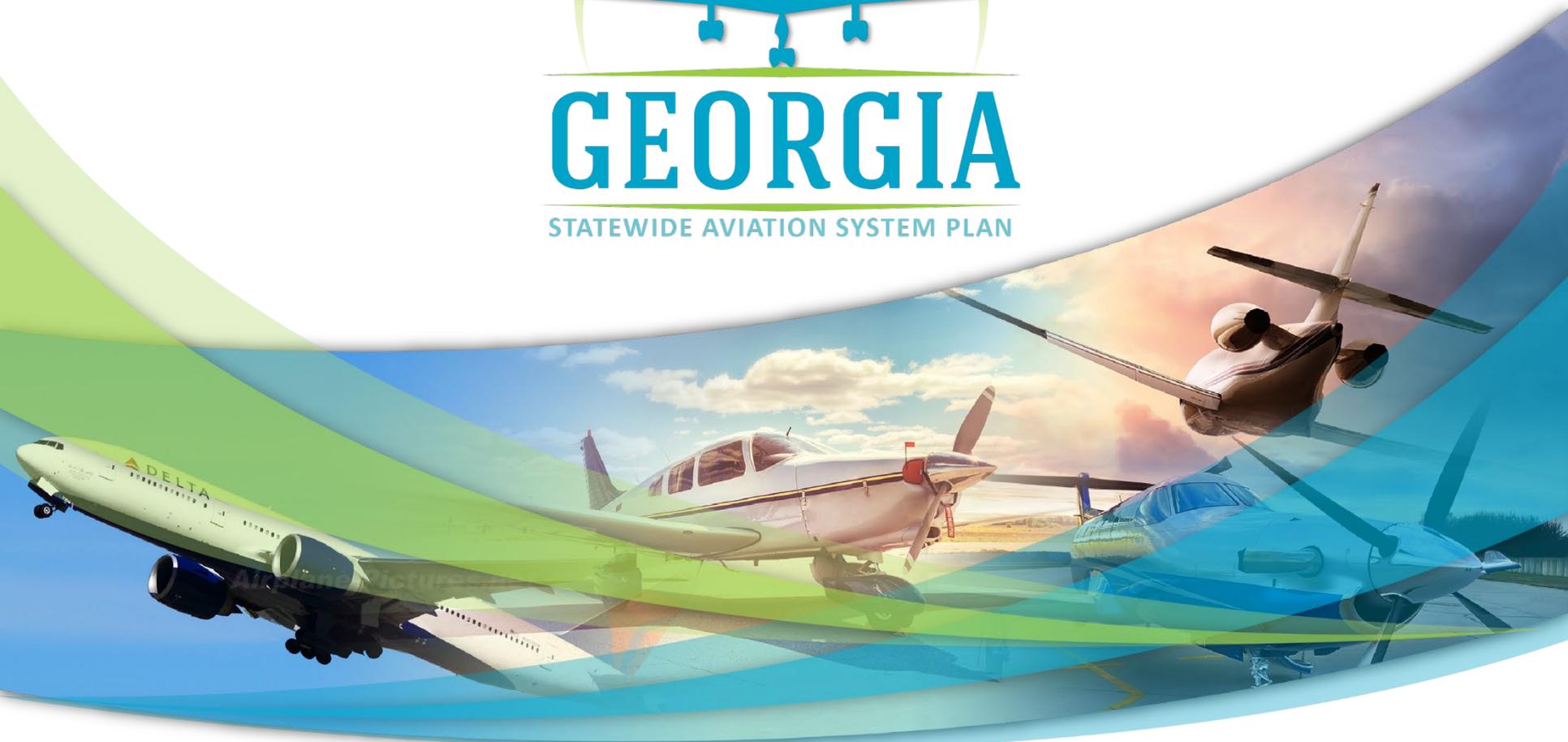


GEORGIA AIRPORTS MEAN BUSINESS



GEORGIA

STATEWIDE AVIATION SYSTEM PLAN



EXECUTIVE SUMMARY PRESENTATION

STUDY GOALS AND OBJECTIVES

The purpose of the Georgia Statewide Aviation System Plan (GSASP) is to provide decision-making guidance for:

- Identifying system changes since 2002
- Establishing current system performance and deficiencies
- Reevaluating airport facilities objectives
- Determining each airport's role in the system

SYSTEM PLANNING PROCESS

- The Study followed FAA Advisory Circular 150/5070-7 -*The Airport System Planning Process*
- The forecast of operations and based aircraft is approved by the FAA
 - Airports can use approved forecast for local airport planning efforts
- The Study also included:
 - Runway Protection Zone analysis of 280 runway ends
 - Through-the-fence inventory
 - Airport zoning/land use control inventory

INVENTORY

FORECAST

SYSTEM
EVALUATION

AIRPORT
ROLES

FACILITY/
SERVICE
OBJECTIVES

COSTS

RECOMMENDED
PLAN

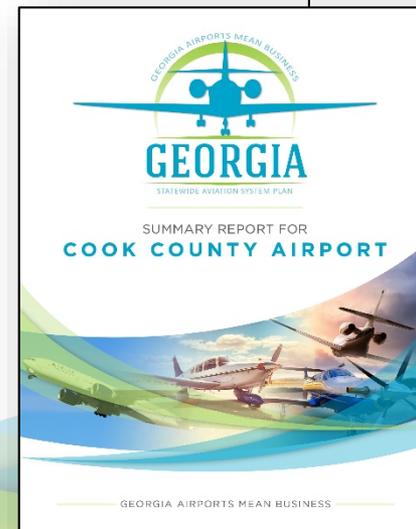
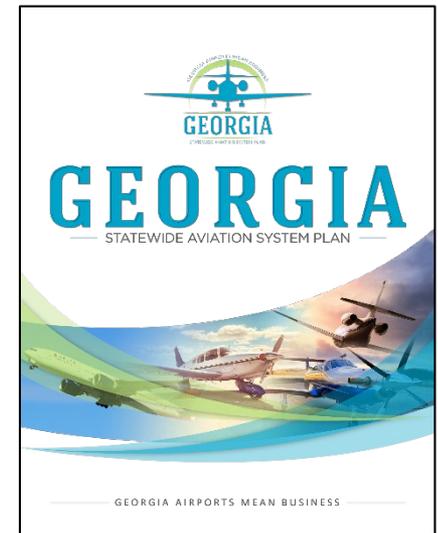
PUBLIC OUTREACH/COMMUNICATION

Communication with stakeholders/airports was essential to the success of the GSASP:

- On-site visits to 102 airports
- A focus group to identify system strengths, weaknesses, and trends
- Three stakeholder committee meetings to discuss recommendations
- A project briefing to the Georgia Airports Association
- A project website: <http://www.dot.ga.gov/IS/AirportAid/AviationSystemPlan>

