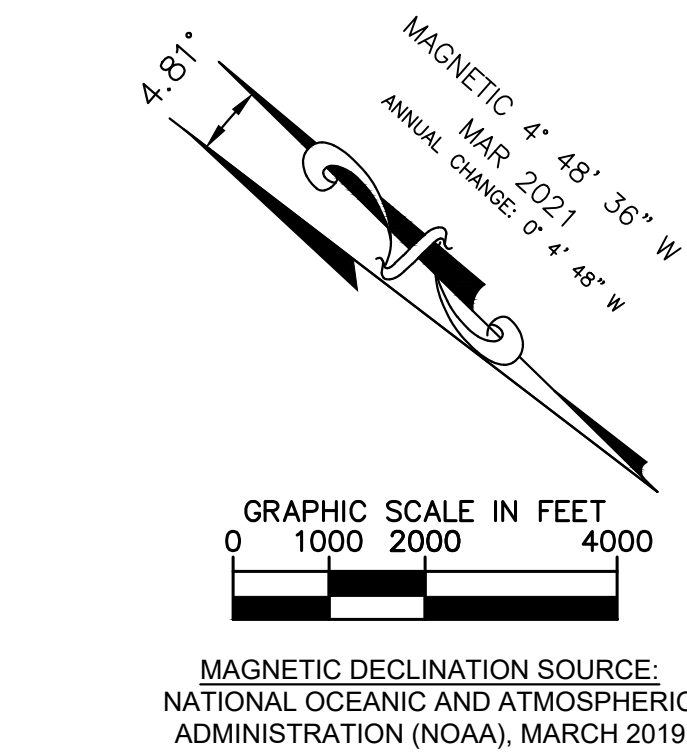
EXISTING PART 77 SURFACES



ULTIMATE PART 77 SURFACES



PART 77 OBSTRUCTION DATA								
OBJECT GROUP	OID	DESCRIPTION	Ground Elevation [ft MSL]	Object Height [ft MSL]	Penetrated Surface	Penetration (Existing Conditions) [ft]	Penetration (Ultimate Conditions) [ft]	DISPOSITION
	10	Tower	137	202	None	-	-	To Remain
	11	Tank	250	430	Existing Conical, Ultimate Conical	21.35	21.35	To Remain
	12	Power Transmission Pylon	194	248	None	-	-	To Remain
	13	Power Transmission Pylon	227	281	None	-	-	To Remain
	14	Power Transmission Pylon	221	275	None	-	-	To Remain
	15	Power Transmission Pylon	209	279	None	-	-	To Remain
	16	Power Transmission Pylon	196	266	None	-	-	To Remain
	17	Power Transmission Pylon	190	265	None	-	-	To Remain
	18	Power Transmission Pylon	214	309	None	-	-	To Remain
	19	Power Transmission Pylon	221	316	None	-	-	To Remain
	20	Power Transmission Pylon	212	287	None	-	-	To Remain
	21	Power Transmission Pylon	177	262	None	-	-	To Remain
	22	State Road 12	181	196	None	-	-	To Remain
	23	State Road 12	190	205	None	-	-	To Remain
	24	State Road 12	170	185	None	-	-	To Remain
	25	State Road 12	200	215	None	-	-	To Remain
	26	State Road 12	120	135	None	-	-	To Remain
	27	State Road 12	235	250	None	-	-	To Remain
	28	State Road 10	232	247	None	-	-	To Remain
	29	County Road 268	197	212	None	-	-	To Remain
	30	Railroad	138	161	None	-	-	To Remain
	31	Railroad	235	258	None	-	-	To Remain
	32	County Road 65	262	277	None	-	-	To Remain
	33	County Road 65	280	295	None	-	-	To Remain
	34	Ball Farm Road	221	236	None	-	-	To Remain
	35	County Road 161	217	232	None	-	-	To Remain
	36	County Road 161	228	243	None	-	-	To Remain
	37	Ralph Strong Road	150	165	None	-	-	To Remain
	38	Ralph Strong Road Bridge	120	135	None	-	-	To Remain
	39	Airport Road	191	206.1	None	-	-	To Remain
	40	Airport Road	194	209	None	-	-	To Remain
D	100	Tree	213	309.25	Existing Conical, Ultimate Conical	67.45	85.30	To Be Trimmed Or Removed
	141	Cell Tower	Unknown	470.47	Existing Transitional, Ultimate Transitional	66.07	66.07	To Remain
A	452	Tree	208	305.43	Existing Transitional, Ultimate Transitional	23.60	41.46	To Be Trimmed Or Removed
E	624	Windsock	216	247.43	Existing Transitional, Ultimate Transitional	25.02	34.17	To Be Relocated
B	715	Tree	190	267.43	Existing Transitional, Ultimate Transitional	30.52	33.82	To Be Trimmed Or Removed
C	1077	Tree	Unknown	295.48	Existing Transitional, Ultimate Transitional	7.00	18.42	To Be Trimmed Or Removed
C	1347	Tree	Unknown	294.43	Existing Transitional, Ultimate Runway 32 Approach	10.32	10.32	To Be Trimmed Or Removed
A		Obstruction Group A 12 Trees	Varies	Varies, 305.43 Max.	Existing & Ultimate Transitional	1 Penetration, 23.60'	12 Penetrations, 41.46' Max.	To Be Trimmed Or Removed
B		Obstruction Group B 77 Trees	Varies	Varies, 298.77' Max.	Existing & Ultimate Transitional, Existing & Ultimate RWY 32 Approach	19 Penetrations, 30.52' Max.	77 Penetrations, 33.82' Max.	To Be Trimmed Or Removed
C		Obstruction Group C 46 Trees	Varies	Varies, 299.81' Max.	Existing & Ultimate Transitional Existing & Ultimate RWY 32 Approach	20 Penetrations, 10.32' Max.	46 Penetrations, 18.42' Max.	To Be Trimmed Or Removed
D		Obstruction Group D 12 Bushes, 23 Fences, 3 Ground Spots, 10 Road Spots, 1361 Trees, 18 Utility Poles	Varies	Varies, 320.39' Max.	Existing & Ultimate Transitional Existing & Ultimate RWY 14 Approach Ultimate Primary	1001 Penetrations, 67.45' Max.	1427 Penetrations, 85.30' Max.	To Be Trimmed, Removed, or Relocated
E		Obstruction Group E 38 Ground Spots, 2 PAPI, 2 Light Poles, Windsock	Varies	Varies, 247.43' Max.	Existing Transitional Existing & Ultimate Primary	23 Penetrations, 25.02' Max.	43 Penetrations, 34.17' Max.	To be Removed or Relocated



AIRSPACE PLAN AND PROFILE SHEET NOTES:
1. AERIAL OBSTRUCTION SURVEY COMPLETED APRIL, 2019
2. TRAVERSE WAY ADJUSTMENTS OF 10' FOR PRIVATE ROADS AND 15' FOR PUBLIC HAVE BEEN APPLIED TO ROADS ON THIS PLAN.
3. AIRPORT ZONING IS FOUND IN CHAPTER 14 OF THE CODE OF ORDINANCES OF GADSDEN COUNTY, FLORIDA

QGAA APPROVAL BLOCK	
RECOMMENDED BY:	DATE:
Marty Harrell QGAA Chairman	
Janice Watson QGAA Administrator	

