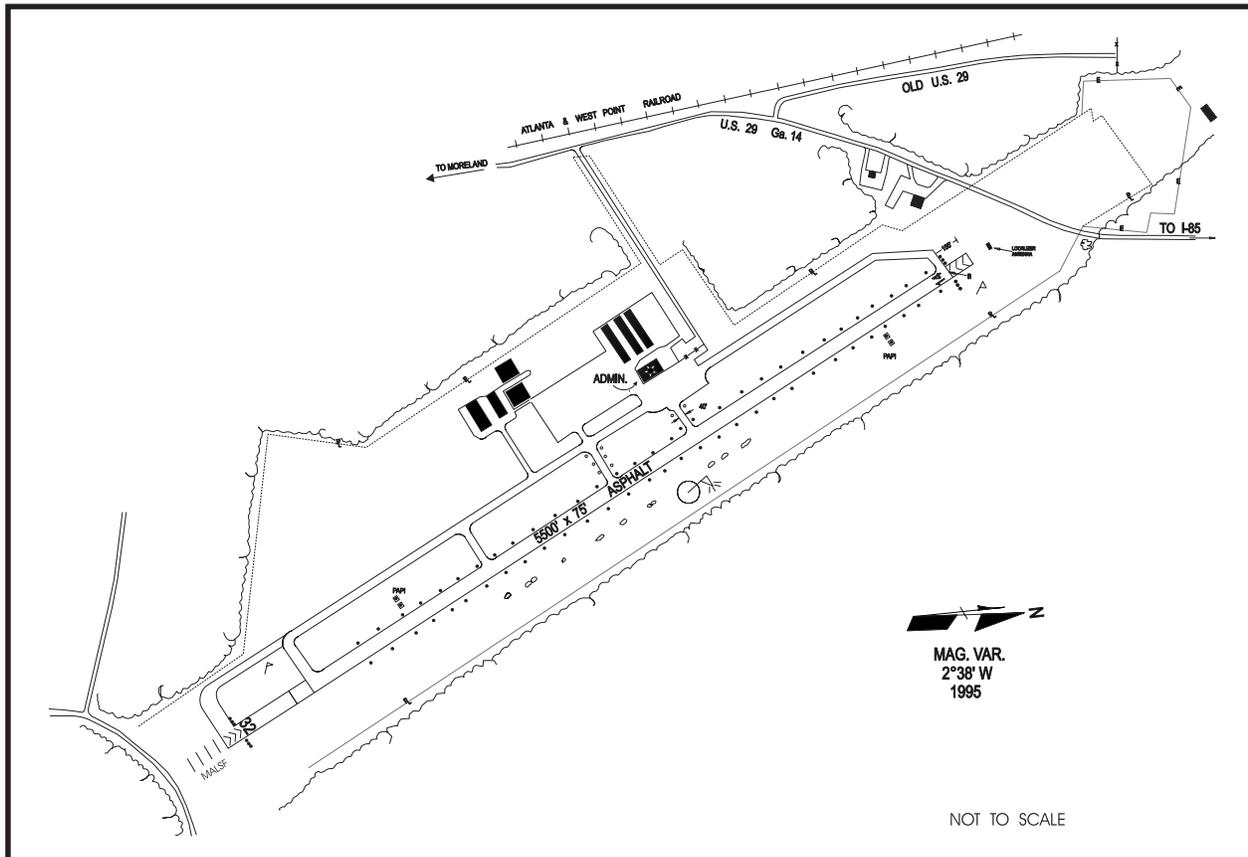
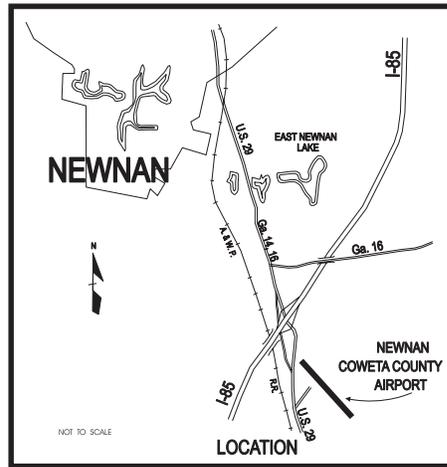


AIRPORT FINDINGS AND RECOMMENDATIONS

AIRPORT LOCATION

Newnan – Coweta County Airport is located in Coweta County in the Atlanta metro area approximately 38 miles southwest of Atlanta and 31 miles northeast of LaGrange. The primary highway access to the airport from the northeast and southwest is via U.S. Highway 29 and Georgia Highway 14. Other highways in the vicinity include Interstate 85 and Georgia Highway 16.

The airport, situated on 234 acres, is owned and operated by the Newnan and Coweta County Airport Authority. The airport accommodates a variety of aviation related activities that include recreational flying, corporate/business jets, police/law enforcement, ultra-lights, experimental aircraft, and helicopters.



EXISTING FACILITIES

Newnan-Coweta County Airport has one runway, Runway 14/32, 5,500 feet long by 100 feet wide with medium intensity runway lighting (MIRL), precision approach path indicator lights (PAPI), and a full parallel taxiway with medium intensity taxiway lights (MITL). Runway 32 has medium intensity approach lighting system with sequenced flashing lights (MALSF). The airport has a rotating beacon, segmented circle, wind cone, and an AWOS-3. The airport has a GPS approach to Runway 14 and a LOC, NDB and GPS approach to Runway 32.

Current landside facilities and services include a full service FBO, AvGas and Jet fuel, and a 5,500 square foot terminal/administrative building. There are 36 hangar parking spaces, 54 apron parking spaces, and 28 auto parking spaces. Rental cars are available.

