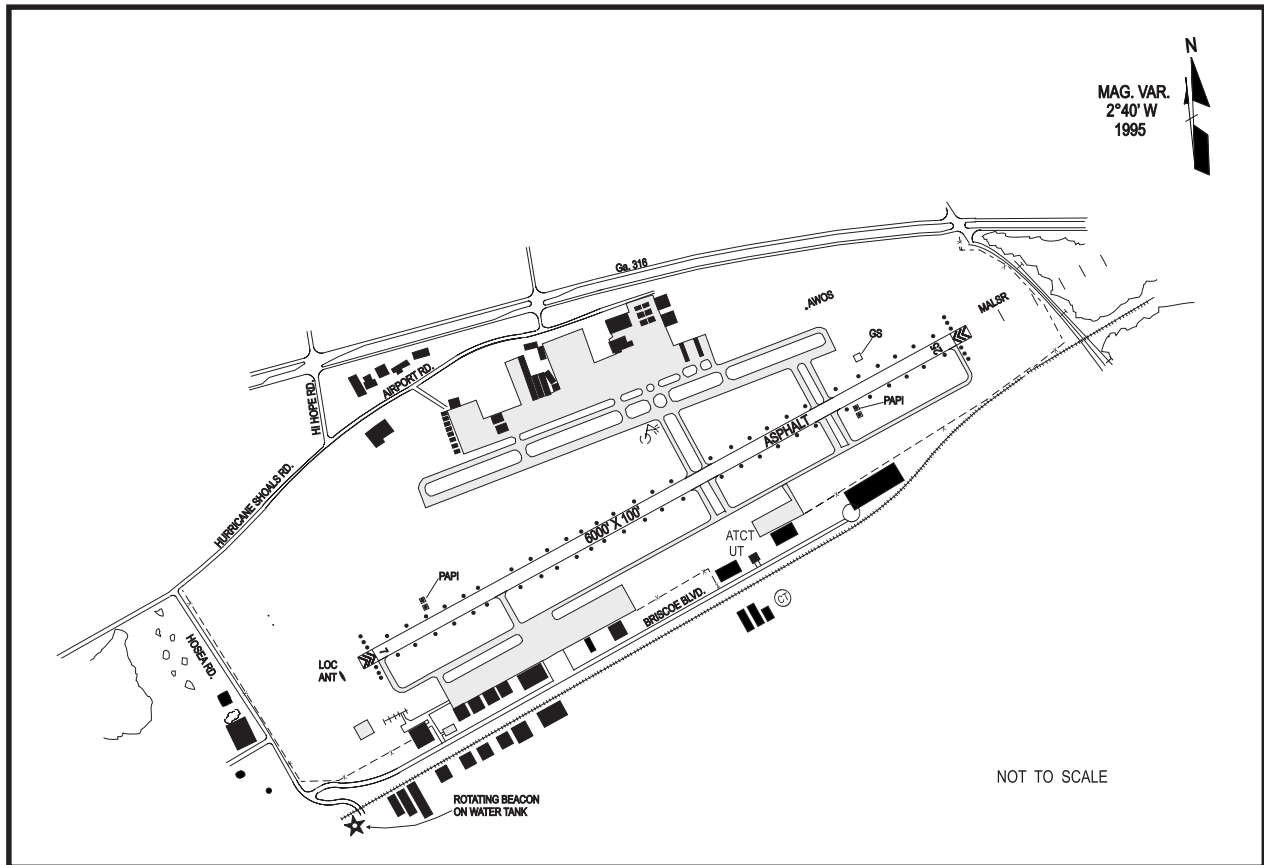
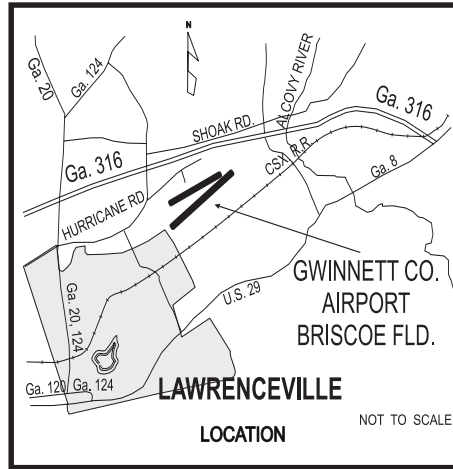
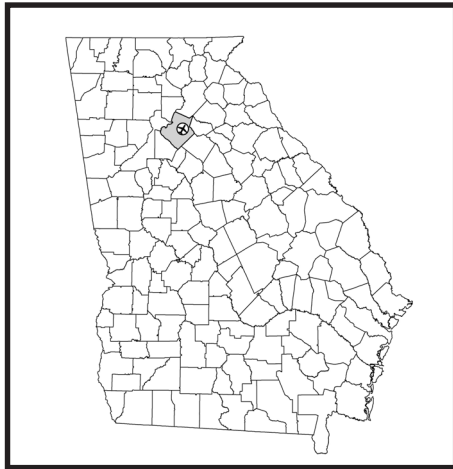


# AIRPORT FINDINGS AND RECOMMENDATIONS

## AIRPORT LOCATION

Gwinnett County Airport – Briscoe Field is located in Gwinnett County in the Atlanta metro area and is approximately 32 miles northeast of Atlanta and 40 miles west of Athens. The primary highway access to the airport from the east and west is via Georgia Highway 316 and from the north and south via Interstate 85. Other highways in the vicinity include U.S. Highway 29 and Georgia Highways 20 and 120.

