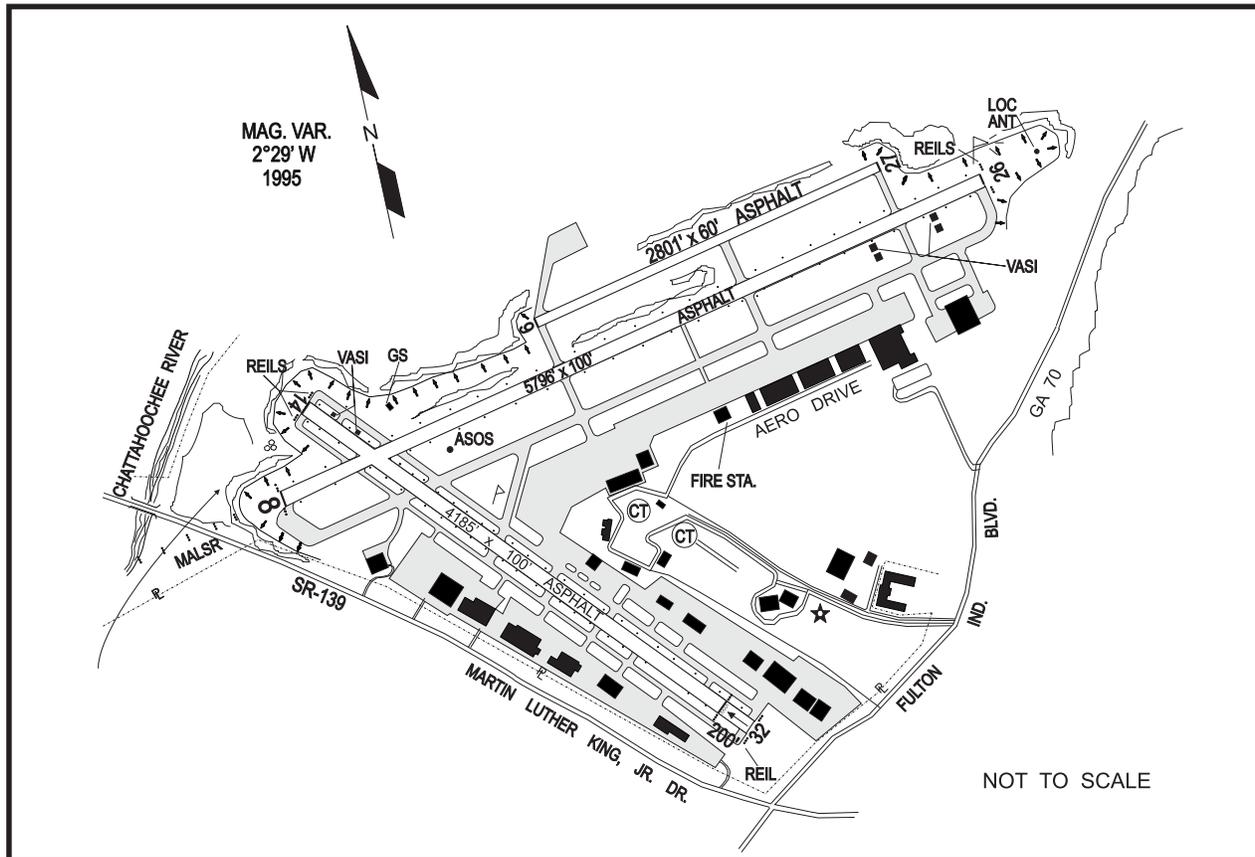
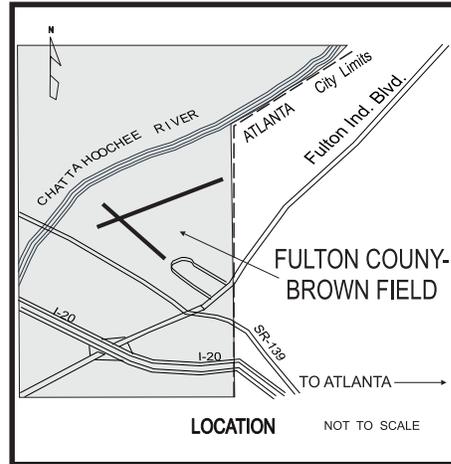


# AIRPORT FINDINGS AND RECOMMENDATIONS

## AIRPORT LOCATION

Fulton County-Brown Field is located in Fulton County in the metro Atlanta area approximately 1 mile west of Atlanta. Highway access to the airport from the east and west is via I-285 and I-20.

The airport, situated on 985 acres, is owned and operated by Fulton County. The airport accommodates a variety of aviation related activities including corporate/business jets, recreational flying, and police/law enforcement.