FAA APPROVAL STAMP	
RECOMMENDED BY:	DATE:
Nick Harwell Airport Planning Manager	

GENERAL NOTES

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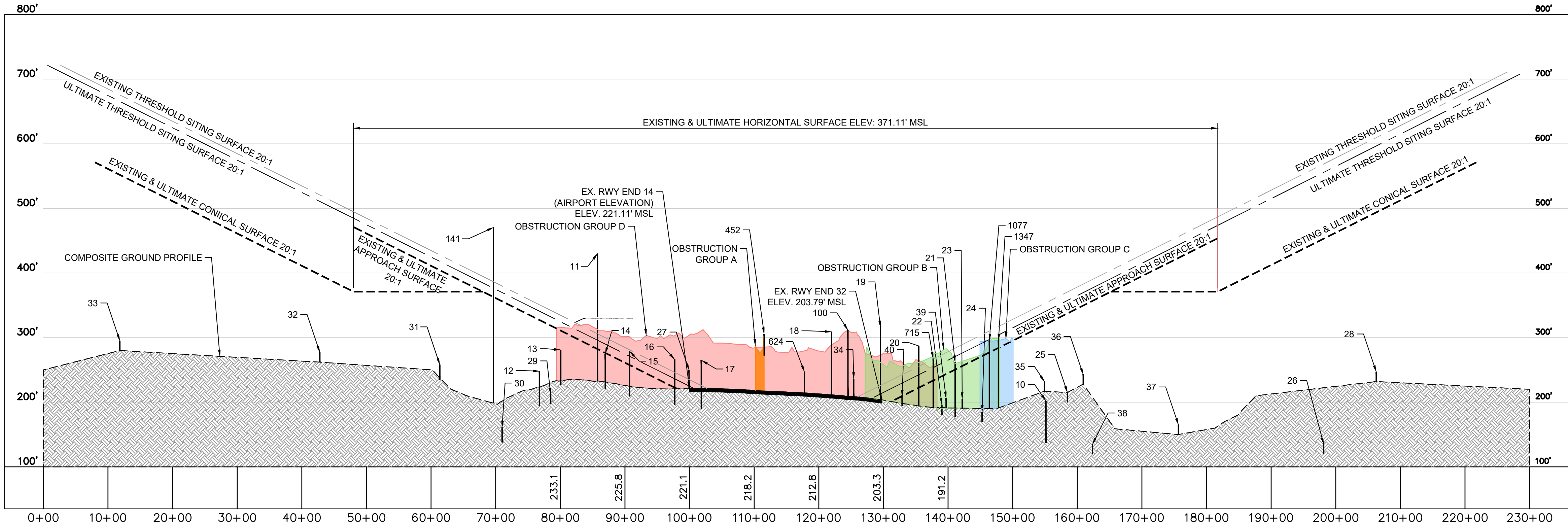
QUINCY MUNICIPAL AIRPORT
MASTER PLAN UPDATE
PREPARED FOR
QUINCY-GADSDEN AIRPORT AUTHORITY

AIRSPACE PLAN

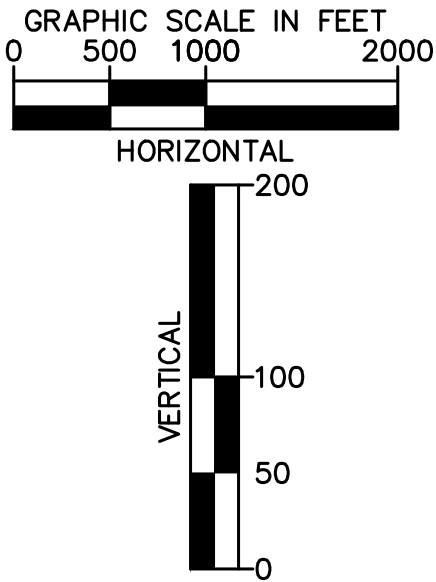
SHEET NUMBER

4
11

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PART 77 OBSTRUCTION DATA									
OBJECT GROUP	OID	DESCRIPTION	Ground Elevation [ft MSL]	Object Height [ft MSL]	Penetrated Surface	Penetration (Existing Conditions) [ft]	Penetration (Ultimate Conditions) [ft]	DISPOSITION	FAA STUDY/ID#
	10	Tower	137	202	None	-	-	To Remain	
	11	Tank	250	430	Existing Conical, Ultimate Conical	21.35	21.35	To Remain	
	12	Power Transmission Pylon	194	248	None	-	-	To Remain	2011ASO03731OE
	13	Power Transmission Pylon	227	281	None	-	-	To Remain	2011ASO03732OE
	14	Power Transmission Pylon	221	275	None	-	-	To Remain	2011ASO03734OE
	15	Power Transmission Pylon	209	279	None	-	-	To Remain	2011ASO03735OE
	16	Power Transmission Pylon	196	266	None	-	-	To Remain	2011ASO03736OE
	17	Power Transmission Pylon	190	265	None	-	-	To Remain	2011ASO03737OE
	18	Power Transmission Pylon	214	309	None	-	-	To Remain	2011ASO03738OE
	19	Power Transmission Pylon	221	316	None	-	-	To Remain	2011ASO03739OE
	20	Power Transmission Pylon	212	287	None	-	-	To Remain	2011ASO03740OE
	21	Power Transmission Pylon	177	262	None	-	-	To Remain	2011ASO03741OE
	22	State Road 12	181	196	None	-	-	To Remain	
	23	State Road 12	190	205	None	-	-	To Remain	
	24	State Road 12	170	185	None	-	-	To Remain	
	25	State Road 12	200	215	None	-	-	To Remain	
	26	State Road 12	120	135	None	-	-	To Remain	
	27	State Road 12	235	250	None	-	-	To Remain	
	28	State Road 10	232	247	None	-	-	To Remain	
	29	County Road 268	197	212	None	-	-	To Remain	
	30	Railroad	138	161	None	-	-	To Remain	
	31	Railroad	235	258	None	-	-	To Remain	
	32	County Road 65	262	277	None	-	-	To Remain	
	33	County Road 65	280	295	None	-	-	To Remain	
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	35	County Road 161	217	232	None	-	-	To Remain	
	36	County Road 161	228	243	None	-	-	To Remain	
	37	Ralph Strong Road	150	165	None	-	-	To Remain	
	38	Ralph Strong Road Bridge	120	135	None	-	-	To Remain	
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	141	Cell Tower	Unknown	470.47	Existing Transitional, Ultimate Transitional	66.07	66.07	To Remain	
A	452	Tree	208	305.43	Existing Transitional, Ultimate Transitional	23.60	41.46	To Be Trimmed Or Removed	
E	624	Windsock	216	247.43	Existing Transitional, Ultimate Transitional	25.02	34.17	To Be Relocated	
B	715	Tree	190	267.43	Existing Transitional, Ultimate Transitional	30.52	33.82	To Be Trimmed Or Removed	
C	1077	Tree	Unknown	295.48	Existing Transitional, Ultimate Transitional	7.00	18.42	To Be Trimmed Or Removed	
C	1347	Tree	Unknown	294.43	Existing Transitional, Ultimate Runway 32 Approach	10.32	10.32	To Be Trimmed Or Removed	
A		Obstruction Group A 12 Trees	Varies	Varies, 305.43' Max.	Existing & Ultimate Transitional	1 Penetration, 23.60'	12 Penetrations, 41.46' Max.	To Be Trimmed Or Removed	
B		Obstruction Group B 77 Trees	Varies	Varies, 298.77' Max.	Existing & Ultimate Transitional, Existing & Ultimate RWY 32 Approach	19 Penetrations, 30.52' Max.	77 Penetrations, 33.82' Max.	To Be Trimmed Or Removed	
C		Obstruction Group C 46 Trees	Varies	Varies, 299.81' Max.	Existing & Ultimate Transitional, Existing & Ultimate RWY 32 Approach	20 Penetrations, 10.32' Max.	46 Penetrations, 18.42' Max.	To Be Trimmed Or Removed	
D		Obstruction Group D 12 Bushes, 23 Fences, 3 Ground Spots, 10 Road Spots, 1361 Trees, 18 Utility Poles	Varies	Varies, 320.39' Max.	Existing & Ultimate Transitional, Existing & Ultimate RWY 14 Approach, Ultimate Primary	1001 Penetrations, 67.45' Max.	1427 Penetrations, 85.30' Max.	To be Trimmed, Removed, or Relocated	
E		Obstruction Group E 38 Ground Spots, 2 PAPI, 2 Light Poles, Windsock	Varies	Varies, 247.43' Max.	Existing Transitional, Existing & Ultimate Primary	23 Penetrations, 25.02' Max.	43 Penetrations, 34.17' Max.	To be Removed or Relocated	



