

GEORGIA AVIATION SYSTEM PLAN

AIRPORT SUMMARY REPORT



INTRODUCTION

Throughout 2002, Aviation Programs worked to update Georgia's comprehensive plan for its system of public airports. This report summarizes and compiles airport specific information, findings, and recommendations from the Georgia Aviation System Plan.

This summary is intended to provide a general understanding of the specific actions and improvements that will enable the airport to best fulfill its role in the Georgia Aviation System. More detailed information about the System Plan and companion Pavement Management, Aviation Tax Revenue, and Commercial Air Service studies is contained in reports that are available from Aviation Programs, Georgia Department of Transportation.

STRATEGIC APPROACH

The update to the Georgia Aviation System Plan took a strategic approach to identify and evaluate the 20-year needs of the State's public use commercial and general aviation airports, except Hartsfield Atlanta International.

A performance-based approach was used to evaluate Georgia airports, establish goals, and identify system performance measures. These measures were used to determine how well Georgia's airports are currently performing and how system performance should be enhanced to meet established goals. Benchmarks, specific to each of the system performance measures, were employed to rate current system performance.

Actions were identified, based on current system performance and individual airport contributions, that will enhance statewide system performance. Study goals, performance measures and benchmarks are presented on the following pages.

GEORGIA AVIATION SYSTEM PLAN GOALS

GOAL: To provide a statewide aviation system with airside and landside facilities to meet current and future demand.

PERFORMANCE MEASURE: CAPACITY

BENCHMARKS:

- Percent of Level I, II, and III airports that operate at 60 percent or more of their annual operating capacity (current and 2021).
- Percent of State, its population, and employment within 30-minutes of a system airport exceeding 60 percent of its operational capacity (current and 2021).
- Percent of Level I, II, and III airports that operate at 80 percent or more of their annual operating capacity (current and 2021).
- Percent of the State, its population, and employment within a 30-minute drive time of a system airport exceeding 80 percent of its operational capacity (current and 2021).
- Percent of Level I, II, and III airports whose hangar facilities meet the System Plan's facility/service objectives (current and 2021).
- Percent of Level I, II, and III airports whose auto parking facilities meet the System Plan's facility/service objectives (current and 2021).
- Percent of Level I, II, and III airports whose terminal/administration facilities meet the System Plan's facility/service objectives (current and 2021).

GOAL: To support a statewide aviation system that complies with applicable State and Federal design and development standards.

PERFORMANCE MEASURE: STANDARDS

BENCHMARKS:

- Percent of Level I, II, and III system airports that have runway and taxiway separations that meet their current FAA Airport Reference Code (ARC) requirements.
- Percent of Level I, II, and III airports whose primary runway safety areas (RSA) meet the requirements for their current ARC.
- Percent of Level I, II and III airports whose primary runway meets Aviation Programs, GDOT pavement condition index (PCI) goal of 70 or greater.

GOAL: To provide a system of airports that remains flexible and capable of responding to future change while maintaining compatibility with surrounding communities.

PERFORMANCE MEASURE: FLEXIBILITY

BENCHMARKS:

- Percent of Level I, II, and III airports that have current master plans or airport layout plans (ALPs).
- Percent of Level I, II, and III airports with surrounding municipalities that have adopted controls/zoning to assure land use in the airport environs is compatible with airport operations and development.

GOALS CONTINUED

GOAL: To provide an airport system that is easily accessible from both the ground and the air.

PERFORMANCE MEASURE: ACCESSIBILITY

BENCHMARKS:

- Percent of State that is within 45 minutes of a system airport that has a precision approach.
- Percent of State that is within 30 minutes of a system airport that has a non-precision approach.
- Percent of the State that is within 30 minutes of an airport that has a Part 135 certificated air taxi/charter operator.
- Percent of State that is within 45 minutes a system airport with a primary runway 5,500 feet or longer.
- Percent of State that is within is within 30 minutes of a system airport with a primary runway 5,000 feet or longer.
- Percent of State that is within 30 minutes of a system airport with a primary runway 4,000 feet or longer.