CURRENT AND FORECAST DEMAND

A review of the airport's historic demand levels shows that based aircraft decreased from 101 in 1990 to a current level of 84. By 2021, the airport's based aircraft are expected to reach 106. Currently, the airport has approximately 31,149 annual aircraft takeoffs and landings divided between local and itinerant operations. This figure is projected to increase to 38,346 by 2021. By the end of the planning period, the airport is expected to reach 17% of its annual operating capacity.

Newnan-Coweta County Airport	Current	2006	2011	2021
Based Aircraft	84	90	95	106
Operations	31,149	32,542	34,372	38,346
Local	15,269	15,952	16,849	18,797
Itinerant	15,880	16,590	17,523	19,549
Enplanements	N/A	N/A	N/A	N/A
Demand/Capacity Ratio	14%	14%	15%	17%

AIRPORT FACILITY AND SERVICE NEEDS

The Newnan-Coweta County Airport has been classified a Level III airport and should provide appropriate facilities and services commensurate with its system role. Airport improvements identified in the system plan include:

- Install precision approach
- Phase I: 27 additional hangar spaces are needed; Phase II: 4 additional hangar spaces are needed; Phase III: 8 additional hangar spaces are needed
- Phase III: 2 additional apron parking spaces are needed
- Phase I: 107 additional auto parking spaces are needed; Phase II: 8 additional auto parking spaces are needed; Phase III: 17 additional auto parking spaces are needed
- Provide Full Service Maintenance

The following table summarizes current facilities and services, the airport's facility and service objectives, and actions/projects that are needed to make the airport compliant with each of these objectives.

FACILITY AND SERVICE OBJECTIVES Level III
Newnan Newnan-Coweta County Airport-CCO

	EXISTING	SYSTEM OBJECTIVE	RECOMMENDED
Airside Facilities			
Runway Length	5,500	5,500 feet or greater	None
Runway Width	100	100 feet	None
Taxiway Length	Full Parallel	Full Parallel	None
Approach	Non-Precision	Precision	Precision
Lighting- Runway	MIRL	HIRL	HIRL
Lighting- Taxiway	MITL	MITL	None
NAVAIDS	Rotating Beacon	Rotating Beacon	None
NAVAIDS	Segmented Circle	Segmented Circle	None
NAVAIDS	Wind Cone	Wind Cone	None
NAVAIDS	PAPI	PAPI	None
Weather	AWOS-3	AWOS/ASOS	None
Approach Light System	MALSF*	Approach Lighting System	None
General Aviation Landside Facilities			
Hangared Aircraft Storage	36 spaces	70% of based fleet	Phase I: 27 add'l spaces needed Phase II: 4 add'l spaces needed Phase III: 8 add'l spaces needed
Apron Parking/Storage	54 spaces	30% based of aircraft plus additional 75% for transient aircraft	Phase III: 2 add'l spaces needed
Terminal/Administrative	5,500 square feet	2,500 square feet minimum with amenities	None
Aviation Auto Parking	28 spaces	One Space for each based aircraft, plus 50% for visitors/employees	Phase I: 107 add'l spaces needed Phase II: 8 add'l spaces needed Phase III: 17 add'l spaces needed
Services			
FBO	Full Service	Full Service	None
Maintenance	None	Full Service	Full Service
Fuel	AvGas	AvGas	None
Fuel	Jet Fuel	Jet Fuel	None
Rental Cars	Available	Available	None

*Project is ongoing

OTHER RECOMMENDATIONS

Additional actions or projects required for Newnan-Coweta County Airport to meet Level III performance objectives:

- Update the Master Plan/ALP in Phase II (2011) and Phase III (2021)

DEVELOPMENT COSTS

The accompanying table summarizes the estimated costs needed for Newnan-Coweta County Airport to meet each of the recommendations of the Georgia Aviation System Plan.

NEWNAN-COWETA COUNTY AIRPORT									
Airport Location FAA Identifier Service Objective	NEWNAN CCO III								
Facility Objectives					Facility Needs			Costs	
	Existing	Objective	Facility Needs	Phase I	Phase II	Phase III			
Airfield									
Runway Length	5,500	5,500							
Runway Width	100	100							
Taxiway Type	Full Parallel	Full Parallel							
Runway Lighting	MIRL	HIRL	Upgrade from MIRL to HIRL		\$150,000				
Taxiway Lighting	MITL	MITL							
Land Acquisition			Acquire 44 acres for airfield development.		\$286,000				
Earthwork									
Pavement Maintenance	74 PCI	>70 PCI							
Navigational Aids									
PAPI	Yes	PAPI							
Rotating Beacon	Yes	Rotating Beacon							
Segmented Circle	Yes	Segmented Circle							
Windcone	Yes	Windcone							
Weather	AWOS-3	ASOS or AWOS							
GCO/Phone	GCO/Phone	GCO/Phone							
Approach Lighting	MALSF	Approach Lighting					Ongoing		
General Aviation Facilities									
				Phase I	Phase II	Phase III			
Hangar Storage	36	74		27	4	8	\$742,500	\$110,000	\$220,000
Apron	54	56				2			\$43,200
Auto Spaces	28	159		107	8	17	\$160,500	\$12,000	\$25,500
Terminal Space	5,500	2,000							
Fuel									
Planning/Environmental									
ALP Update	2001	Update every 10 years			1	1		\$60,000	\$60,000
Environmental Assessment									
							Subtotal	\$1,339,000	\$348,700
							Total Estimated Cost	\$	1,869,700

Note: It is assumed that non-precision GPS approaches and precision GPS approaches will be available in the near future. The cost associated with this technology resides in the aircraft. Therefore, additional equipment costs associated with providing future non-precision and precision approaches have not been estimated.