AIRSPACE PLAN AND PROFILE SHEET NOTES:
1. AERIAL OBSTRUCTION SURVEY COMPLETED APRIL, 2019 AND MAY NOT REFLECT CURRENT TREE COVERAGE CONDITIONS.
2. TRAVERSE WAY ADJUSTMENTS OF 10' FOR PRIVATE ROADS AND 15' FOR PUBLIC HAVE BEEN APPLIED TO ROADS ON THIS PLAN.
3. AIRPORT ZONING IS FOUND IN CHAPTER 14 OF THE CODE OF ORDINANCES OF GADSDEN COUNTY, FLORIDA

QGAA APPROVAL BLOCK		FAA APPROVAL STAMP	
RECOMMENDED BY:	DATE:		
Marty Harrell QGAA Chairman			
Janice Watson QGAA Administrator			
GENERAL NOTES		FDOT APPROVAL BLOCK	
1. COORDINATES ARE PRESENTED IN NORTH AMERICAN DATUM OF 1983 (NAD83) FLORIDA STATE PLANE, NORTH ZONE, IN U.S. SURVEY FEET. 2. ELEVATIONS ARE PRESENTED IN THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) IN HEIGHT ABOVE MEAN SEA LEVEL (MSL).		RECOMMENDED BY:	DATE:
		Nick Harwell Airport Planning Manager	

No.	REVISIONS	DATE	BY

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QUINCY MUNICIPAL AIRPORT
MASTER PLAN UPDATE
PREPARED FOR
QUINCY-GADSDEN AIRPORT AUTHORITY

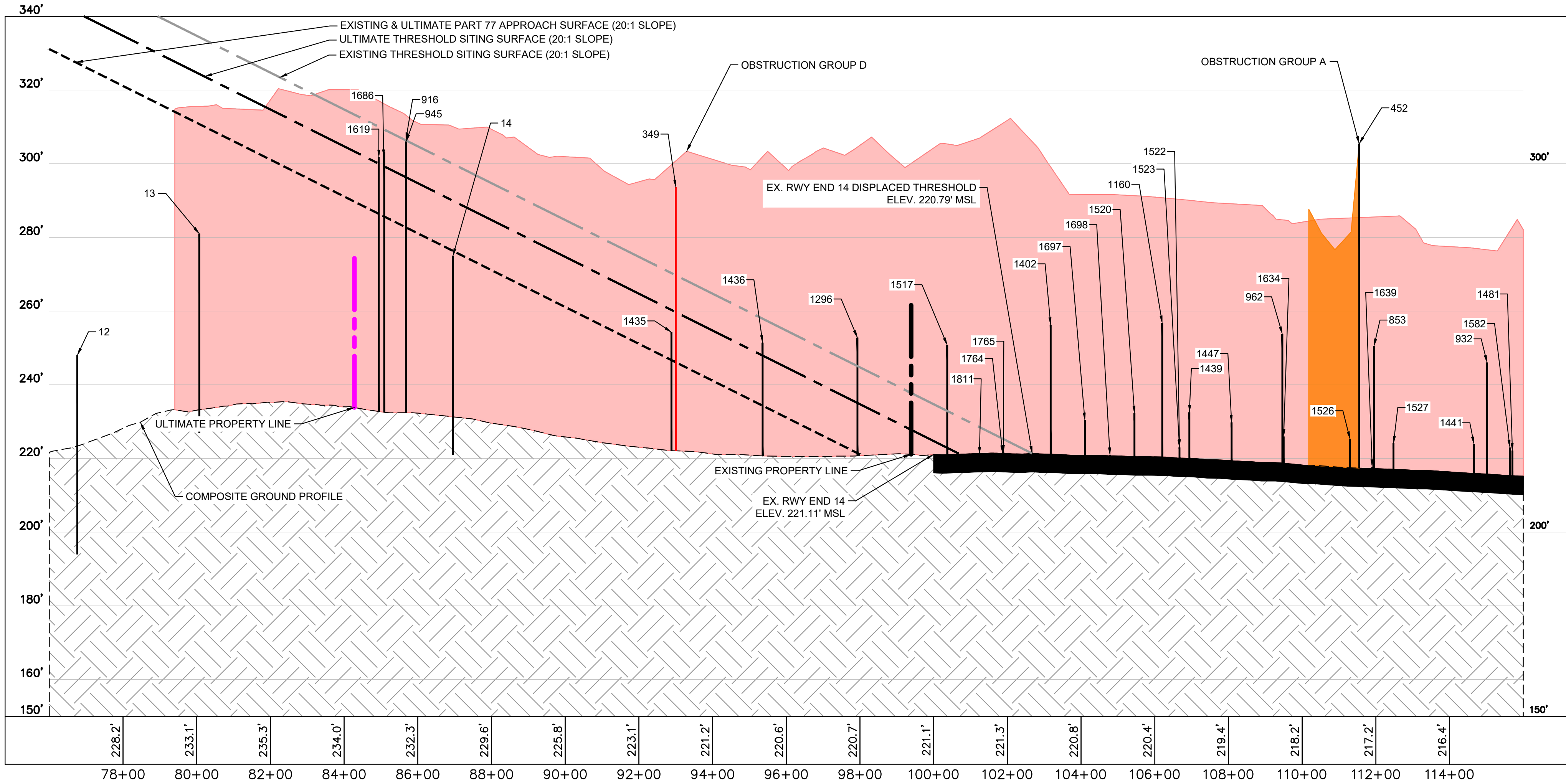
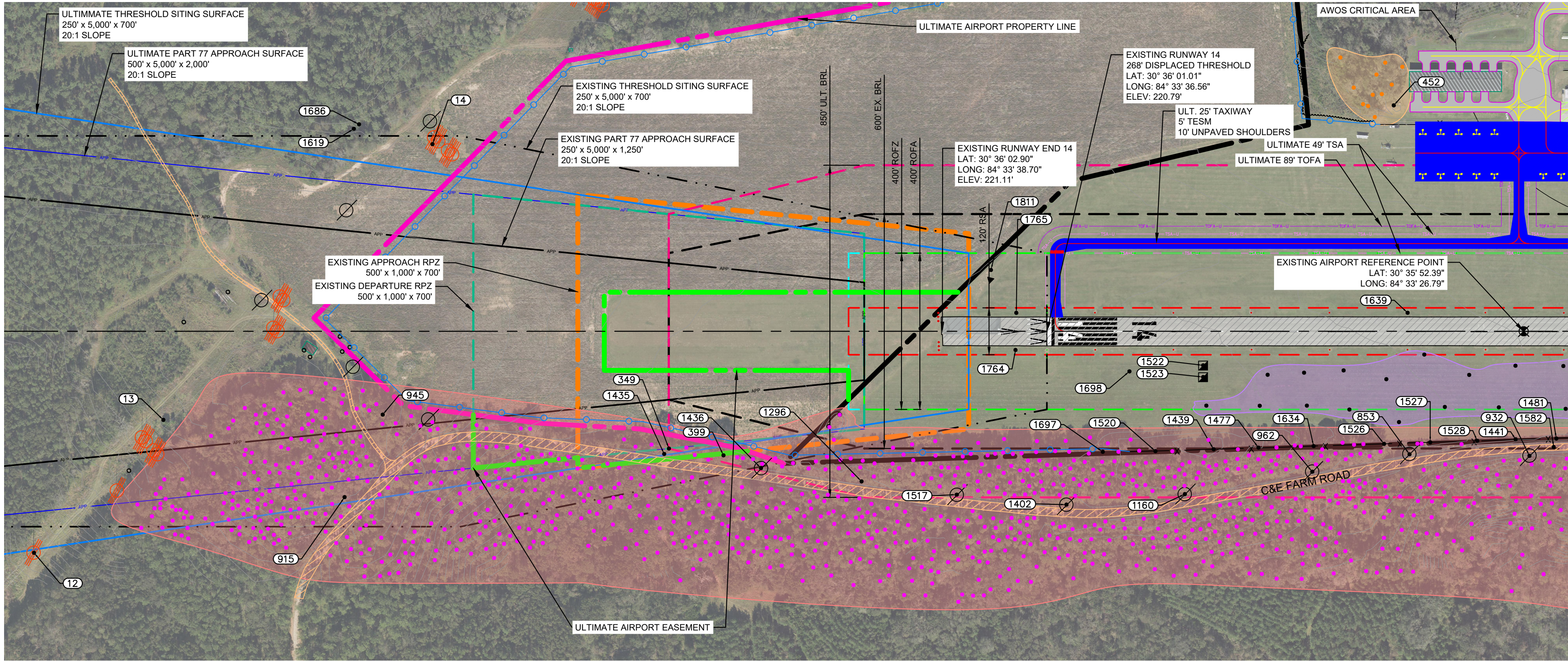
AIRSPACE PROFILE

