

Blairsville Airport (KDZJ) FBO Manager Statement

From my 16 years at DZJ our airport has transitioned from 50'x 3500' (pre - 2003) to 75' x 3800, then, 2009 to 100' x 5005. When we had paved it 5005' there was a 1200' displaced threshold on the west end runway 8. After a few years, and tree removal the FAA published our GPS approach from the west end, along with approach procedures and departure terps. Around 2014 we paved our new North Ramp which required the moving of our electric vault, and beacon tower and awos. At that time a conduit and location was put into place for location of a PAPI. At 100' from the west end on the north side of the runway. We have had this Papi on our CIP since 2016 , which is our 5 year Capital Improvement Projects. But due to further obstacle (trees, buildings, land acquisition) these things have further delayed the actual installation of a Papi. We (Airport personnel, City Officials, Gdot and Croy Engineering) held a public meeting at City Hall discussing the tragic events on Fri 1/18, with family members and local newspaper. We are all interested in installing a Papi and feel that especially at night (which are currently prohibited) would greatly increase the safety at our airport. We have approx. 50 aircraft based at DZJ in addition to numerous incoming and outgoing flights from the Atlanta, North Carolina, Tennessee and Florida air traffic. We also have many Jet and Turbo-prop Charters in and out of DZJ. We have Wheels up, Net Jets, Delta Jet Connections, Gamma Jet and private charters. In addition a repeater located at Brasstown mountain would enable Atlanta Center to maintain contact with incoming IFR traffic all the way to touchdown. Thanks for the opportunity to provide input. John Hamler [REDACTED]

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