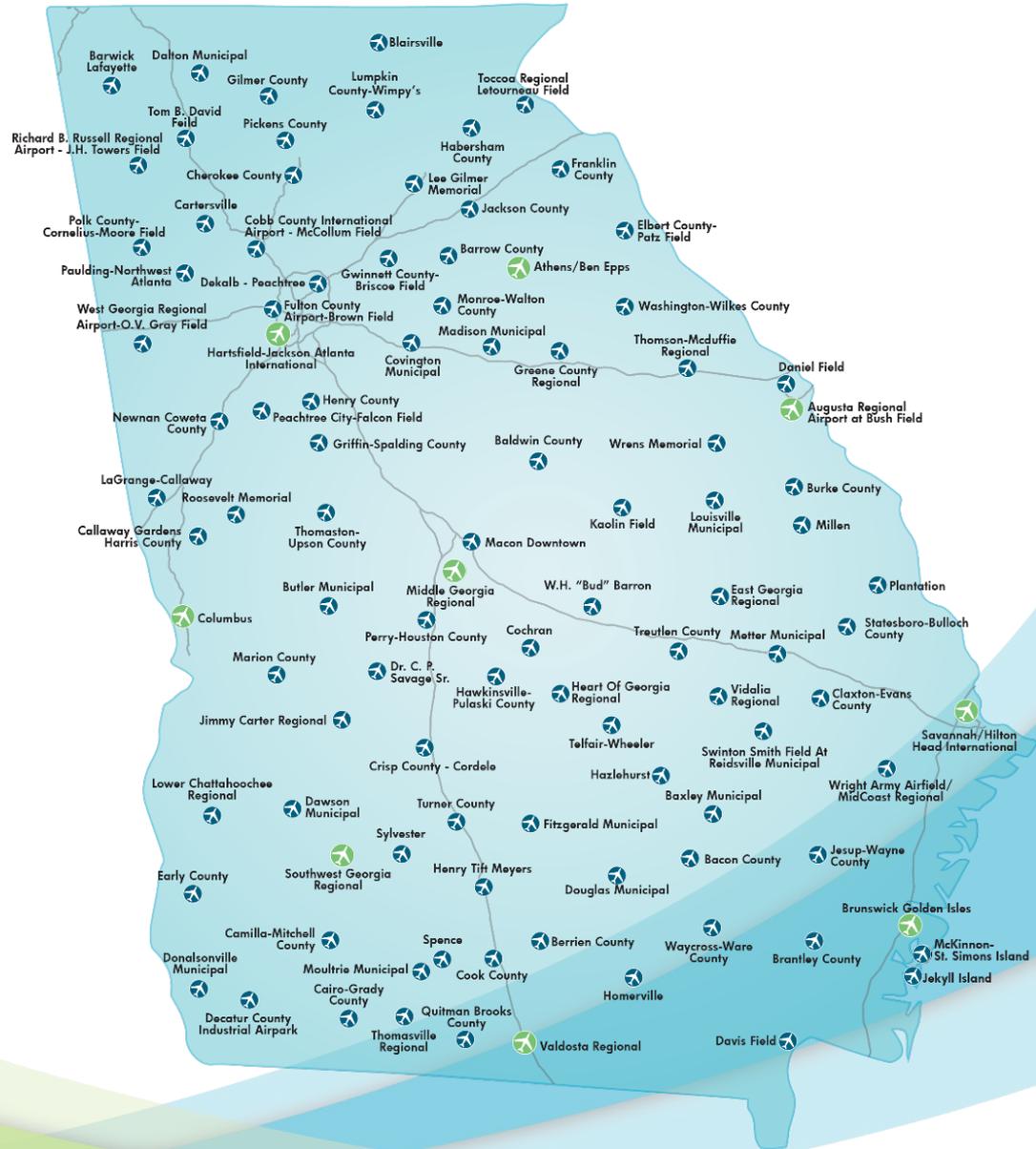
STUDY DOCUMENTATION

- **Technical Report** documenting study analyses, findings, and recommendations
- **Executive Summary** that provides a high-level summary of study recommendations
- **Individual Airport Reports** that provide:
 - Airport-specific recommendations
 - Airport report card
 - Estimated development costs
 - Information on land use controls around the airport
 - RPZ information



EXISTING SYSTEM

- 9 commercial airports
- 94 general aviation airports
- 94% of Georgia airports are in the NPIAS
- Over 1.5 million annual commercial enplanements
- Over 48,000 annual takeoffs/landings by commercial airlines
- More than 4,800 based aircraft
- Almost 1.5 million annual general aviation aircraft takeoffs/landings



**Commercial data excludes Hartsfield-Jackson Atlanta International Airport*



GENERAL AVIATION AIRPORT



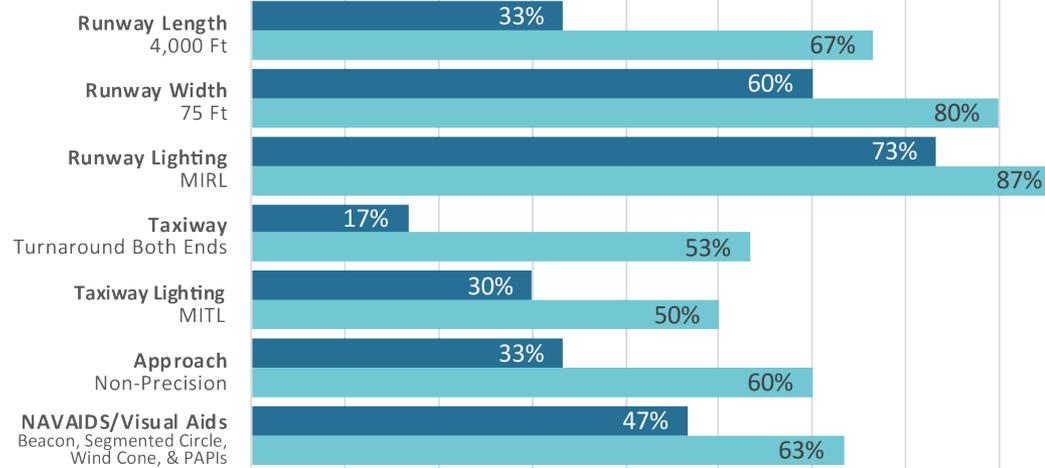
COMMERCIAL SERVICE AIRPORT

EXAMPLES OF AIRPORT LEVEL OBJECTIVES

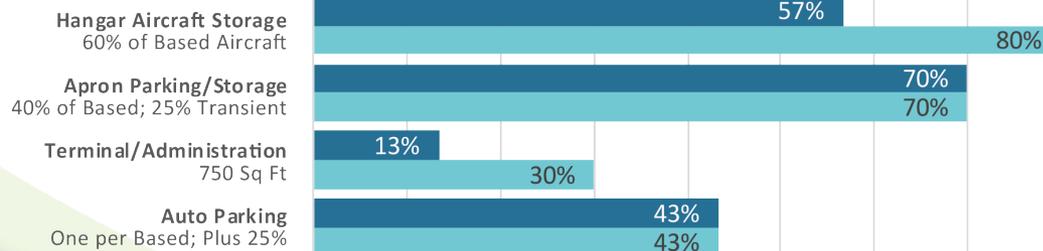
AIRPORT LEVEL	LEVEL I MINIMUM GENERAL AVIATION AIRPORT	LEVEL II LOCAL IMPACT BUSINESS AIRPORT	LEVEL III REGIONAL IMPACT BUSINESS AIRPORT
RUNWAY LENGTH	4,000 feet	5,000 feet	5,500 feet
RUNWAY WIDTH	75 feet	100 feet	100 feet
APPROACH TYPE	Non-Precision	Non-Precision	ILS or LPV
WEATHER REPORTING	Not An Objective	AWOS/ASOS	AWOS/ASOS

LEVEL I OBJECTIVE IMPROVEMENTS

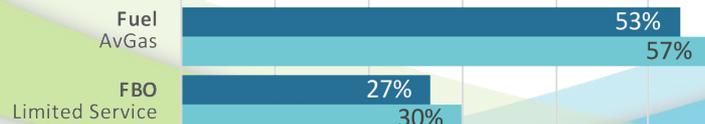
AIRSIDE FACILITY OBJECTIVES



OTHER FACILITY OBJECTIVES



SERVICE OBJECTIVES

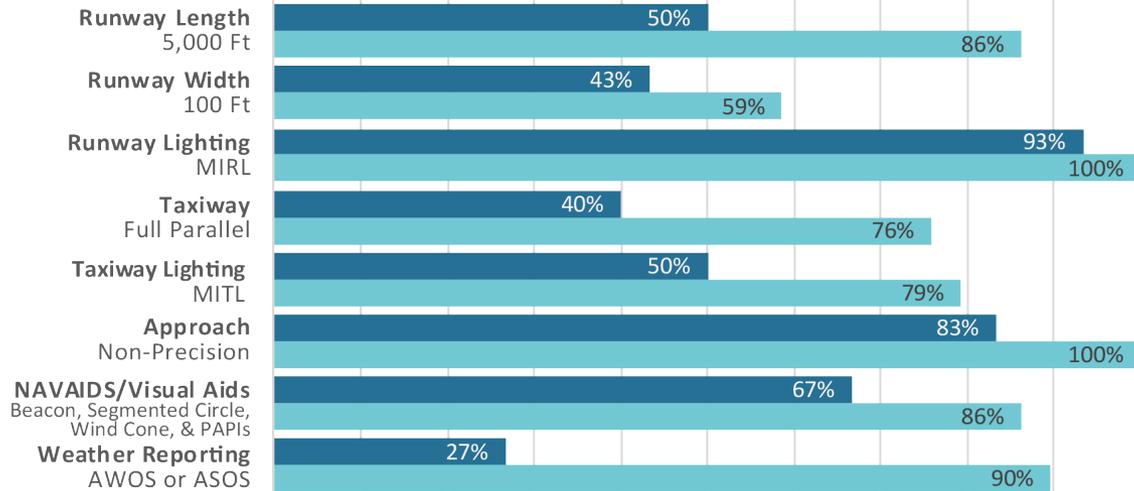


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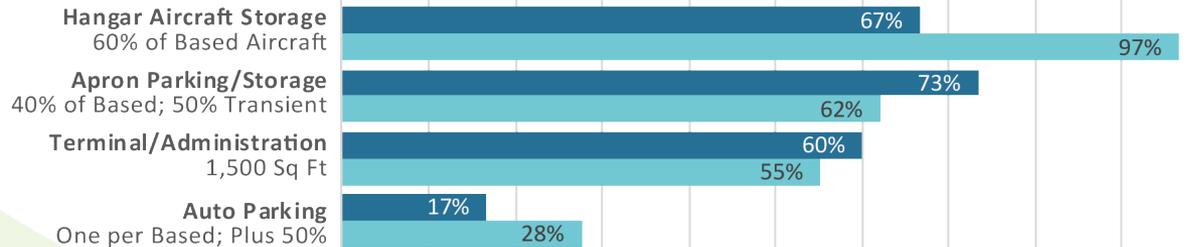
■ 2002 ■ 2017