# EXISTING FACILITIES

Fulton County-Brown Field is served by three runways. Runway 08/26, the primary runway, is 5,796 feet long by 100 feet wide with high-intensity runway lighting (HIRL). Runway 26 has visual approach slope indicators (VASI) and a runway end identifier lighting system (REIL). Runway 08 has a medium-intensity approach lighting system with runway alignment indicators (MALSR). Runway 14/32, the secondary runway, is 4,158 feet long by 100 feet wide with HIRLs, REILs, and a displaced threshold of 200 feet on Runway 32. There are full parallel taxiways on both runways with high-intensity taxiway lighting (HITL). The third runway is Runway 09/27 and is 2,801 feet long by 60 feet wide. The airport has a rotating beacon, segmented circle, wind cone, and an ASOS. The airport has an ILS and NDB or GPS approach to Runway 08 and a GPS approach to Runway 26.

Current landside facilities and services include a full service FBO and maintenance facility with a fuel concession that provides AvGas and Jet A fuels. The airport includes 37 hangar spaces, 60 apron parking spaces, 500 auto parking spaces, and a 7,576 square foot terminal/administration building. Rental cars are available.

## CURRENT AND FORECAST DEMAND

A review of the airport's historic demand levels shows that based aircraft decreased from 321 in 1990 to a current level of 172. By 2021, the airport's based aircraft are expected to reach 212. The airport has approximately 121,979 annual aircraft takeoffs and landings divided between local and itinerant operations. This figure is projected to increase to 150,160 by 2021. By the end of the planning period, the airport is expected to reach 67% of its annual operating capacity.

| Fulton County-Brown Field | Current | 2006    | 2011    | 2021    |
|---------------------------|---------|---------|---------|---------|
| Based Aircraft            | 172     | 180     | 190     | 212     |
| Operations                | 121,979 | 127,434 | 134,599 | 150,160 |
| Local                     | 43,059  | 44,984  | 47,513  | 53,006  |
| Itinerant                 | 78,920  | 82,450  | 87,086  | 97,154  |
| Enplanements              | N/A     | N/A     | N/A     | N/A     |
| Demand/Capacity Ratio     | 54%     | 57%     | 60%     | 67%     |

## AIRPORT FACILITY AND SERVICE NEEDS

Fulton County-Brown Field 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:

- Upgrade VASI to PAPI
- Phase I: 35 additional apron parking spaces are needed; Phase II: 5 additional apron parking spaces are needed; Phase III: 11 additional apron parking spaces are needed
- Phase I: 89 additional hangar spaces are needed; Phase II: 7 additional hangar spaces are needed; Phase III: 15 additional hangar spaces are needed

The following table summarizes current facilities and services, the airport's facility and service objectives, and actions/projects that are needed for the Fulton County-Brown Field to meet these objectives.

**FACILITY AND SERVICE OBJECTIVES Level III**  
Atlanta-Fulton County Brown Field-FTY

|   | EXISTING          | SYSTEM OBJECTIVE   | RECOMMENDED   |
|---|-------------------|--|---|
| <b>Airside Facilities</b>                   |                   |  |   |
| Runway Length (Rwy 08/26)                   | 5,796             | 5,500 feet or greater  | None  |
| Runway Width                                | 100               | 100 feet   | None  |
| Taxiway Length                              | Full Parallel     | Full Parallel  | None  |
| Approach                                    | Precision         | Precision  | None  |
| Lighting- Runway                            | HIRL              | HIRL for precision approaches; MIRL for non-precision              | None  |
| Lighting- Taxiway                           | HITL              | MITL   | None  |
| NAVAIDS                                     | Rotating Beacon   | Rotating Beacon  | None  |
| NAVAIDS                                     | Segmented Circle  | Segmented Circle   | None  |
| NAVAIDS                                     | Wind Cone         | Wind Cone  | None  |
| NAVAIDS                                     | VASI              | PAPI   | PAPI  |
| Weather                                     | ASOS              | AWOS/ASOS  | None  |
| Ground Communications                       | Phone             | GCO/Phone  | None  |
| Approach Light System                       | MALS              | Approach Lighting System   | None  |
| <b>General Aviation Landside Facilities</b> |                   |  |   |
| Hangared Aircraft Storage                   | 37 spaces         | 70% of based fleet   | Phase I: 89 add'l spaces needed<br>Phase II: 7 add'l spaces needed<br>Phase III: 15 add'l spaces needed |
| Apron Parking/Storage                       | 60 spaces         | 30% based of aircraft plus additional 75% for transient aircraft   | Phase I: 35 add'l spaces needed<br>Phase II: 5 add'l spaces needed<br>Phase III: 11 add'l spaces needed |
| Terminal/Administrative                     | 7,576 square feet | 2,500 square feet minimum with amenities                           | None  |
| Aviation Auto Parking                       | 500 spaces        | One Space for each based aircraft, plus 50% for visitors/employees | None  |
| <b>Services</b>                             |                   |  |   |
| FBO   | Full Service      | Full Service   | None  |
| Maintenance                                 | Full Service      | Full Service   | None  |
| Fuel  | AvGas             | AvGas  | None  |
| Fuel  | Jet Fuel          | Jet Fuel   | None  |
| Rental Cars                                 | Available         | Available  | None  |