SHEET NUMBER

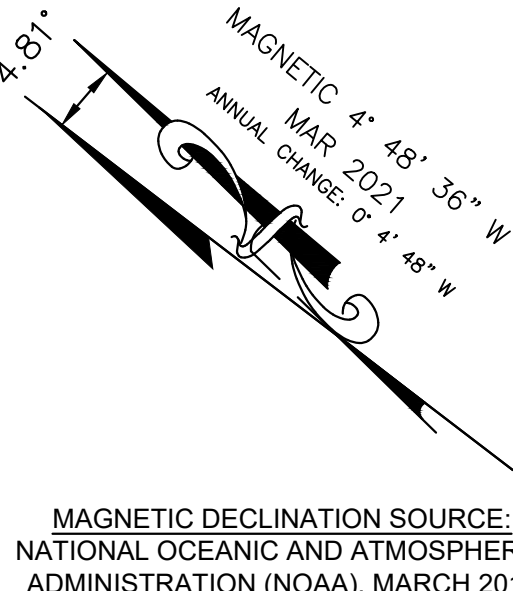
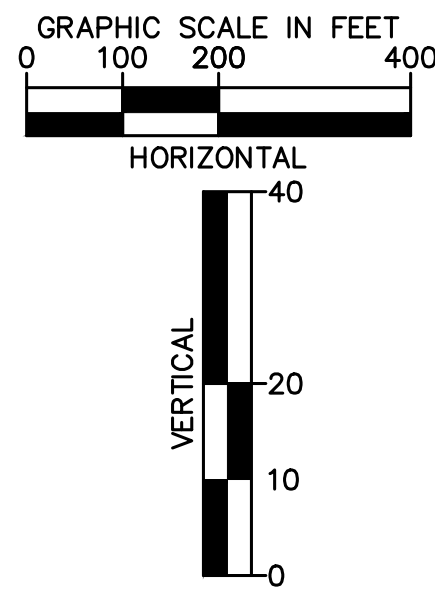
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11

Plotted By: Chantrell, Connor Sheet Set: Kina Layout: INNER PORTION OF THE APPROACH SURFACE — RUNWAY 14 October 26, 2021 05:39:20pm K:\NVA Aviation\Quincy Gadsden Airport\CADD\PlanSheets\7 — IPASD.dwg
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LEGEND		
Description	Existing	Ultimate
Airport Property Line		
Airport Easement	N/A	
Runway Obstacle Free Area (ROFA)		SAME
Runway Obstacle Free Zone (ROFZ)		SAME
Runway Safety Area (RSA)		SAME
25' Building Restriction Line (BRL)		
Approach Runway Protection Zone (RPZ)		SAME
Departure Runway Protection Zone (RPZ)		SAME
Part 77 Approach Surface	APP	APP
Threshold Siting Surface		
Taxiway Safety Area (TSA)	N/A	TSA-U
Taxiway Object Free Area (TOFA)	N/A	TOFA-U
Elevation	216	N/A
Runway Pavements		SAME
Airfield Pavements		
Buildings		
Unpaved Road		N/A
Segmented Circle & Wind Cone		
Rotating Beacon		
Aircraft Tie-Downs		
Airport Reference Point		SAME
PAPI		SAME
Fence (8' Tall)	x — x — x —	o — o — o — o —
Lightpole		N/A
Utility Pole		N/A
Transmission Pole		N/A



INNER PORTION OF THE APPROACH SHEET NOTES:
1. AERIAL OBSTRUCTION SURVEY COMPLETED APRIL 2019
2. TRAVERSE WAY ADJUSTMENTS OF 10' FOR PRIVATE ROADS AND 15' FOR PUBLIC HAVE BEEN APPLIED TO ROADS ON THIS PLAN.
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**QUINCY MUNICIPAL AIRPORT
MASTER PLAN UPDATE**
PREPARED FOR
QUINCY-GADSDEN AIRPORT AUTHORITY