LEVEL II OBJECTIVE IMPROVEMENTS

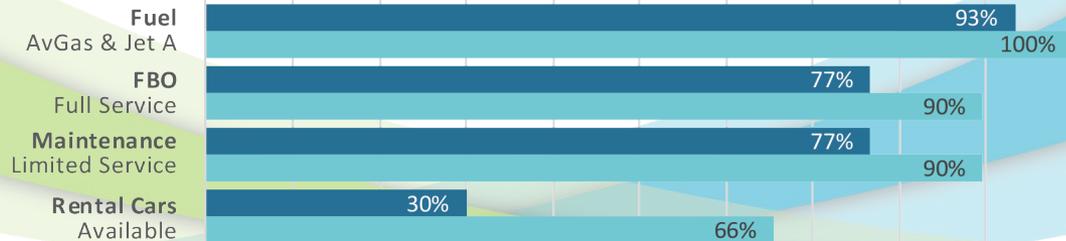
AIRSIDE FACILITY OBJECTIVES



OTHER FACILITY OBJECTIVES



SERVICE OBJECTIVES

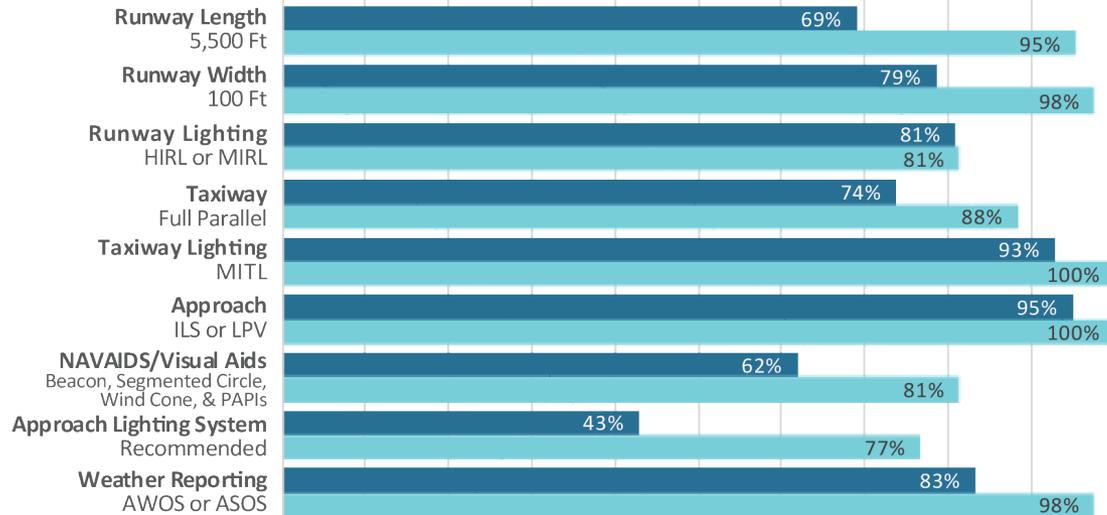


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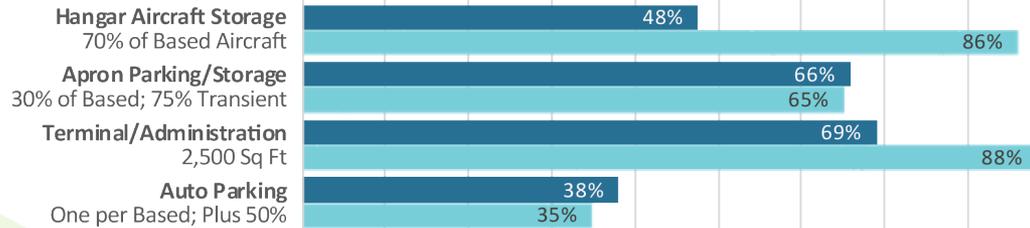
■ 2002 ■ 2017

LEVEL III OBJECTIVE IMPROVEMENTS

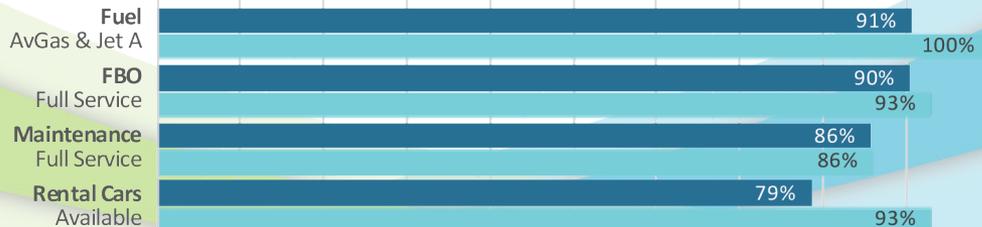
AIRSIDE FACILITY OBJECTIVES



OTHER FACILITY OBJECTIVES



SERVICE OBJECTIVES

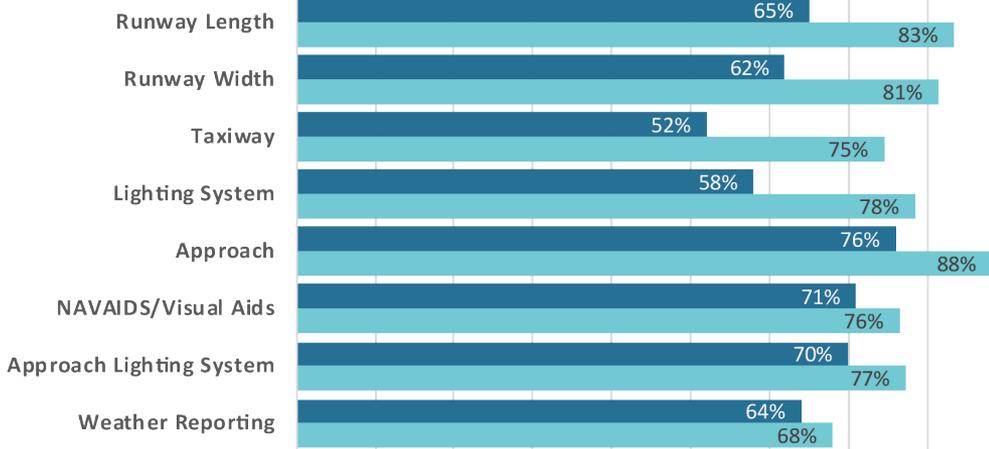


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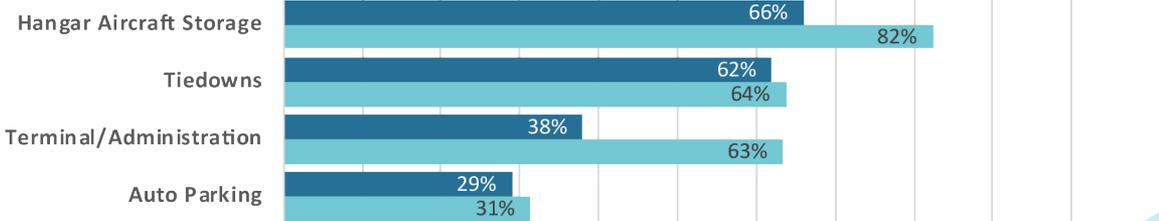
■ 2002 ■ 2017