## OTHER RECOMMENDATIONS

Additional actions or projects required for Fulton County-Brown Field to meet Level III performance objectives:

- Update Master Plan/ALP in Phase II (2010) and Phase III (2020)
- Runway Safety Area (RSA) for this category airport is 1000X500 (LxW); RSA is deficient by 690X150 on the end of Runway 08 and 430X110 on the end of Runway 26
- Pavement Condition Index (PCI) needs to increase by 13 PCI to reach the 70 PCI objective

# DEVELOPMENT COSTS

The accompanying table summarizes the estimated needed for Fulton County-Brown Field to meet each of the recommendations of the Georgia Aviation System Plan.

| <b>FULTON COUNTY- BROWN FIELD</b>  |                              |                            |                       |         |                       |           |                    |                  |           |
|------------------------------------|------------------------------|----------------------------|-----------------------|---------|-----------------------|-----------|--------------------|------------------|-----------|
| Associated City<br>Atlanta         | FAA Identifier<br>FTY<br>III | <b>Facility Objectives</b> |                       |         | <b>Facility Needs</b> |           |                    | <b>Costs</b>     |           |
|                                    |                              | Existing                   | Objective             | Phase I | Phase II              | Phase III | Phase I            | Phase II         | Phase III |
| <b>Airfield</b>                    |                              |                            |                       |         |                       |           |                    |                  |           |
| Runway Length                      |                              | 5,796                      | 5,500                 |         |                       |           |                    |                  |           |
| Runway Width                       |                              | 100                        | 100                   |         |                       |           |                    |                  |           |
| Taxiway Type                       |                              | Full Parallel              | Full Parallel         |         |                       |           |                    |                  |           |
| Runway Lighting                    |                              | HIRL                       | HIRL                  |         |                       |           |                    |                  |           |
| Taxiway Lighting                   |                              | HITL                       | MITL                  |         |                       |           |                    |                  |           |
| Land Acquisition                   |                              |                            |                       |         |                       |           |                    |                  |           |
| Earthwork                          |                              |                            |                       |         |                       |           |                    |                  |           |
| Pavement Maintenance               |                              | 57 PCI                     | >70 PCI               |         |                       |           | Project Programmed |                  |           |
| <b>Navigational Aids</b>           |                              |                            |                       |         |                       |           |                    |                  |           |
| PAPI                               |                              | VASI                       | PAPI                  |         |                       |           |                    | \$50,000         |           |
| Rotating Beacon                    |                              | yes                        | Rotating Beacon       |         |                       |           |                    |                  |           |
| Segmented Circle                   |                              | yes                        | Segmented Circle      |         |                       |           |                    |                  |           |
| Windcone                           |                              | yes                        | Windcone              |         |                       |           |                    |                  |           |
| Weather                            |                              | ASOS                       | ASOS or AWOS          |         |                       |           |                    |                  |           |
| GCO/Phone                          |                              | Phone                      | GCO/Phone             |         |                       |           |                    |                  |           |
| Approach Lighting                  |                              | MALSR                      | Approach Lighting     |         |                       |           |                    |                  |           |
| <b>General Aviation Facilities</b> |                              |                            |                       |         |                       |           |                    |                  |           |
|                                    |                              |                            |                       | Phase I | Phase II              | Phase III |                    |                  |           |
| Hangar Storage                     |                              | 37                         | 148                   | 89      | 7                     | 15        | \$2,447,500        | \$192,500        | \$412,500 |
| Apron                              |                              | 60                         | 111                   | 35      | 5                     | 11        | \$756,000          | \$108,000        | \$237,600 |
| Auto Spaces                        |                              | 500                        | 318                   |         |                       |           |                    |                  |           |
| Terminal Space                     |                              | 7,576                      | 2,000                 |         |                       |           |                    |                  |           |
| Fuel                               |                              |                            |                       |         |                       |           |                    |                  |           |
| <b>Planning/Environmental</b>      |                              |                            |                       |         |                       |           |                    |                  |           |
| ALP Update                         |                              | 2000                       | Update every 10 years | 1       |                       | 1         |                    | \$60,000         | \$60,000  |
| Environmental Assessment           |                              |                            |                       |         |                       |           |                    |                  |           |
| <b>Subtotal</b>                    |                              |                            |                       |         |                       |           | \$3,253,500        | \$360,500        | \$710,100 |
| <b>Total Estimated Cost</b>        |                              |                            |                       |         |                       |           | <b>\$</b>          | <b>4,324,100</b> |           |

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.