GEORGIA AIRPORT FUNCTIONAL ROLES

A comprehensive evaluation was conducted to identify each airport's current role or functional level as that role relates to Georgia's transportation and economic needs. Factors considered include: current airport roles, number of registered aircraft served, number of pilots served, number of based aircraft served, current facilities/infrastructure, services available, highway access, and expansion potential. Statewide aviation system coverage goals, established by Aviation Programs, GDOT were also used to determine current airport functional levels for all study airports.

All public use airports in Georgia were assigned to one of three functional levels described as follows:

LEVEL I - MINIMUM STANDARD GENERAL AVIATION AIRPORT

Level I represents the minimum to which airports in the system are expected to develop. The service area for a Level I airport is 30 minutes.

Level I airports should be capable of accommodating all single-engine and some small twin-engine general aviation aircraft. Level I airports should be able to support business needs by accommodating aircraft such as the Beech Baron, the Beech Queen Air, and the Piper Navajo. Level I airports should have a minimum runway length of 4,000 feet, and a non-precision approach. Local needs may dictate and support a runway length in excess of 4,000 feet for some Level I airports.

LEVEL II - BUSINESS AIRPORTS OF LOCAL IMPACT

Level II airports should be capable of accommodating all business and personnel use single and twin-engine general aviation aircraft and a broad range of the corporate/business jet fleet. Types of aircraft that Level II airports should be able to accommodate include the Gulfstream I - III and the Cessna Citation.

The minimum runway length objective for Level II airports is 5,000 feet with a non-precision approach. Local needs may support a runway length in excess of this 5,000-foot minimum. The typical service area for a Level II airport is 30 minutes.

ROLES CONTINUED

LEVEL III - BUSINESS AIRPORTS OF REGIONAL IMPACT

Level III airports are defined as the existing air carrier airports and general aviation airports that have a regional business impact. Level III airports should be capable of accommodating a variety of business/corporate jet aircraft including the Boeing Business Jet and Gulfstream IV and V.

Service areas for Level III general aviation airports typically encompass a 45-minute drive time; Level III commercial airports have a 60-minute service area. These airports should have at least 5,500 feet of runway, precision approaches, and an approach lighting system to facilitate aircraft operations in inclement weather. Level III air carrier airports should have runway lengths dictated by the needs of their individual commercial carriers. Level III airports should also provide appropriate levels of public amenities.

FACILITY AND SERVICE OBJECTIVES

Facilities and services that should ideally be in place at Level I, Level II, and Level III airports were identified by the System Plan and should guide future airport development at Georgia airports.

LEVEL I - MINIMUM STANDARD GENERAL AVIATION AIRPORT

Airside Facilities – Minimum Requirements

Runway Length - 4,000 feet

Runway Width - 75 feet

Taxiways - Full parallel desirable; turnarounds at each end minimum objective

Lighting Systems - MIRL and MITL

NAVAIDS/Visual Aids - Rotating beacon, segmented circle and wind cone, PAPIs, and other aids as required for non-precision approach

Approach - Non-precision approach

Weather Reporting - AWOS or ASOS desirable

Ground Communication - Public telephone, GCO as needed

Fencing - Operations area at a minimum; entire airport desirable

General Aviation Facilities

Hangared Aircraft Storage - 60% of based aircraft fleet

Apron Parking/Storage - 40% of based aircraft fleet plus an additional 25% for transient aircraft

Terminal/Administrative - 750 square feet enclosed space for public use with restrooms

Auto Parking - One space for each based aircraft plus 25% for visitors or employees

Services

Fuel - AVGas and Jet Fuel as required

FBO - Limited Service

LEVEL II – BUSINESS AIRPORT OF LOCAL IMPACT

Airside Facilities – Minimum Requirements

Runway Length – 5,000 feet

Runway Width – 100 feet

Taxiways – Full Parallel

Lighting Systems – MIRL and MITL

Approach – Non-Precision

NAVAIDS/Visual Aids – Rotating beacon, segmented circle and wind cone, PAPIs, and other aids as required for non-precision approach

Weather Reporting – AWOS or ASOS

Ground Communications – Public telephone, GCO

Airfield Signage – Runway hold position signs, location and guidance signs

Fencing – Entire airport

General Aviation Facilities

Hangared Aircraft Storage – 60% of based aircraft fleet

Apron Parking/Storage – 40% of based aircraft plus an additional 50% for transient aircraft