FULL SYSTEM OBJECTIVE IMPROVEMENTS

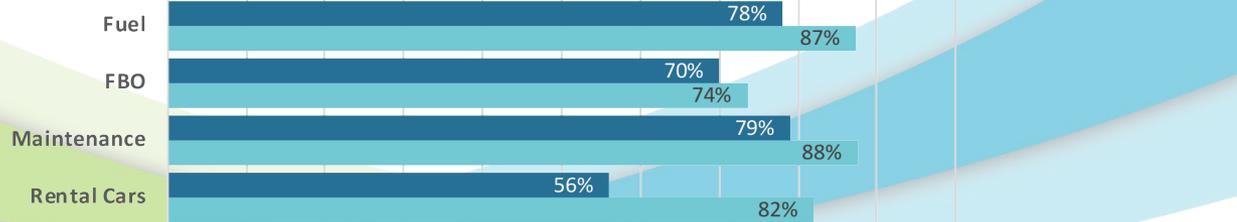
AIRSIDE FACILITY OBJECTIVES



OTHER FACILITY OBJECTIVES



SERVICE OBJECTIVES



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■ 2002 ■ 2017

GSASP PERFORMANCE MEASURES

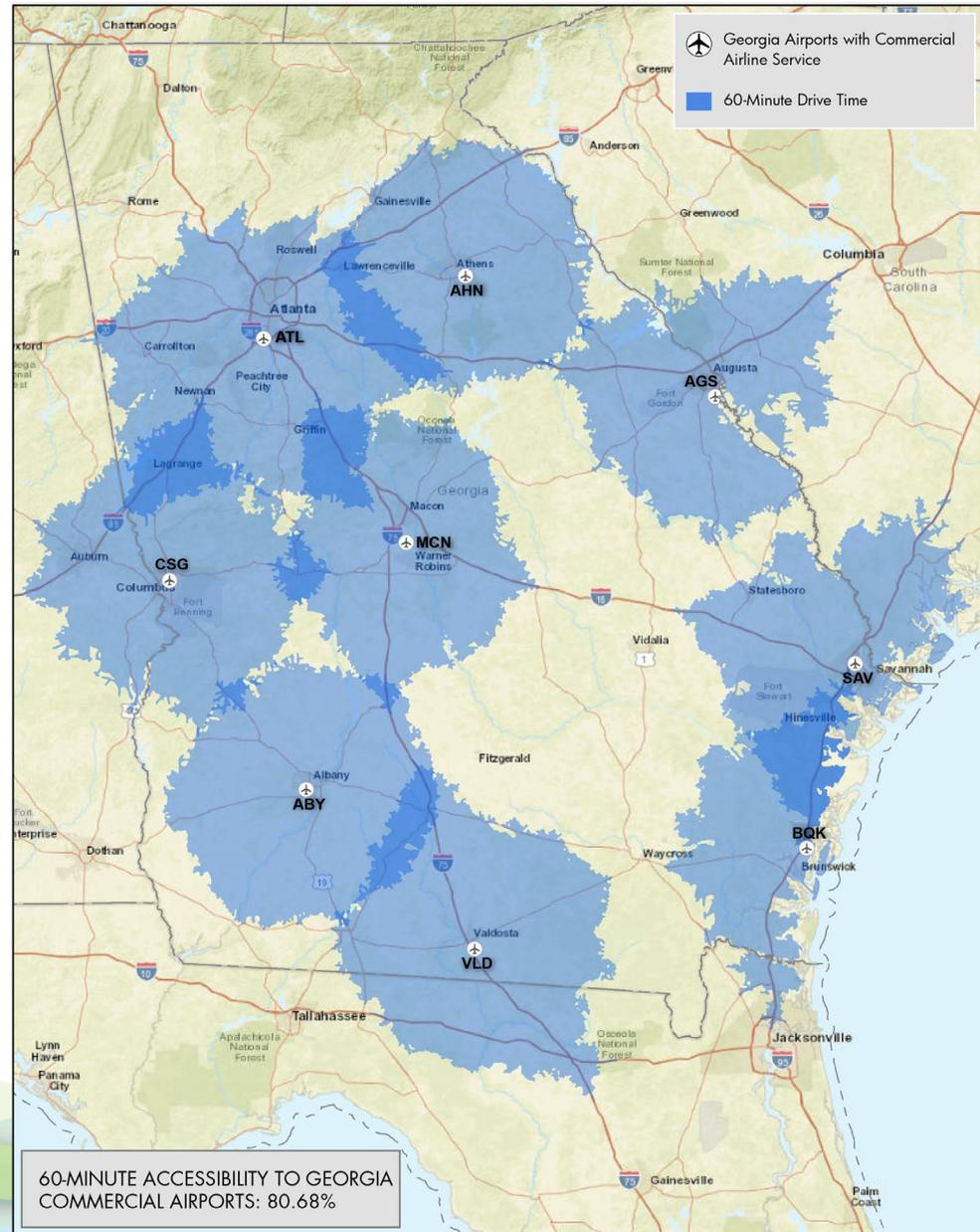
SYSTEM PERFORMANCE MEASURE	CURRENT ACCESSIBILITY RATING
60-MINUTE PROXIMITY TO AN AIRPORT WITH SCHEDULED COMMERCIAL AIRLINE SERVICE	85.1%
30-MINUTE PROXIMITY TO ANY AIRPORT	93.7%
30-MINUTE PROXIMITY TO AN AIRPORT WITH ANY PUBLISHED APPROACH	93.1%
45-MINUTE PROXIMITY TO AN AIRPORT WITH AN APPROACH THAT PROVIDES VERTICAL GUIDANCE	98.9%
30-MINUTE PROXIMITY TO AN AIRPORT WITH ON-SITE WEATHER REPORTING EQUIPMENT	91.3%
30-MINUTE PROXIMITY TO AN AIRPORT WITH ONE RUNWAY AT LEAST 4,000 FEET LONG	93.0%
30-MINUTE PROXIMITY TO AN AIRPORT WITH ONE RUNWAY AT LEAST 5,000 FEET LONG	92.0%
45-MINUTE PROXIMITY TO AN AIRPORT WITH ONE RUNWAY AT LEAST 5,500 FEET LONG	97.7%
PRIMARY RUNWAYS MEETING A PAVEMENT CONDITION INDEX (PCI) OBJECTIVE OF 70	98.0%*

* Based on 2012 analysis plus projects completed since 2012 study

COMMERCIAL SERVICE PERFORMANCE MEASURE

- Georgia is home to the world's busiest commercial airport, Hartsfield-Jackson Atlanta International Airport
- 8 other commercial airports: 7 with current service
- 7 commercial airports: 5 different carriers with 60 daily non-stop flights to 14 different destinations
- Current 60-minute accessibility to Georgia commercial service airports is 81%
- Current 60-minute accessibility including airports in surrounding states is 85%

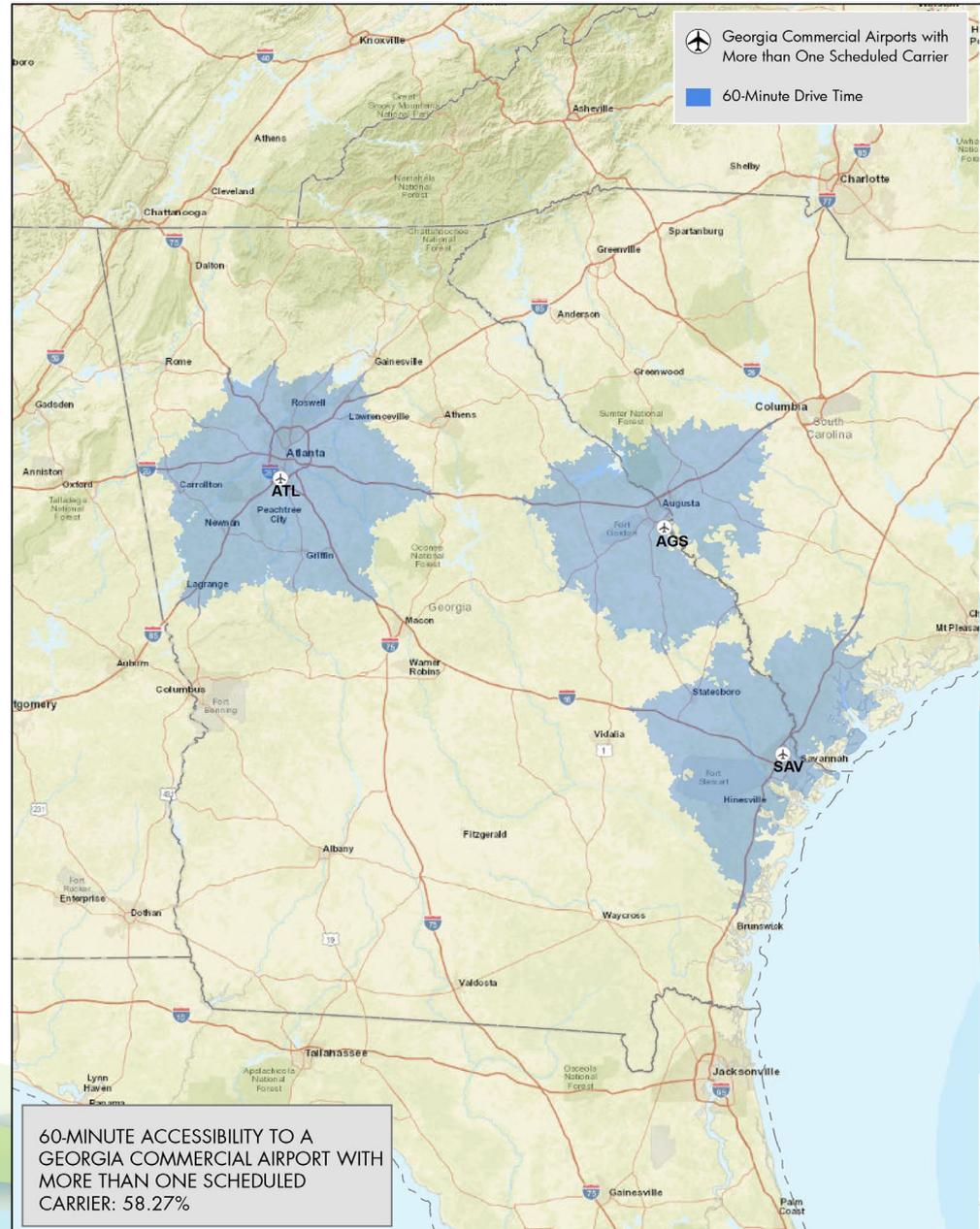
ACCESSIBILITY TO GEORGIA AIRPORTS COMMERCIAL AIRLINE SERVICE WITH 60 MINUTE DRIVE TIME



IMPORTANCE OF LOCAL COMMERCIAL AIRPORT SERVICE

- Of 9 Commercial Service Airports 5 have a single carrier and 1 is currently without a scheduled carrier
- Industry trends may put smaller commercial service airports at risk of losing airline service
 - Higher seating capacity for commercial aircraft
 - Pilot Shortage
 - Airline Consolidation
- Accessibility would decrease from 81% to 58% with a loss of service at single carrier commercial airports