**INNER PORTION OF THE APPROACH
SURFACE - RUNWAY 14**

SHEET NUMBER

7 / 11

Plotted By:Chantelliss, Connor Sheet Set:Kina Layout:IPASD Date: October 26, 2021 05:40:21pm K:\NWA_Aviation\Quincy_Gadsden_Airport\CADD\PlanSheets\7 - IPASD.dwg
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INNER PORTION OF THE APPROACH OBSTRUCTION DATA - RUNWAY END 14												
Obstruction Group	Sheet	OID	DESCRIPTION	Ground Elevation [ft MSL]	Object Height [ft MSL]	Part 77 Penetrated Surface	Part 77 Penetration (Existing Conditions) [ft]	Part 77 Penetration (Ultimate Conditions) [ft]	Threshold Siting Surface Penetration (Existing Conditions) [ft]	Threshold Siting Surface Penetration (Ultimate Conditions) [ft]	DISPOSITION	FAA STUDY/ID#
	7	12	Power Transmission Pylon	194	248	Existing Transitional, Ultimate Transitional	-	-	N/A	N/A	To Remain	2011ASO03731OE
	7	13	Power Transmission Pylon	227	281	Existing RWY 14 Approach, Ultimate 0	-	-	-	-	To Remain	2011ASO03732OE
	7	14	Power Transmission Pylon	221	275	Existing Transitional, Ultimate Transitional	-	-	N/A	N/A	To Remain	2011ASO03734OE
	8	22	State Road 12	181	196	Existing Transitional, Ultimate Transitional	-	-	-	-	To Remain	
	8	23	State Road 12	190	205	Existing RWY 14 Approach, Ultimate Runway 32 Approach	-	-	-	-	To Remain	
	8	24	State Road 12	170	185	Existing Transitional, Ultimate Transitional	-	-	-	-	To Remain	
	8	39	Airport Road	191	206.1	Existing RWY 32 Approach, Ultimate Runway 32 Approach	-	-	-	-	To Remain	
	8	40	Airport Road	194	209	Existing Transitional, Ultimate Transitional	-	-	-	-	To Remain	
D	8	100	Tree	213	309.25	Existing Transitional, Ultimate Transitional	67.45	85.3	N/A	N/A	To Be Trimmed Or Removed	
D	8	284	Tree	206	255.23	Existing Transitional, Ultimate Transitional	32.7	50.55	33.6	N/A	To Be Trimmed Or Removed	
D	7	349	Tree	219	293.6	Existing Transitional, Ultimate Transitional	29.63	47.49	24.46	34.46	To Be Trimmed Or Removed	
D	7	399	Tree	218	287.02	Existing Transitional, Ultimate Transitional	25.55	43.4	24.86	N/A	To Be Trimmed Or Removed	
A	7	452	Tree	208	305.43	Existing Transitional, Ultimate Transitional	23.6	41.46	N/A	N/A	To Be Trimmed Or Removed	
E	8	624	Windsock	216	247.43	Existing Transitional, Ultimate Primary	25.02	34.17	N/A	N/A	To Be Relocated	
B	8	715	Tree	190	267.43	Existing Transitional, Ultimate Runway 32 Approach	30.52	33.82	4	14	To Be Trimmed Or Removed	
D	7	853	Utility Pole	217	250.48	Existing Transitional, Ultimate Transitional	6.53	24.38	N/A	N/A	To Remain	
E	8	883	Light Pole	212	233.33	Existing Transitional, Ultimate Primary	9.52	22.9	N/A	N/A	To Remain	
B	8	887	Tree	Unknown	270.12	Existing Transitional, Ultimate Transitional	4.49	22.35	7.65	N/A	To Be Trimmed Or Removed	
D	8	902	Utility Pole	213	242.55	Existing Transitional, Ultimate Transitional	4.76	22.62	N/A	N/A	To Remain	
D	8	909	Utility Pole	Unknown	237.73	Existing Transitional, Ultimate Transitional	6.88	24.74	N/A	N/A	To Remain	
D	7	916	Tree	235	306.45	Existing RWY 14 Approach, Ultimate Runway 14 Approach	23.72	23.72	0.67	10.67	To Be Trimmed Or Removed	
D	7	932	Utility Pole	212	246.02	Existing Transitional, Ultimate Transitional	3.39	21.24	N/A	N/A	To Remain	
D	7	945	Tree	235	305.96	Existing RWY 14 Approach, Ultimate Runway 14 Approach	23.26	23.26	0.21	10.21	To Be Trimmed Or Removed	
D	7	962	Utility Pole	219	253.77	Existing Transitional, Ultimate Transitional	1.91	19.76	N/A	N/A	To Remain	
D	8	965	Utility Pole	213	236.13	Existing Transitional, Ultimate Transitional	2	19.86	N/A	N/A	To Remain	
D	8	970	Utility Pole	Unknown	236.74	Existing Transitional, Ultimate Transitional	4.05	21.91	N/A	N/A	To Remain	
D	8	975	Utility Pole	197	233	Existing Transitional, Ultimate Transitional	4.3	22.15	-	N/A	To Remain	
D	8	976	Utility Pole	197	233	Existing Transitional, Ultimate Transitional	4.3	22.15	-	N/A	To Remain	
D	8	996	Utility Pole	211	238.09	Existing Transitional, Ultimate Transitional	1.24	19.1	N/A	N/A	To Remain	
E	8	998	Light Pole	206	225.89	Existing Transitional, Ultimate Primary	4.65	21.01	6.77	N/A	To Remain	
D	8	1020	Utility Pole	214	240.33	Existing Transitional, Ultimate Transitional	0.75	18.81	N/A	N/A	To Remain	
C	8	1028	Tree	Unknown	293.07	Existing Transitional, Ultimate Transitional	-	12.17	-	0.77	To Be Trimmed Or Removed	
D	7	1160	Utility Pole	224	256.73	Existing Transitional, Ultimate Transitional	-	12.68	N/A	N/A	To Remain	
C	8	1077	Tree	Unknown	295.48	Existing Transitional, Ultimate Runway 32 Approach	7	18.42	-	-	To Be Trimmed Or Removed	
D	8	1272	Fence	213	220.6	Existing Transitional, Ultimate Transitional	-	9.85	N/A	N/A	To Remain	
D	8	1274	Fence	212	219.86	Existing Transitional, Ultimate Primary	-	10.89	N/A	N/A	To Remain	
D	7	1296	Utility Pole	219	252.77	Existing Transitional, Ultimate Transitional	-	12.12	N/A	N/A	To Remain	
	8	1313	Tree	Unknown	263.65	Existing Transitional, Ultimate Runway 32 Approach	3.64	11.69	-	-	To Be Trimmed Or Removed	
	8	1342	Tree	Unknown	259.95	Existing Transitional, Ultimate Runway 32 Approach	-	10.09	-	-	To Be Trimmed Or Removed	
C	8	1347	Tree	Unknown	264.43	Existing RWY 32 Approach, Ultimate Runway 32 Approach	10.32	10.32	-	-	To Be Trimmed Or Removed	
D	8	1373	Fence	215	220.97	Existing Transitional, Ultimate Transitional	-	6.81	N/A	N/A	To Remain	
D	8	1374	Fence	214	220.35	Existing Transitional, Ultimate Transitional	-	7.54	N/A	N/A	To Remain	
D	7	1402	Utility Pole	221	256.24	Existing Transitional, Ultimate Transitional	-	7.9	N/A	N/A	To Remain	
D	8	1407	Fence	215	221.34	Existing Transitional, Ultimate Transitional	-	5.83	N/A	N/A	To Remain	
D	8	1408	Secondary Road	212	222.07	Existing Transitional, Ultimate Transitional	-	6.04	N/A	N/A	To Remain	
D	8	1409	Secondary Road	212	222.2	Existing Transitional, Ultimate Transitional	-	6.17	N/A	N/A	To Remain	
D	7	1435	Utility Pole	218	254.27	Existing Transitional, Ultimate Transitional	-	5.75	-	-	To Remain	