Terminal/Administrative – Minimum 1,500 square feet of public use space including restrooms, conference area, and pilots' lounge

Auto Parking – One space for each based aircraft plus 50% for visitors/employees or as needed

Services

Fuel – AvGas and Jet Fuel as required

FBO – Full Service

Maintenance – Limited/Full Service

Rental Cars – Available

OBJECTIVES CONTINUED

LEVEL III - BUSINESS AIRPORTS OF REGIONAL IMPACT

Airside Facilities – Minimum Requirements

Runway Length - 5,500 feet

Runway Width - 100 feet

Taxiways - Full parallel

Lighting Systems - HIRL for precision approaches and commercial service airports; approach lights for precision approach; MITL

NAVAIDS/Visual Aids - Rotating beacon, segmented circle and wind cone, PAPIs and other aids as appropriate for precision approaches

Approach – Precision approach

Weather Reporting - AWOS or ASOS

Ground Communication - Public telephone, GCO

Airfield Signage - Runway hold position signs, location and guidance signs

Fencing - Entire airport

General Aviation Facilities

Hangared Aircraft Storage - 70% of based aircraft fleet

Apron Parking/Storage - 30% of based aircraft plus an additional 75% for transient aircraft

Terminal/Administrative – Minimum 2,500 square feet with public restrooms, conference area, and pilot's lounge

Auto Parking - One space for each based aircraft plus 50% for visitors/employees or as needed.

Services

Fuel - AvGas and Jet Fuel

FBO - Full Service

Maintenance - Full Service

Rental Cars - Available

AIRPORT FINDINGS AND RECOMMENDATIONS

Based on the results of the system and airport specific evaluations, recommendations were formulated for all Georgia airports. The remainder of this report summarizes the following items for this airport:

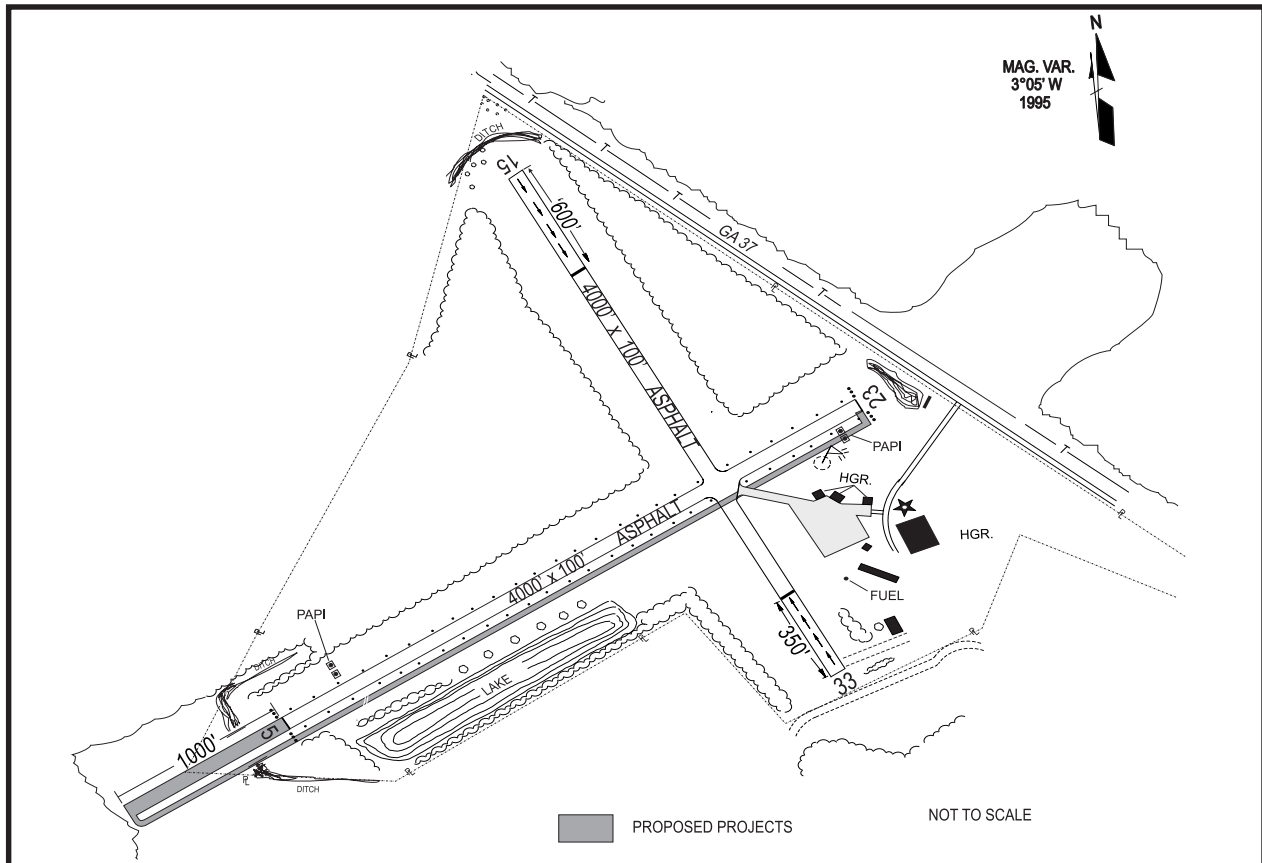
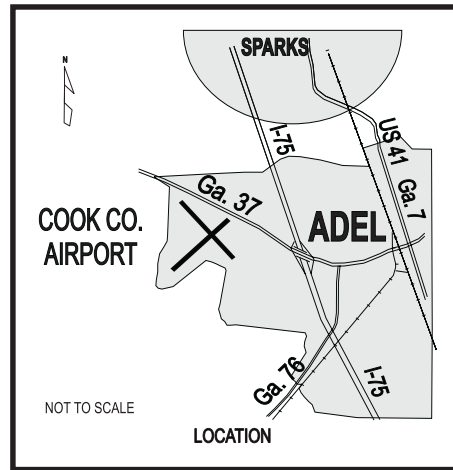
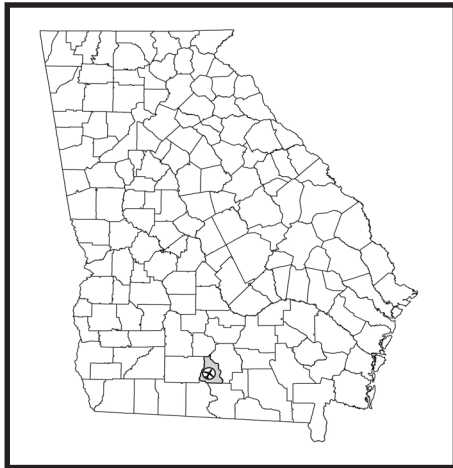
- Airport Location
- Existing Facilities
- Current & Forecast Demand
- Airport Facility and Service Needs
- Other Recommendations
- Development Costs

AIRPORT FINDING AND RECOMMENDATIONS

AIRPORT LOCATION

The Cook County Airport is located in Cook County in southern Georgia approximately 24 miles south of Tifton and 26 miles north of Valdosta. The airport can be accessed from the north and south via Interstate-75, from the northwest and southeast via Georgia Highway 37, and from the northeast and southwest via Georgia Highway 76.

The airport, situated on 275 acres, is owned and operated by Cook County and accommodates a variety of aviation related activities including recreational flying, corporate/business jets, flight training, ultralights, and experimental aircraft.



EXISTING FACILITIES

Cook County Airport has two runways. Runway 05/23, the primary runway, is 4,000 feet long by 100 feet wide. The runway has medium-intensity runway lighting (MIRL) and precision approach path indicators (PAPI). Runway 15/33 is the airport's secondary runway and is also 4,000 feet long by 100 feet wide. There is a 600 foot displaced threshold on the approach end of Runway 15 and a 350 foot displaced threshold on the approach end of Runway 33. There is no runway lighting on Runway 15/33. The airport has a rotating beacon, a segmented circle, and DME, VOR and GPS approaches to Runway 05.

