



Tri-County Airport Authority (1J0) ("TCAA")

1983 Tri-County Airport Rd - Bonifay, FL 32425

Mail: PO Box 756, Bonifay, FL 32425

GPS Instrument Approach, Runway 01

TO: TCAA Board of Directors
FROM: Ross Statham, Secretary
DATE: July 10, 2020

RE: Instrument Approach, Runway 01

This past winter I began inquiries with the FAA Orlando office about their willingness to add a GPS approach to our runway 01 (RNAV 01). At that time I spoke with Arthur "Griff" Griffenkranz of their "Flight Procedures" operations, and he told me they would "add it to their list" of things to do, but adoption would be "several years".

(We need the approach to make our airport more marketable to aircraft who wish to arrive and depart in all sorts of weather, using either runway. Today we're limited to one instrument approach.)

On June 19, Griff reached back out to me by phone, and we began more serious discussions about adding the approach; he had some old obstruction data which he shared with me, which I forwarded to and discussed with Howard Klien at AECOM. At one point I went to the end of the runway and took some needed photos. He then asked that I make introductions with Rucker, who controls our airspace.

One of the big challenges to this approach is that there is a Tyndall AFB-controlled Military Operations Area (MOA) about five miles south of our runway. Any RNAV 01 approach would enter that MOA.

After a couple of 3-way conference calls with Rucker, a three-way call with the FAA, Rucker and Tyndall, and a couple of three-way calls with the FAA, me and Tyndall, plus a host of emails, we seem to have reached agreement with all parties concerned. Griff has created a good procedure, and in so doing, has identified some glide path obstructions that will need to be mitigated by us. And better still, the FAA is interested in "fast tracking" this for a 2022 publication date, if we things on our part (below).

As a result of this, we now have established relations with Cairns Approach (Fort Rucker) Operations and Tyndall AFB Operations. I must say, they and the FAA have been most obliging to work with on this.

This will affect our Master Plan, since we need to have budget dollars allocated for a glide path review for that runway, plus budget money for tree removal. Lee indicated that DOT has already approved we move \$1500 for the glide path survey, and indicated that Howard Klein should have budget dollars available to help. Obviously the biggest budget item will be the needed tree removal, which need to be cut off at ground level if at all possible.

Action Items: The only action items needed from the Board next Tuesday night will be approval to move \$1500 from our DOT budget for the survey as well as an authorization to proceed as indicated with the tree removal (at a future date and amount to be determined and approved).

As is required by Florida Sunshine Law, I have copies of all emails between myself, the FAA, Tyndall AFB and Fort Rucker (Cairns Approach).

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