D	7	1436	Utility Pole	218	251.41	Existing Transitional, Ultimate Transitional	-	6.52	N/A	N/A	To Remain	
D	7	1439	Fence	226	232.48	Existing Transitional, Ultimate Transitional	-	5.11	N/A	N/A	To Remain	
D	7	1441	Fence	217	223.88	Existing Transitional, Ultimate Transitional	-	4.93	N/A	N/A	To Remain	
D	8	1442	Fence	215	221.84	Existing Transitional, Ultimate Transitional	-	4.99	N/A	N/A	To Remain	
D	8	1444	Secondary Road	213	222.69	Existing Transitional, Ultimate Transitional	-	4.76	N/A	N/A	To Remain	
D	8	1445	Secondary Road	212	222.2	Existing Transitional, Ultimate Transitional	-	5.49	N/A	N/A	To Remain	
D	7	1477	Fence	224	226.78	Existing Transitional, Ultimate Transitional	-	3.69	N/A	N/A	To Remain	
D	7	1481	Fence	216	222.09	Existing Transitional, Ultimate Transitional	-	4.09	N/A	N/A	To Remain	
D	8	1482	Secondary Road	213	223.19	Existing Transitional, Ultimate Transitional	-	3.77	N/A	N/A	To Remain	
D	8	1484	Secondary Road	211	220.59	Existing Transitional, Ultimate Transitional	-	4.41	N/A	N/A	To Remain	
	8	1482	Tree	Unknown	255.37	Existing Transitional, Ultimate Runway 32 Approach	0.25	6.25	-	-	To Be Trimmed Or Removed	
D	7	1517	Utility Pole	221	250.79	Existing Transitional, Ultimate Transitional	-	5.72	N/A	N/A	To Remain	
D	7	1520	Fence	226	232.23	Existing Transitional, Ultimate Transitional	-	3.76	N/A	N/A	To Be Removed	
	7	1522	PAPI	221	223.18	Existing Primary, Ultimate Primary	3.08	3.08	N/A	N/A	To Remain	
	7	1523	PAPI	221	222.93	Existing Primary, Ultimate Primary	2.83	2.83	N/A	N/A	To Remain	
D	7	1526	Fence	219	225.3	Existing Transitional, Ultimate Transitional	-	2.59	N/A	N/A	To Remain	
D	7	1527	Fence	219	224.07	Existing Transitional, Ultimate Transitional	-	2.68	N/A	N/A	To Remain	
E	8	1533	PAPI	211	213.5	Existing Primary, Ultimate Primary	3.72	3.71	N/A	N/A	To Remain	
E	8	1534	PAPI	211	212.93	Existing Primary, Ultimate Primary	3.15	3.14	N/A	N/A	To Remain	
D	8	1535	Fence	211	215.9	Existing Transitional, Ultimate Transitional	-	3.18	N/A	N/A	To Remain	
D	8	1536	Fence	210	215.28	Existing Transitional, Ultimate Transitional	-	3.35	N/A	N/A	To Remain	
D	7	1582	Secondary Road	213	222.94	Existing Transitional, Ultimate Transitional	-	1.74	N/A	N/A	To Remain	
D	8	1590	Secondary Road	209	217.99	Existing Transitional, Ultimate Transitional	-	2.44	N/A	N/A	To Remain	
D	8	1594	Fence	207	212.43	Existing Transitional, Ultimate Transitional	-	4.04	N/A	N/A	To Remain	
	8	1605	Tree	Unknown	252.17	Existing Transitional, Ultimate Runway 32 Approach	-	4.39	-	-	To Be Trimmed Or Removed	
	7	1619	Tree	217	301.77	Existing Transitional, Ultimate Transitional	-	-	N/A	N/A	To Be Trimmed Or Removed	
D	7	1634	Fence	221	225.92	Existing Transitional, Ultimate Transitional	-	1.29	N/A	N/A	To Remain	
	7	1639	Runway Light	217	217.68	Existing Primary, Ultimate Primary	0.81	0.8	N/A	N/A	To Remain	
	8	1649	Runway Light	212	212.85	Existing Primary, Ultimate Primary	0.91	0.9	N/A	N/A	To Remain	
D	8	1659	Fence	208	212.43	Existing Transitional, Ultimate Transitional	-	2.45	N/A	N/A	To Remain	
D	8	1661	Secondary Road	Unknown	216.38	Existing Transitional, Ultimate Transitional	-	2.73	N/A	N/A	To Remain	
	8	1667	Building	198	216.97	Existing Transitional, Ultimate Runway 32 Approach	-	3.8	-	-	To Be Removed	
	8	1669	Tree	Unknown	254.32	Existing Transitional, Ultimate Runway 32 Approach	-	3.61	-	-	To Be Trimmed Or Removed	
	7	1686	Tree	217	301.82	Existing Transitional, Ultimate Transitional	-	-	N/A	N/A	To Be Trimmed Or Removed	
D	7	1697	Fence	224	230.38	Existing Transitional, Ultimate Transitional	-	1.47	N/A	N/A	To Remain	
	7	1698	Ground	221	220.93	Existing Primary, Ultimate Primary	0.51	0.48	N/A	N/A	To Be Determined	
	8	1710	Ground	212	212.23	Existing Primary, Ultimate Primary	-	0.27	N/A	N/A	To Be Determined	
D	8	1719	Secondary Road	Unknown	213.41	Existing Transitional, Ultimate Transitional	-	2.13	N/A	N/A	To Remain	
D	8	1720	Fence	203	208.35	Existing Transitional, Ultimate Transitional	-	2.12	N/A	N/A	To Remain	
	7	1764	Runway Light	221	221.48	Existing Primary, Ultimate Primary	0.68	0.63	-	N/A	To Remain	
	7	1765	Runway Light	221	221.63	Existing Primary, Ultimate Primary	0.81	0.78	-	N/A	To Remain	
D	8	1784	Fence	202	207.66	Existing Transitional, Ultimate Transitional	-	1.76	-	N/A	To Remain	
	8	1788	Building	Unknown	220.47	Existing Transitional, Ultimate Runway 32 Approach	-	1.93	-	-	To Be Removed	
	7	1811	Ground	221	221.13	Existing Transitional, Ultimate Primary	-	0.19	-	N/A	To Be Determined	
A			Obstruction Group A 12 Trees	Varies	Varies, 305.43' Max.	Existing & Ultimate Transitional	1 Penetration, 23.60'	12 Penetrations, 41.46' Max.	N/A	N/A	To Be Trimmed Or Removed	
B	8		Obstruction Group B 77 Trees	Varies	Varies, 298.77' Max.	Existing & Ultimate Transitional, Existing & Ultimate RWY 32 Approach	19 Penetrations, 30.52' Max.	77 Penetrations, 33.82' Max.	2 Penetrations, 7.65' Max.	4 Penetrations, 14.0' Max.	To Be Trimmed Or Removed	
C	8		Obstruction Group C 46 Trees	Varies	Varies, 299.81' Max.	Existing & Ultimate Transitional Existing & Ultimate RWY 32 Approach	20 Penetrations, 10.32' Max.	46 Penetrations, 18.42' Max.	-	2 Penetrations, 0.77' Max.	To Be Trimmed Or Removed	
D	7 & 8		Obstruction Group D 12 Bushes, 23 Fences, 3 Ground Spots, 10 Road Spots, 1361 Trees, 18 Utility Poles	Varies	Varies, 320.39' Max.	Existing & Ultimate Transitional Existing & Ultimate RWY 14 Approach Ultimate Primary	1001 Penetrations, 67.45' Max.	1427 Penetrations, 85.30' Max.	100 Penetrations, 33.60' Max.	104 Penetrations, 34.46' Max.	To be Trimmed, Removed, or Relocated	
E	7 & 8		Obstruction Group E 38 Ground Spots, 2 PAPI, 2 Light Poles, Windsock	Varies	Varies, 220.57' Max.	Existing Transitional Existing & Ultimate Primary	23 Penetrations, 25.02' Max.	43 Penetrations, 34.17' Max.	1 Penetration, 6.77' Max.	-	To be Trimmed, Removed, or Relocated	