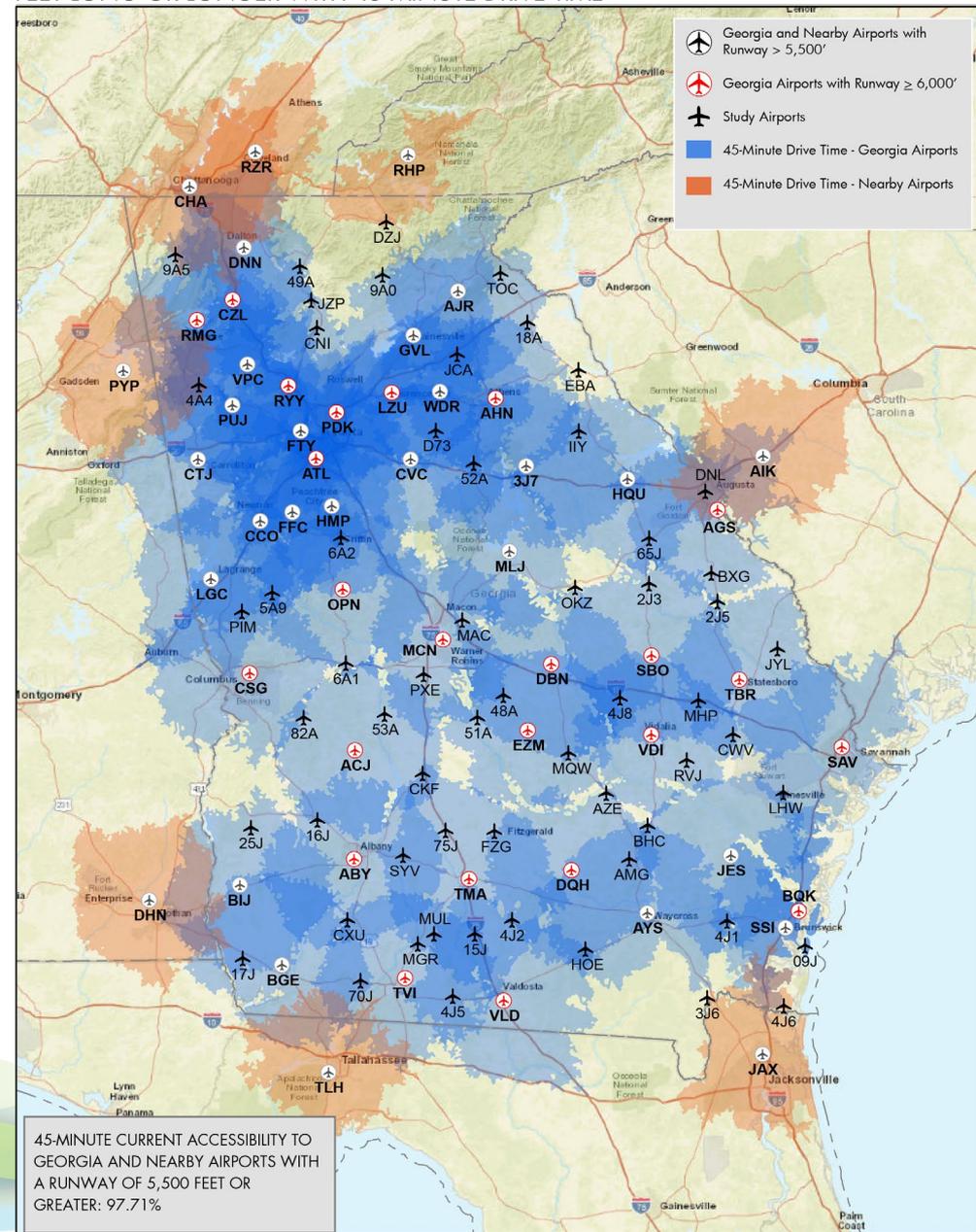
ACCESSIBILITY TO COMMERCIAL AIRLINE SERVICE WITH 60 MINUTE DRIVE TIME



ACCESSIBILITY TO 5,500 FOOT RUNWAYS

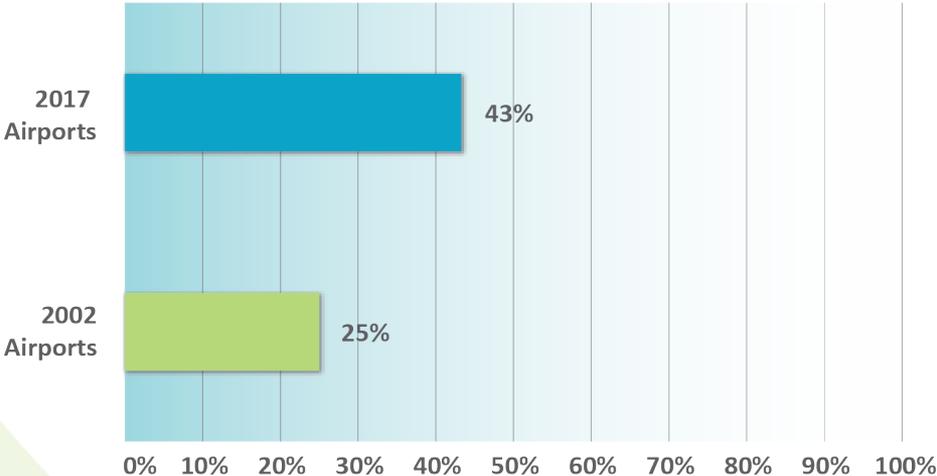
- Business aviation fastest growing segment of general aviation
- 5,500-foot runways can accommodate 95% of the business aircraft fleet
- Runway length objective for Level III airports is 5,500 feet
- The accessibility for this measure for Georgia airports is 97% and almost 98% including airports in surrounding states
- Currently 44 airports have a runway length of 5,500 feet, and 24 airports have a runway length of 6,000 feet or more