The airport, situated on 472 acres, is owned and operated by Gwinnett County. The airport accommodates a variety of aviation related activities that include corporate/business jets, recreational flying, shipping of just-in-time, experimental aircraft, police/law enforcement, and aerial photography/surveying, and flight training.



# EXISTING FACILITIES

Gwinnett County Airport – Briscoe Field has one runway, Runway 07/25, 6,000 feet long and 100 feet wide with high intensity runway lighting (HIRL), precision approach path indicators (PAPI) and a full parallel taxiway with medium intensity taxiway lighting (MITL). Runway 25 has a medium intensity approach lighting system with runway indicator lighting system (MALSR). The airport has a rotating beacon, segmented circle, wind cone, AWOS-3, and remote communications outlet (RCO). The airport has a VOR/DME or GPS approach to Runway 07 and an ILS and NDB or GPS approach to Runway 25.

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 has a 2,400 square foot terminal/administration building with 529 auto parking spaces, 180 hangar spaces and 277 apron parking spaces.

The current ALP for Gwinnett County Airport-Briscoe Field proposes the construction of a second runway, 3,500 feet by 75 feet, to help alleviate operational capacity. The existing and proposed runways will be accessed by the current taxiway system which will be extended to serve both runways.

# CURRENT AND FORECAST DEMAND

A review of the airport’s historic demand levels shows that based aircraft increased from 184 in 1990 to a current level of 373. By 2021, the airport’s based aircraft are expected to reach 471. The airport has approximately 108,543 annual aircraft takeoffs and landings divided between local and itinerant operations. This figure is projected to increase to 120,465 by 2021. By the end of the planning period, the airport is expected to reach 52% of its available annual operating capacity.

Gwinnett County Airport-Briscoe Field	Current	2006	2011	2021
Based Aircraft	373	398	422	471
Operations	108,543	110,951	114,036	120,465
Local	50,667	51,791	53,231	56,232
Itinerant	57,876	59,160	60,805	64,233
Enplanements	N/A	N/A	N/A	N/A
Demand/Capacity Ratio	47%	48%	50%	52%

# AIRPORT FACILITY AND SERVICE NEEDS

Gwinnett County Airport – Briscoe 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:

- Phase I: 99 additional hangar spaces are needed; Phase II: 17 additional hangar spaces are needed; Phase III: 34 additional hangar spaces are needed
- Phase I: 68 additional auto parking spaces are needed; Phase II: 36 additional auto parking spaces are needed; Phase III: 74 additional auto parking 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 Gwinnett County Airport – Briscoe Field to meet these objectives.

**FACILITY AND SERVICE OBJECTIVES Level III**  
Lawrenceville-Gwinnett County Airport – Briscoe Field Field-LZU

	EXISTING	SYSTEM OBJECTIVE	RECOMMENDED
<b>Airside Facilities</b>			
Runway Length (Rwy 07/25)	6,000	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 approaches	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
Ground Communications	RCO/Phone	GCO/Phone	None
Approach Light System	MALSR	Approach Light System	None
<b>General Aviation Landside Facilities</b>			
Hangared Aircraft Storage	180 spaces	70% of based fleet	Phase I: 99 add'l spaces needed Phase II: 17 add'l spaces needed Phase III: 34 add'l spaces needed
Apron Parking/Storage	277 spaces	30% based of aircraft plus additional 75% for transient aircraft	None
Terminal/Administrative	2,400 square feet	2,500 square feet minimum with amenities	None
Auto Parking	529 spaces	One Space for each based aircraft, plus 50% for visitors/employees	Phase I: 68 add'l spaces needed Phase II: 36 add'l spaces needed Phase III: 74 add'l spaces needed
<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 Gwinnett County Airport – Briscoe Field to meet Level III performance:

- Update the Master Plan/ALP in Phase II (2007) and Phase III (2017)
- Adopt Land Use/Zoning Controls

# DEVELOPMENT COSTS

The accompanying table summarizes the estimated costs needed for Gwinnett County Airport – Briscoe Field to meet each of the recommendations of the Georgia Aviation System Plan.

<b>GWINNETT COUNTY AIRPORT-BRISCOE FIELD</b>						
Airport Location LAWRENCEVILLE FAA Identifier LZU Service Objective III	<b>Facility Objectives</b>		<b>Facility Needs</b>		<b>Costs</b>	
	Existing	Objective	Phase I	Phase II	Phase III	
<b>Airfield</b>						
Runway Length	6,000	5,500				
Runway Width	100	100				
Taxiway Type	Full Parallel	Full Parallel				
Runway Lighting	MIRL	HIRL		\$180,000		
Taxiway Lighting	MITL	MITL				
Land Acquisition						
Earthwork						
Pavement Maintenance	71 PCI	>70 PCI				
<b>Navigational Aids</b>						
PAPI	Yes	PAPI				
Rotating Beacon	Yes	Rotating Beacon				
Segmented Circle	Yes	Segmented Circle				
Windcone	Yes	Windcone				
Weather	AWOS-3	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	180	330	99	17	34	\$467,500
Apron	277	247				
Auto Spaces	529	707	68	36	74	\$54,000
Terminal Space	2,400	2,000				
Fuel						
<b>Planning/Environmental</b>						
ALP Update	1997	Update every 10 years		1	1	\$60,000
Environmental Assessment				1		\$300,000
Subtotal						\$581,500
<b>Total Estimated Cost</b>						<b>\$ 4,992,000</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.

\*The current ALP recommends a new parallel runway and taxiway