



# Precision Approach, LLC

172 Sammons Parkway, Eatonton, GA 31024

Phone [REDACTED], Fax [REDACTED]

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February 22, 2013

[REDACTED]  
Thomson-McDuffie County Airport  
Thomson, Georgia, USA

Email: [REDACTED]

RE: Thomson-McDuffie Regional Airport System Checkout

Dear [REDACTED]

Yesterday February 21, 2013, I performed a lighting system checkout per your request. I was assisted by [REDACTED] with our company. We made our observations around 1pm.

The lighting systems consist of high intensity runway lights (HIRL), medium intensity taxiway lights (MITL), and 2 box PAPIs on runway 10 and 28. The runway lighting is pilot controlled.

- The pilot controller was tested manually and with a handheld radio. It functioned through all three steps with 3, 5, and 7 "clicks".
- The runway regulator output was 2.8, 4.1, and 6.6 amps on the three pilot controlled steps and lights visually changed intensity as expected. FBO personnel reported one runway light to be inoperable.
- The taxiway regulator output was 4.8, 5.5, and 6.6 amps on the three pilot controlled steps and lights visually changed intensity as expected.
- The R/W 10 PAPI illuminated on the 5 click and 7 click pilot controller settings and was off on the 3 step setting. We assume that this is the way the control system was designed. We covered the photocell while the PAPI was operating and the system dimmed into the night low intensity mode.
- At the R/W 28 PAPI, the two bulbs in the outboard light housing assembly were blown and the two bulbs in the inboard light housing assembly were illuminated.

In summary, we observed the HIRL, MITL, and R/W10 PAPI functioning properly at the time of our visit.

Sincerely,

[REDACTED]

[REDACTED]



# Precision Approach, LLC

172 Sammons Parkway, Eatonton, GA 31024

Phone [REDACTED], Fax [REDACTED]

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January 8, 2013

[REDACTED]  
Administrator  
City of Thomson  
P.O Box 1017  
Thomson, GA 30824  
Phone: [REDACTED]  
[REDACTED]

RE: Thomson-McDuffie Regional Airport Repairs

Dear [REDACTED]

On November 8<sup>th</sup> Precision Approach was contacted by [REDACTED] of the Thomson McDuffie Regional Airport regarding the malfunctioning taxiway lighting system at the airport. Precision Approach sent our technician, Paul Gardner, to the airport on November 9<sup>th</sup> to investigate the issues with the taxiway lighting system. Paul discovered an extensive amount of general maintenance needed to be performed to the taxiway lighting system with potential transformer or circuit damage.

After procuring the materials that were obvious to make the repairs, Precision Approach returned to the airport on December 4<sup>th</sup> to make repairs. We replaced 9 complete L-861 Taxiway light fixtures, 20 Light bulbs and 5 L-823 cord sets and tuned the taxiway regulator. We then determined we were going to need 15-20 more L-823 cord sets to complete the repairs because of the extensive amount of fire ant damage present. It was determined that no circuit or transformer damage was present. While we were waiting for materials to arrive Keith Bounds called to inform us that both sets of PAPI's were not operating correctly at night.

On December 20<sup>th</sup> Precision Approach returned to the airport to install the additional L-823 cord sets and trouble shoot the PAPI's. After installing 15 L-823 cord sets we determined that the photocells for the PAPI's were not functioning correctly. This hinders the units from dimming at night, which can be blinding to pilots. The PAPI's on runway 28 were fixed while onsite, but a new photocell is required to fix the PAPI's on Runway 10.

After receiving copious amounts of rain over the Christmas holidays Precision Approach received a call from [REDACTED] with Spirit Aviation on December 27<sup>th</sup> stating that the taxiway lights would not stay on more than 4-5 minutes. So on December 28<sup>th</sup> Precision Approach returned to the airport and determined that the extremely wet soil conditions were causing additional line loss which in turn caused the regulator go into over current mode. To remedy this issue we tuned the regulator to its optimum settings. Also while onsite we were requested by [REDACTED] to swap components from the runway 28 PAPI to the runway 10 PAPI in order to have fully operational PAPI's on the runway with the instrument approach. This work was preformed while onsite and the runway 28 PAPI's were left in night operation mode, so they would not be blinding to pilots until the new photocell arrives to repair them.

The Photocell required to fix the Runway 28 PAPI's is manufacture specific and has to be special ordered. The required photocell has been ordered and should arrive in 4 weeks. The cost of the required parts and labor is included in this invoice, and we will install the new photocell as soon as it arrives. The cost to complete the above mentioned repairs is \$6,664.35. Precision Approach appreciates the opportunity to work with the Thomson McDuffie Regional Airport on these issues. Please let us know if you have any questions or concerns.

Sincerely,

[REDACTED]  
[REDACTED]  
Project Manager

# Invoice

Date	Invoice #
12/31/2012	1564

Bill To
██████████ Administrator City of Thomson PO Box 1017 Thomson, GA 30824 ████████████████████

P.O. No.	Terms	Project
	Net 30	

Quantity	Description	Rate	Amount
1	Taxiway Lighting and PAPI Repair at Thomson-McDuffie Regional Airport	6,664.35	6,664.35

We appreciate your prompt payment.	<b>Total</b>	\$6,664.35
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