ACCESSIBILITY TO GEORGIA AND NEARBY AIRPORTS WHERE RUNWAYS ARE 5,500 FEET LONG OR LONGER WITH 45 MINUTE DRIVE TIME

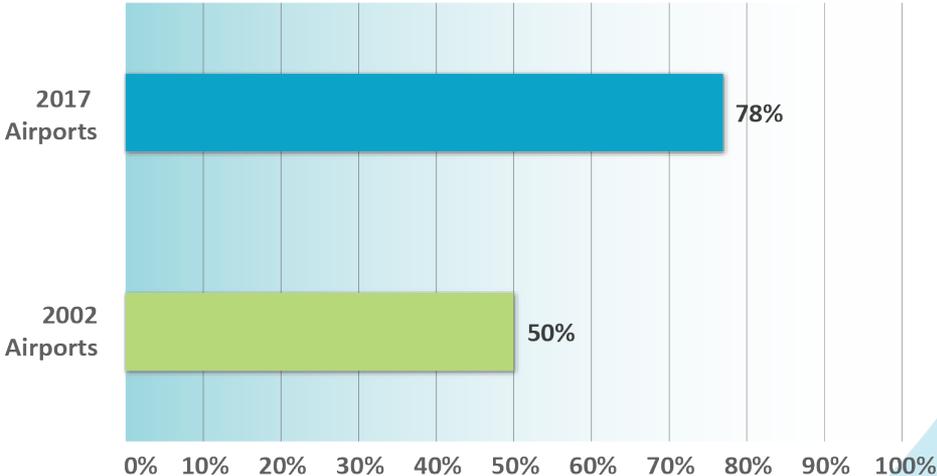


CHANGES IN SYSTEM PERFORMANCE SINCE 2002

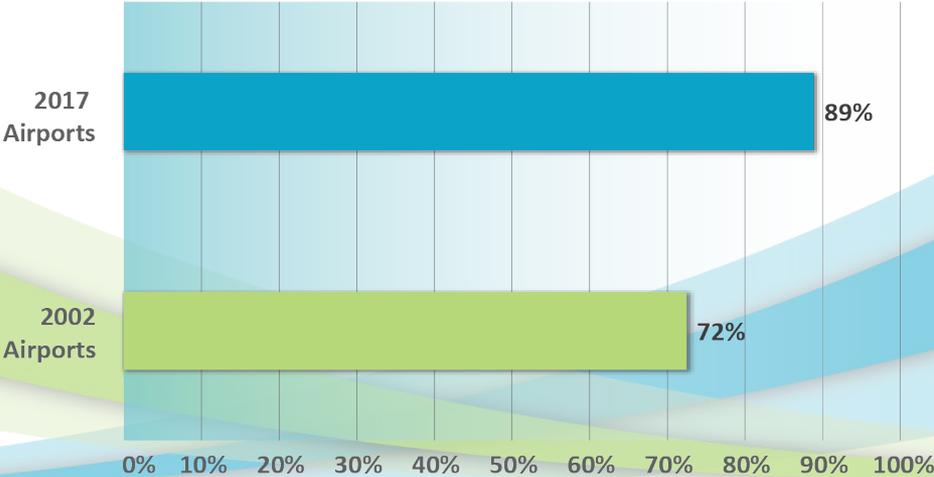
PERCENTAGE OF AIRPORTS WITH A RUNWAY LENGTH OF 5,500 FEET OR GREATER



PERCENTAGE OF AIRPORTS WITH A RUNWAY LENGTH OF 5,000 FEET OR GREATER

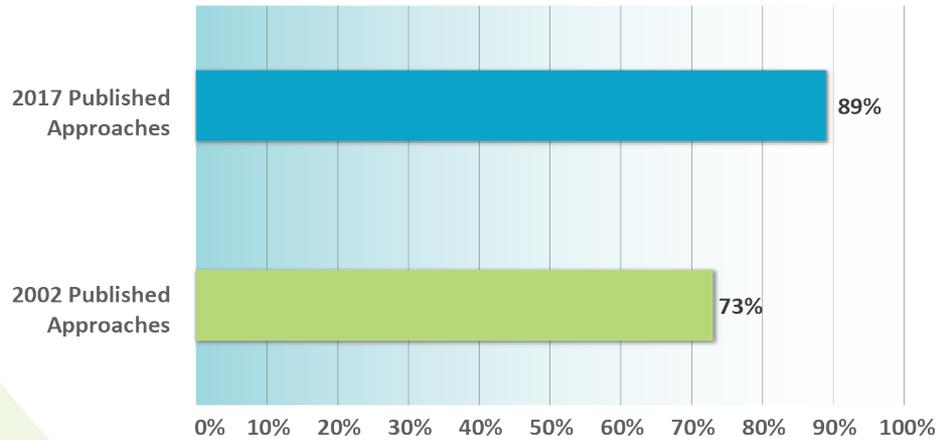


PERCENTAGE OF AIRPORTS WITH A RUNWAY LENGTH OF 4,000 FEET OR GREATER

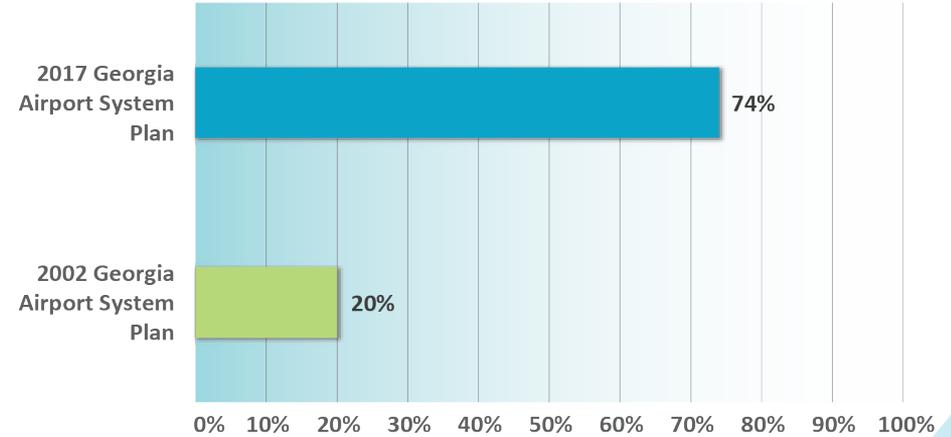


CHANGES IN SYSTEM PERFORMANCE SINCE 2002

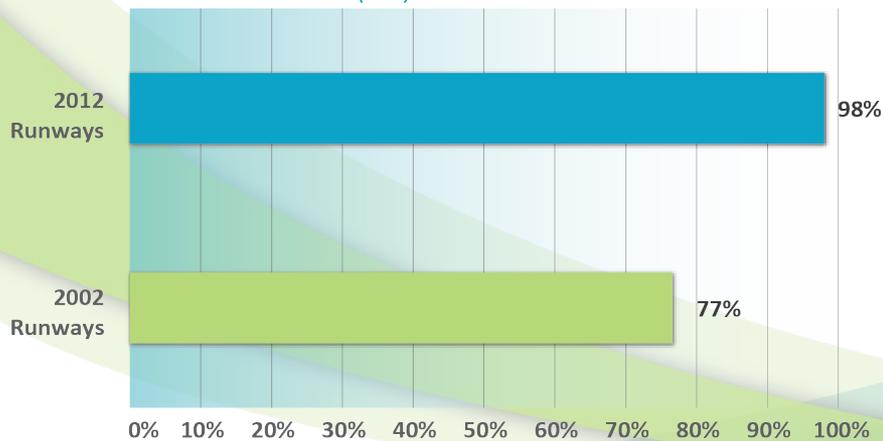
PERCENTAGE OF AIRPORTS WITH A PUBLISHED APPROACH