INNER PORTION OF THE APPROACH SHEET NOTES:
1. AERIAL OBSTRUCTION SURVEY COMPLETED APRIL, 2019
2. TRAVERSE WAY ADJUSTMENTS OF 10' FOR PRIVATE ROADS AND 15' FOR PUBLIC HAVE BEEN APPLIED TO ROADS ON THIS PLAN.
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Janice Watson QGAA Administrator	
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RECOMMENDED BY:	DATE:
Nick Harwell Airport Planning Manager	

No.	REVISIONS			DATE	BY



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TALLAHASSEE, FL 32308 PHONE: 850-553-3500
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QUINCY MUNICIPAL AIRPORT
MASTER PLAN UPDATE
PREPARED FOR
QUINCY-GADSDEN AIRPORT AUTHORITY

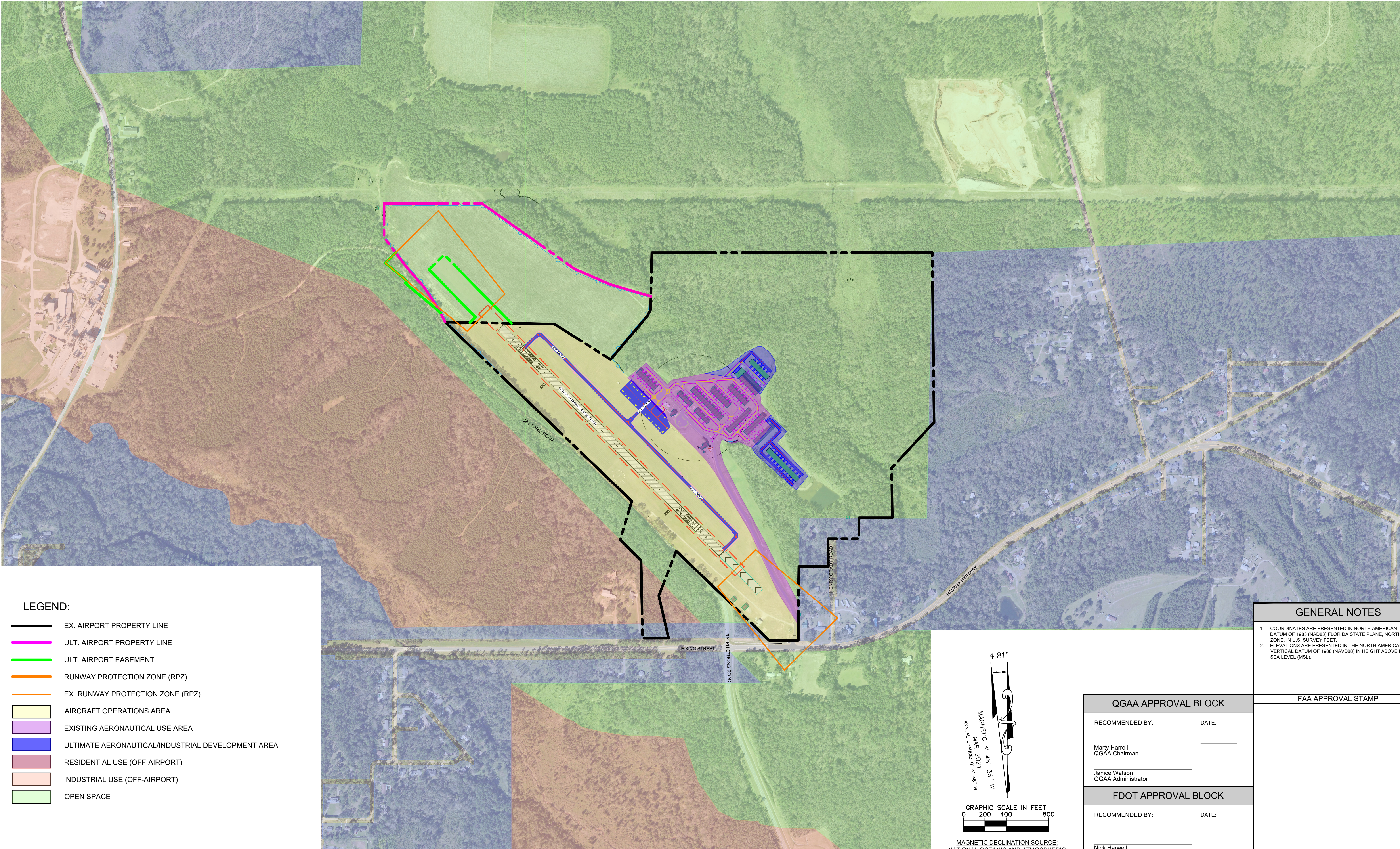
INNER PORTION OF THE APPROACH
SURFACE DATA TABLES

SHEET NUMBER

9

11

Plotted By: Chombliss, Connor Sheet Set: kha Layout: 9 — LAND USE MAP October 26, 2021 05:41:15pm K:\NVA_Aviation\Quincy Gadsden Airport\CADD\PlanSheets\9 — LAND USE MAP.dwg
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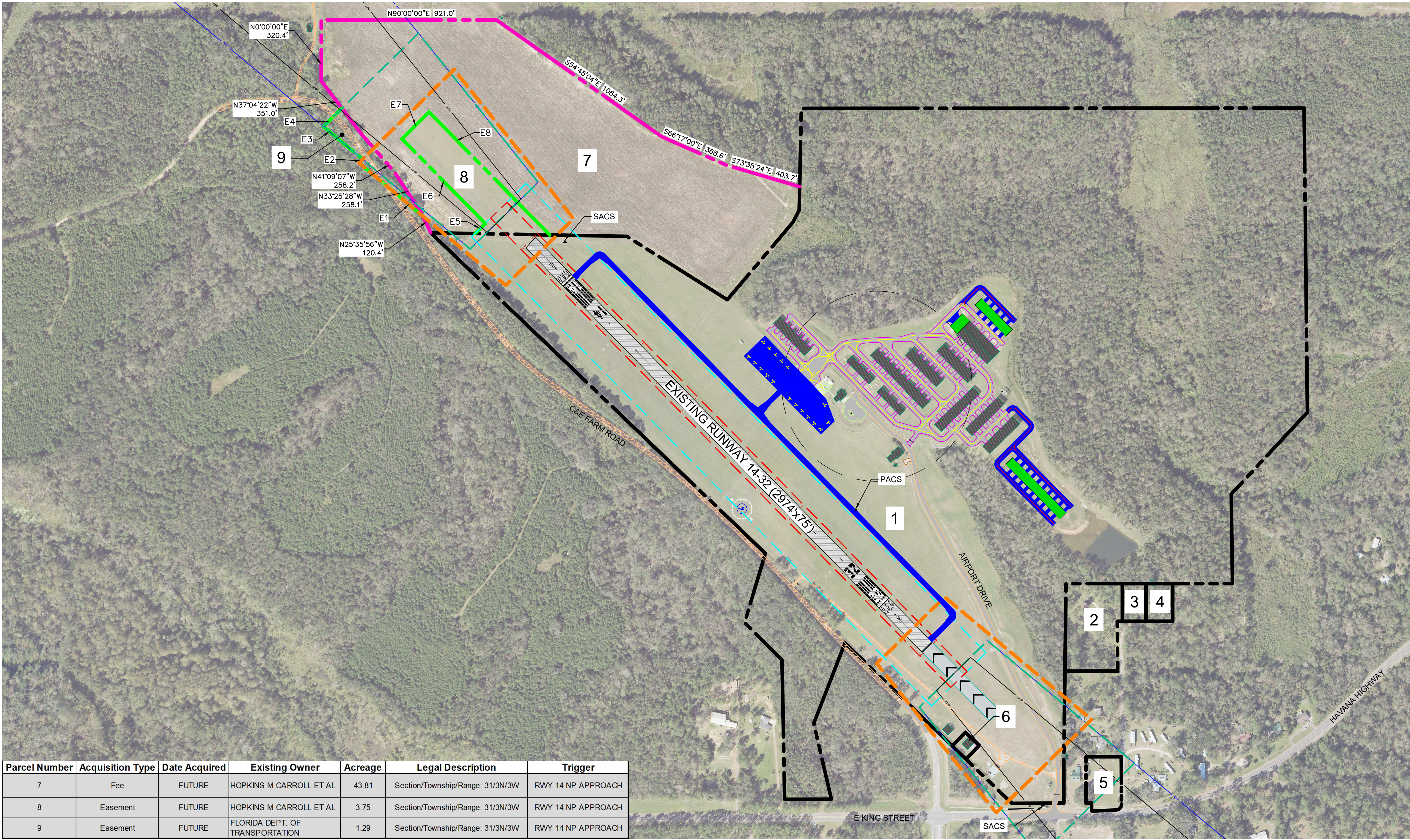
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QUINCY MUNICIPAL AIRPORT
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QUINCY-GADSDEN AIRPORT AUTHORITY

LAND USE MAP

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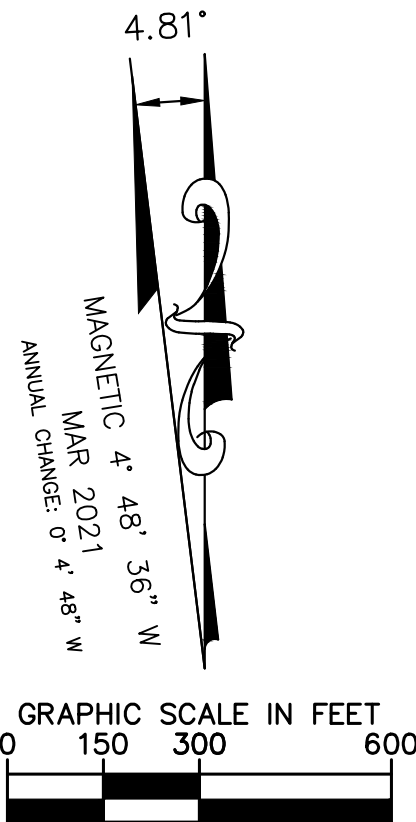


Parcel Number	Acquisition Type	Date Acquired	Existing Owner	Acreage	Legal Description	Trigger
7	Fee	FUTURE	HOPKINS M CARROLL ET AL	43.81	Section/Township/Range: 31/3N/3W	RWY 14 NP APPROACH
8	Easement	FUTURE	HOPKINS M CARROLL ET AL	3.75	Section/Township/Range: 31/3N/3W	RWY 14 NP APPROACH
9	Easement	FUTURE	FLORIDA DEPT. OF TRANSPORTATION	1.29	Section/Township/Range: 31/3N/3W	RWY 14 NP APPROACH