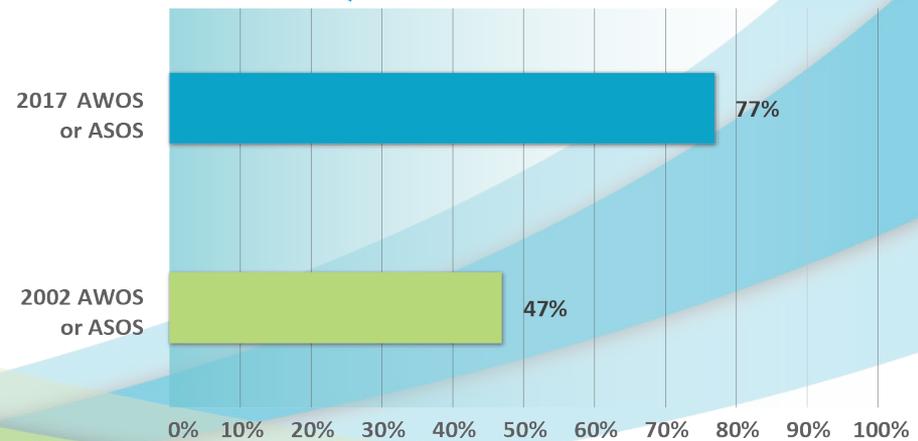
PERCENTAGE OF AIRPORTS WITH A VERTICAL GUIDANCE APPROACH



2002 VERSUS 2012 PRIMARY RUNWAY PAVEMENT CONDITION INDEX (PCI) COMPARISON

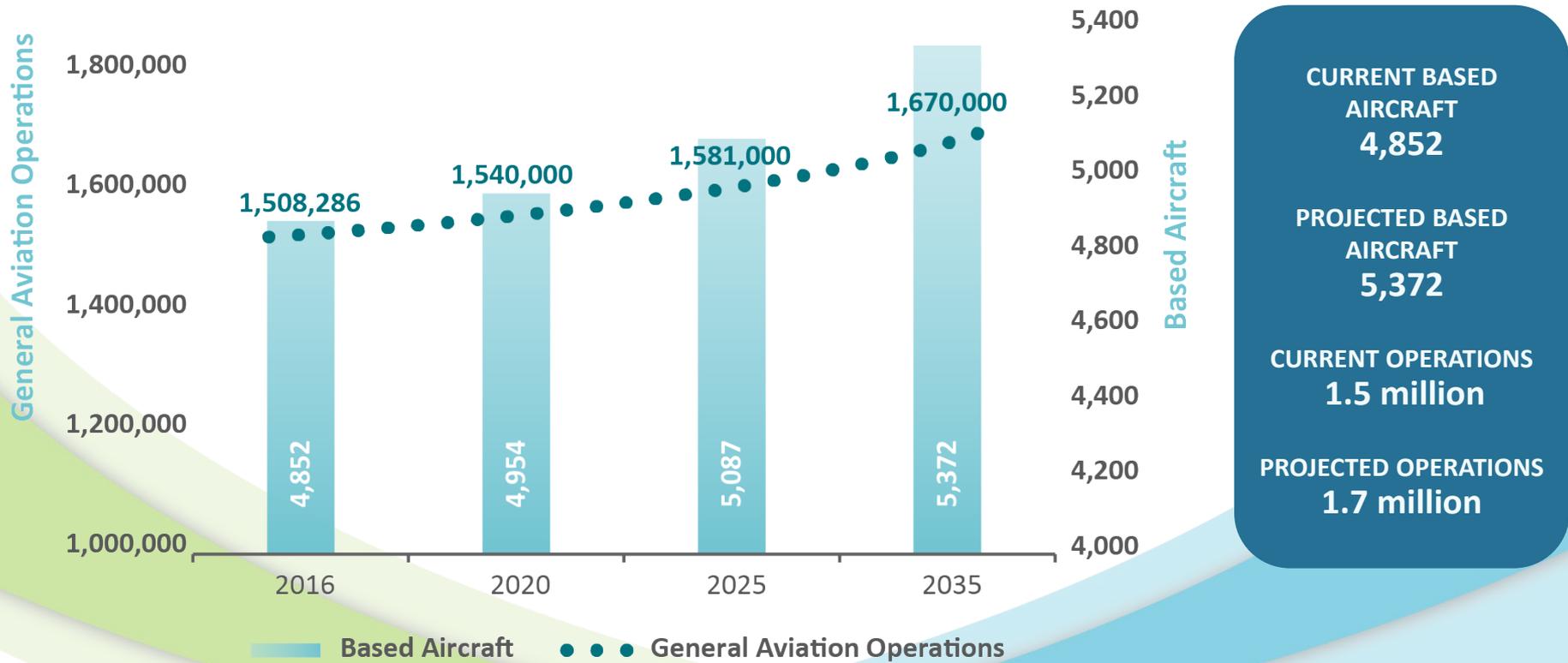


PERCENTAGE OF AIRPORTS WITH WEATHER REPORTING EQUIPMENT

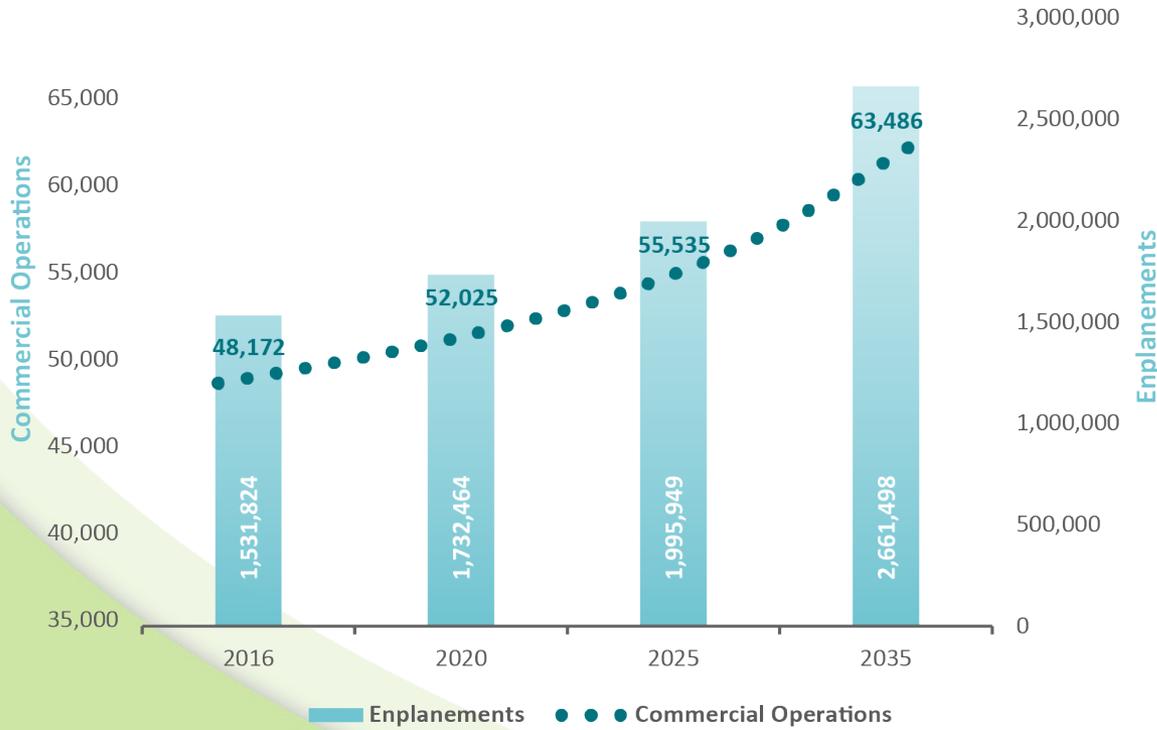


*98% includes 2012 data plus projects completed since then

GENERAL AVIATION OUTLOOK



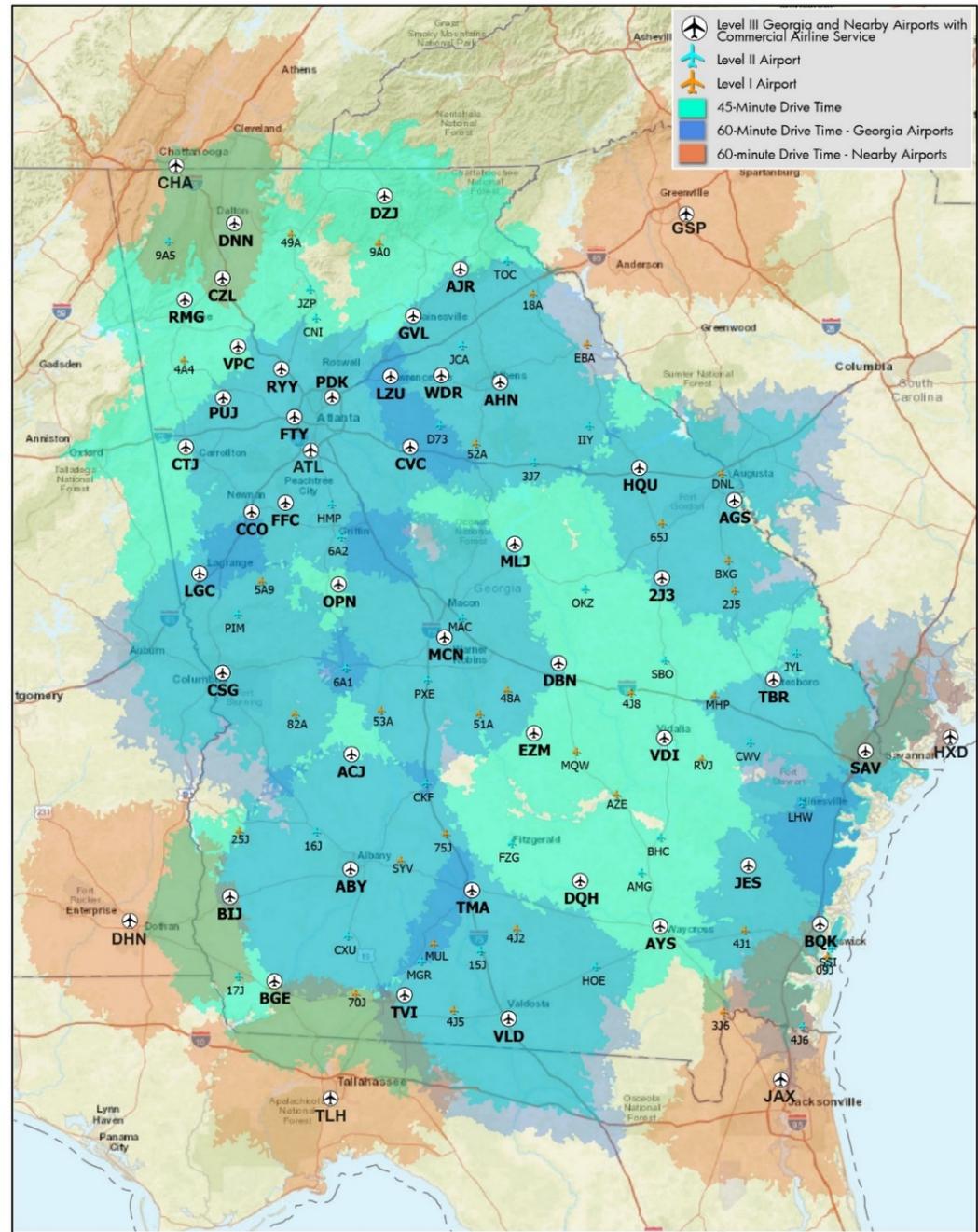
COMMERCIAL AIRLINE ACTIVITY



	CURRENT	20-YEAR DEMAND PROJECTION
COMMERCIAL PASSENGER ENPLANEMENTS	1,531,824	2,661,498
COMMERCIAL AIRCRAFT OPERATIONS	48,172	63,486

FUTURE ACCESSIBILITY TO LEVEL III AIRPORTS

- GDOT objective is for all Georgia residents to have 45-minute accessibility to Level III airports/5,500-foot runways
- Analysis identified areas not currently served by a Level III airport
- Review indicated benefit from additional Level III airports
- Additional airports recommended for Level III are:
 - Wright Army Airfield change from Level II
 - Additional general aviation airport in the Dawson/Forsyth county area

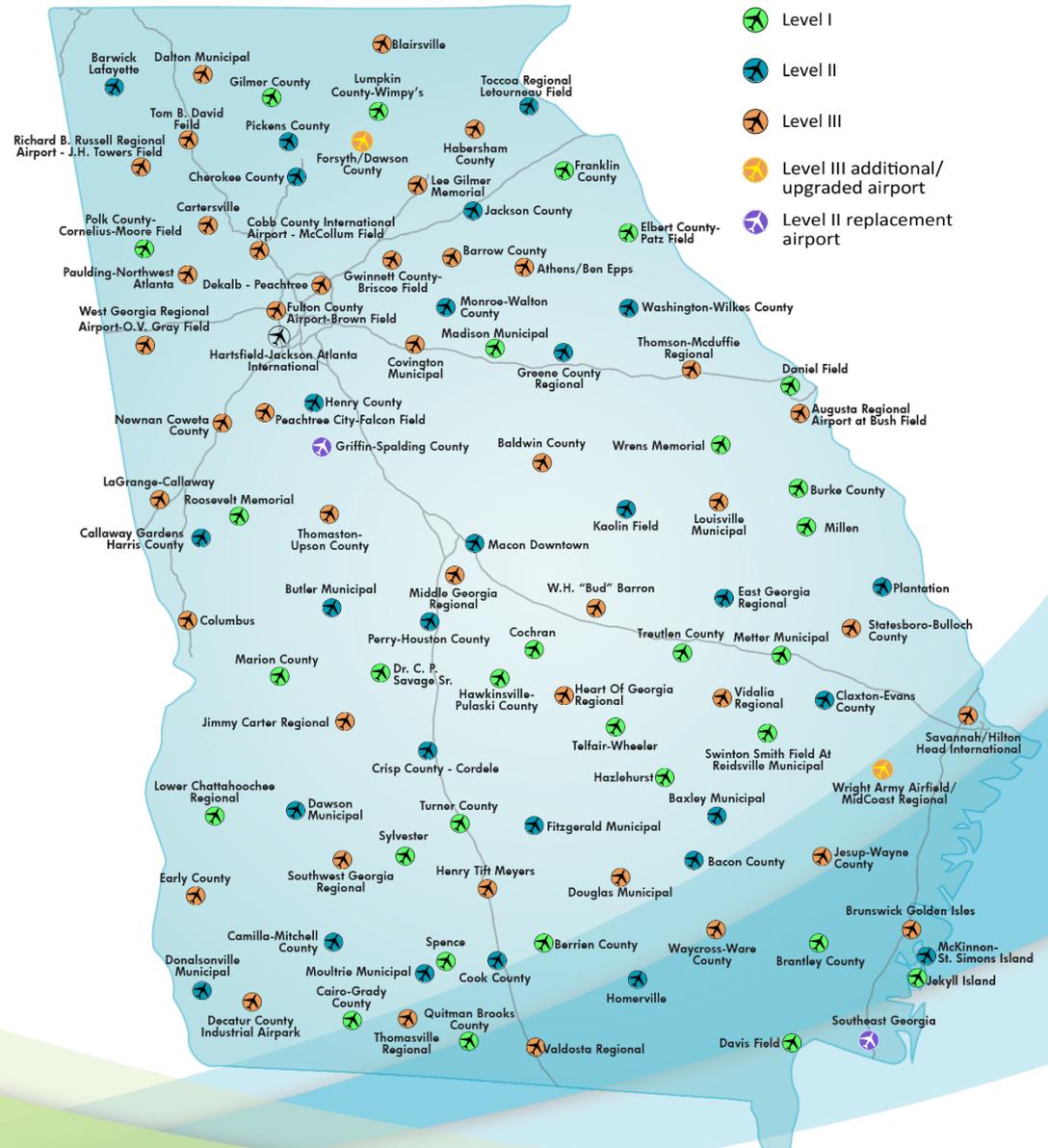
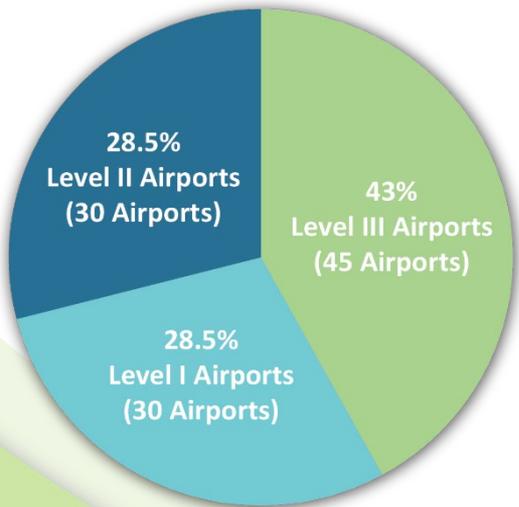


GSASP RECOMMENDATIONS

- Existing system was evaluated to determine recommendations to improve performance
- Recommendations included:
 - Change of Wright Army Airfield's role to Level III
 - Continuation of recommendation for an additional airport in the Forsyth/Dawson area
 - Replacement of Griffin-Spalding County Airport
 - Replacement of recently closed St. Marys Airport



RECOMMENDED SYSTEM



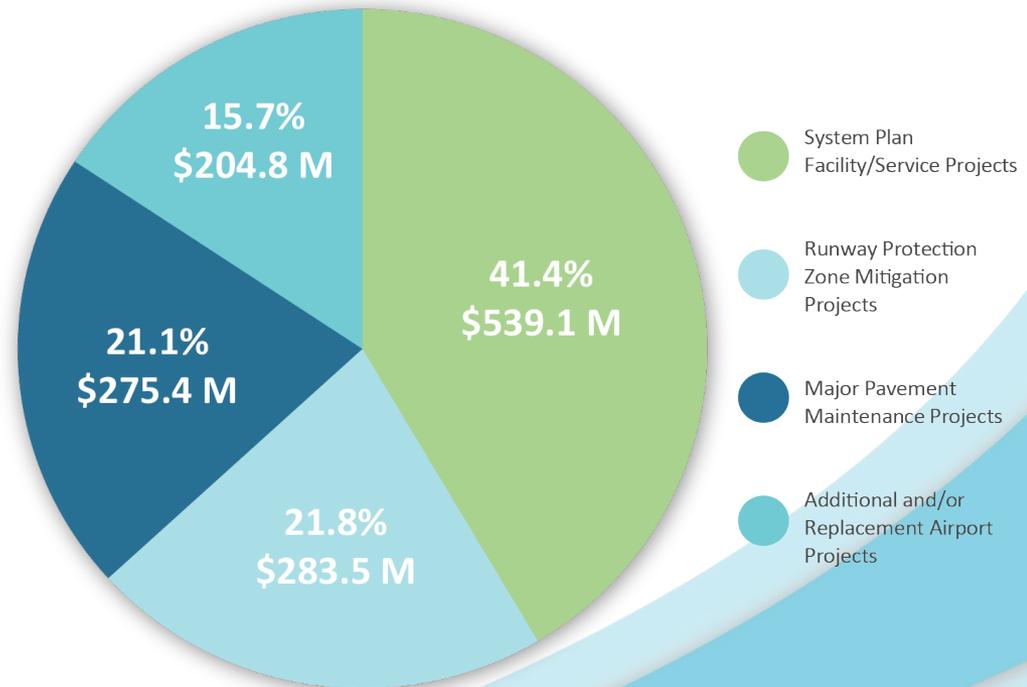
COSTS IDENTIFIED BY SYSTEM PLAN

SOURCE OF ESTIMATED DEVELOPMENT COSTS	LEVEL III COMMERCIAL SERVICE	LEVEL III	LEVEL II	LEVEL I	COMBINED DEVELOPMENT COSTS (BY PLAN)	PERCENTAGE OF TOTAL
SYSTEM PLAN FACILITY/SERVICE PROJECTS	\$26,234,000	\$247,261,155	\$140,680,114	\$124,907,034	\$539,082,303	41.4%
RUNWAY PROTECTION ZONE MITIGATION PROJECTS	\$59,021,372	\$138,526,508	\$56,687,958	\$29,268,814	\$283,504,652	21.8%
MAJOR PAVEMENT MAINTENANCE PROJECTS	\$86,237,520	\$138,761,315	\$30,094,879	\$20,293,476	\$275,387,190	21.1%
ADDITIONAL OR REPLACEMENT AIRPORT PROJECTS	\$0	\$44,260,000	\$160,541,193	\$0	\$204,801,193	15.7%
COMBINED DEVELOPMENT COSTS (BY LEVEL)	\$171,492,892	\$568,808,978	\$388,004,144	\$174,469,324	\$1,302,775,338	100.0%
PERCENTAGE OF TOTAL	13.2%	43.7%	29.8%	13.4%	100.0%	

TOTAL ESTIMATED DEVELOPMENT COSTS FROM SYSTEM PLAN ARE \$1.3 BILLION

Estimated Costs by Airport Level

- Level III Commercial: **13.2%**
- Level III General Aviation: **43.7%**
- Level II: **29.8%**
- Level I: **13.4%**



SYSTEM INVESTMENT NEEDS AND ECONOMIC BENEFIT

Estimated five-year system planning funding needs **\$1.3 billion**

Estimated average annual system planning funding needs **\$261 million**

Estimated state/federal funds available to address annual need **\$63.7 million**

Estimated annual economic impact of study airports **\$4.4 billion**

AIRPORT SYSTEM PLANNING PROJECTS UPDATE

- Georgia Statewide Aviation System Plan
 - Final Reports Finalized - December 2018
- Statewide Airfield Pavement Management Study
 - Provides sponsors and the state with current pavement conditions of each airports public use pavement
 - Last study completed in 2012
 - Pavement field inspections to be completed by January 2019
 - Final Reports Published - September 2019

AIRPORT SYSTEM PLANNING PROJECTS UPDATE

- FY19 System Planning Projects
 - Statewide Airport Economic Impact Study- Update of the 2011 Georgia Statewide Economic Impact Study
 - Air Service Study- Review of Air Service conditions at Georgia's commercial airports
 - Wildlife Site Visits- Complete site visits to FAA Group II Airports , >20 jets
- Help Us Help You
 - The Department is always looking for ideas to assist airport sponsors. Ideas for potential statewide efforts can be directed to:
 - Joseph Robinson, Aviation Planning Manager: jorobinson@dot.ga.gov
 - Michael Giambrone, Aviation Planner: mgiambrone@dot.ga.gov



GEORGIA

STATEWIDE AVIATION SYSTEM PLAN

— GEORGIA AIRPORTS MEAN BUSINESS —

FOR MORE INFORMATION CONTACT:

GEORGIA DEPARTMENT OF TRANSPORTATION, AVIATION PROGRAMS | 600 W. PEACHTREE ST. | ATLANTA, GA 30308