Parcel Number	Tax Parcel ID	Acquisition Type	Date Acquired	Existing Owner	Grantor (selling owner)	Acreage	Conveyance Instrument	Book	Page	Grant Number	Legal Description
1	3-05-2N-3W-0000-00420-0000	Fee	10/1/1988	Quincy-Gadsden Airport Authority	City of Quincy	204	Warranty Deed	351	1370		AIRPORT-OR 351 P 1370. COMM AT SWC OF SE1/4 OF SE1/4 OF SECT 5 AND RUN E 30 FT, N 30.34 FT, S 89 DEG 54 MIN W 264.2 FT, N 46 DEG 09 MIN W 1236 FT TO BEGIN AND RUN N 46 DEG 09 MIN W 329 FT, N 43 DEG 51 MIN E 50 FT, N 46 DEG 09 MIN W 298.5 FT, S 16 DEG 39 MIN W 388.8 FT, S 46 DEG 09 MIN E 281.25 FT, S 756.5 FT, E 256.3 FT, N 13 DEG 03 MIN W 456.2 FT, N 21 DEG 14 MIN E 484 FT TO THE POB. ALSO: COMM AT SWC OF SE1/4 OF SE1/4 OF SECT 5 AND RUN E 30 FT, NORTH 30.34 FT TO BEGIN AND RUN S 89 DEG 54 MIN W 264.2 FT, N 46 DEG 09 MIN W 1565 FT, N 43 DEG 51 MIN E 50 FT, N 46 DEG 09 MIN W 2758 FT, S 87 DEG 35 MIN E 1057.8 FT, S 57 MIN 35 MIN E 577.4 FT, N 40 DEG 16 MIN E 452 FT, N 27 DEG 09 MIN E 345 FT, N 127.4 FT, S 2670 FT, S 2286 FT, W 1320 FT, S 1169.66 FT TO THE POB. LESS AND EXCEPT PART PER OR 351 P 1374 AND 1375 IN SECTION 5-2N-3W.
2	3-05-2N-3W-0000-00443-1500	Fee	4/18/2014	Quincy-Gadsden Airport Authority	DAVID MICHAEL THARP	3	Warranty Deed	787	1762	State/local	OR 787 P 1762; OR 369 P 1486 COMM AT SWC OF SE1/4 OF SE1/4 AND RUN E 30 FT, N 740 FT TO BEGIN AND RUN N 460 FT, E 301.5 FT, S 198 FT, W 26.37 FT, S 00 DEG 26 MIN 262.01 FT, W 277.12 FT TO THE POB. IN SECTION 5-2N-3W.
3	3-05-2N-3W-0000-00443-0200	Fee	7/28/2016	Quincy-Gadsden Airport Authority	LEONARD B HAWKINS & MARGARET G HAWKINS	0.87	Warranty Deed	822	421	State/local	OR 822 P 421 BEGIN AT A PT ON THE N BOUNDARY OF SR #1 SAID PT BEING 146.5 FT E FROM SWC OF SE1/4 OF SE1/4, RUN N 290 FT, E 185 FT., S 290 FT TO SAID STATE ROAD, W 185 FT TO POB. LESS PART TO DOT PER OR 143. P 28. LESS PART TO GADSDEN COUNTY ROAD. OR 311 P 1771. IN SECTION 5-2N-3W.
4	3-05-2N-3W-0000-00442-0100	Fee	12/2/2016	Quincy-Gadsden Airport Authority	LINCOLN COX SCHOFIELD	0.565	Warranty Deed	825	1015	State/local	OR 825 P 1015 OR 741 P 634 OR 337 P 347- FROM SWC OF SE1/4 OF SE1/4., RUN E. 30 FT., N 1200 FT., E 301.5 FT. TO P.O.B., RUN E. 124.5 FT., S. 198 FT., W. 124.5 FT., N. 198 FT. TO THE P.O.B. OR 163 P 102. IN SECTION 5-2N-3W.
5	3-05-2N-3W-0000-00441-0600	Fee	1/19/2018	Quincy-Gadsden Airport Authority	CAZ CREEK FL LLC	0.636	Warranty Deed	842	1335	State/local	OR 842 P 1335 OR 795 P 1762; OR 690 P 271 OR 280 P 470 OR 305 P 771 FROM THE SWC OF THE SE 1/4 OF SE 1/4 OF SECTION 5, RUN E 30 FT, N 1200 FT, E 426 FT AND THE POB., E 140 FT, S 198 FT, W 140 FT, N 198 FT TO THE POB. LESS AND EXCEPT FOR THE SWC OF THE SE1/4 OF THE SE1/4 RUN E 30 FT RUN N 1200 FT RUN E 426 FT, RUN E 132 FT TO BEGIN, RUN E 8 FT, S 198 FT W 8 FT, N 198 FT TO THE POB. IN SECTION 5-2N-3W.
6	3-05-2N-3W-0000-00444-0500	Fee	12/30/1997	Quincy-Gadsden Airport Authority	WILCOX ALBERT F	0.23	Warranty Deed	472	684	State/local	OR 472 P 684 COMM AT THE NWC AND RUN S 46 DEG 09 MIN 00 SEC E ALONG THE WESTERN BNDRY A DIST OF 2385.88 FT, N 43 DEG 51 MIN 00 SEC E A DIST OF 75 FT, S 46 DEG 09 MIN 00 SEC E A DIST OF 1517 FT FOR POB. S 46 DEG 09 MIN 00 SEC E 100 FT, S 43 DEG 51 MIN 00 SEC W 100 FT, N 46 DEG 09 MIN 00 SEC W 100 FT, N 43 DEG 51 MIN 00 SEC E 100 FT TO THE POB. IN SECTION 5-2N-3W.

LEGEND - AIRPORT PROPERTY MAP		
Description	Existing	Ultimate
Airport Property Line		
Airport Easement	N/A	
Runway Obstacle Free Area (ROFA)		SAME
Runway Safety Area (RSA)		SAME
Approach Runway Protection Zone (RPZ)		SAME
Departure Runway Protection Zone (RPZ)		SAME
Part 77 Approach Surface		
Runway Pavements		N/A
Airfield Pavements		
Buildings		
Survey Monument (PACS/SACS)		N/A

AIRPORT EASEMENT PROPERTY LINE TABLE		
LINE	LENGTH	BEARING
E1	436.45	N50°08'49.42"W
E2	26.74	N45°33'48.71"E
E3	268.69	N50°08'49.42"W
E4	136.70	N45°33'48.71"E
E5	74.96	N45°33'48.71"E
E6	625.00	N44°26'11.29"W
E7	200.00	N45°33'48.71"E
E8	904.71	S44°26'11.29"E



MAGNETIC DECLINATION SOURCE:
NATIONAL OCEANIC AND ATMOSPHERIC
ADMINISTRATION (NOAA), MARCH 2021

GENERAL NOTES

- COORDINATES ARE PRESENTED IN NORTH AMERICAN DATUM OF 1983 (NAD83) FLORIDA STATE PLANE, NORTH ZONE, IN U.S. SURVEY FEET.
- ELEVATIONS ARE PRESENTED IN THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) IN HEIGHT ABOVE MEAN SEA LEVEL (MSL).

QGAA APPROVAL BLOCK

RECOMMENDED BY: _____ DATE: _____

Marty Harrell
QGAA Chairman

Janice Watson
QGAA Administrator

FDOT APPROVAL BLOCK

RECOMMENDED BY: _____ DATE: _____

Nick Harwell
Airport Planning Manager

FAA APPROVAL STAMP

Kimley»Horn

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QUINCY MUNICIPAL AIRPORT MASTER PLAN UPDATE

PREPARED FOR
QUINCY-GADSDEN AIRPORT AUTHORITY

AIRPORT PROPERTY INVENTORY MAP

SHEET NUMBER

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