Current landside facilities and services include a full-service FBO, a fuel concession that provides AvGas, and a 400 square foot terminal/administration building. The airport has 10 paved auto parking spaces, 22 apron spaces, and 28 hangar spaces and rental car service is available.

CURRENT AND FORECAST DEMAND

A review of the airport's historic demand levels shows that based aircraft increased from 24 in 1990 to a current level of 35. By 2021, the airport's based aircraft are expected to reach 42. The airport has approximately 6,820 annual aircraft takeoffs and landings equally divided between local and itinerant operations. This figure is projected to increase to 8,396 by 2021. By the end of the planning period, the airport is expected to reach 11% of its available annual operating capacity.

Cook County Airport	Current	2006	2011	2021
Based Aircraft	35	36	38	42
Operations	6,820	7,125	7,526	8,396
Local	3,410	3,563	3,763	4,198
Itinerant	3,410	3,563	3,763	4,198
Enplanements	N/A	N/A	N/A	N/A
Demand/Capacity Ratio	9%	9%	10%	11%

AIRPORT FACILITY AND SERVICE NEEDS

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

- Extend Runway 05/23 by 1,000 feet
- Construct full parallel taxiway
- Upon construction of taxiway install MITL
- Install AWOS
- Phase II: 1 additional apron parking space is needed; Phase III: 3 additional apron parking spaces are needed
- Provide additional 1,100 square feet of terminal space
- Phase I: 44 additional auto parking spaces are needed; Phase II: 3 additional auto parking spaces are needed; Phase III: 6 additional auto parking spaces are needed
- Provide limited/full service maintenance

The following table summarizes Cook County's current facilities and services, the airport's facility and service objectives, and actions/projects needed to meet these objectives.

FACILITY AND SERVICE OBJECTIVES Level II
Adel-Cook County Airport-15J

	EXISTING	SYSTEM OBJECTIVE	RECOMMENDED
Airside Facilities			
Runway Length (Rwy 05/23)	4,000	5,000 feet	Extend 1,000 feet
Runway Width	100	100 feet	None
Taxiway Type	None	Full Parallel	Full Parallel
Approach	Non-Precision	Non-Precision	None
Lighting- Runway	MIRL	MIRL	None
Lighting- Taxiway	None	MITL	MITL
NAVAIDS	Rotating Beacon	Rotating Beacon	None
NAVAIDS	Segmented Circle	Segmented Circle	None
NAVAIDS	Wind Cone	Wind Cone	None
NAVAIDS	PAPIs	PAPIs	None
NAVAIDS	None	Other NAVAIDS as required for non-precision approach	None
Weather Reporting	None	AWOS/ASOS	AWOS
Ground Communications	Public Telephone	Public Telephone, GCO	None
General Aviation Landside Facilities			
Hangared Aircraft Storage	28 spaces	60% of based fleet	None
Apron Parking/Storage	22 spaces	40% of based aircraft plus additional 50% for transient aircraft	Phase II: 1 add'l space needed Phase III: 3 add'l spaces needed
Terminal/Administrative	400 square feet	1,500 square feet minimum with amenities	Provide add'l 1,100 square feet
Auto Parking	10 spaces	One Space for each based aircraft, plus 50% for visitors/employees	Phase I: 44 add'l spaces needed Phase II: 3 add'l spaces needed Phase III: 6 add'l spaces needed
Services			
FBO	Full service	Full service	None
Maintenance	None	Limited/Full service	Provide limited/full service
Fuel	AvGas	AvGas	None
Fuel	None	Jet Fuel	Jet Fuel, as needed
Rental Cars	Rental Cars	Available	None

OTHER RECOMMENDATIONS

Additional actions or projects required for the Cook County Airport to meet Level II performance objectives:

- Update the Master Plan/ALP in Phase III (2013)

DEVELOPMENT COSTS

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

COOK COUNTY AIRPORT										
Associated City ADEL FAA Identifier 15J Level II										
Facility Objectives			Facility Needs		Costs					
Existing	Objective	Phase I	Phase II	Phase III	Phase I	Phase II	Phase III			
Airfield										
	Runway Length	4,000	5,000	Extend Runway 05/23 by 1,000 feet.		\$1,500,000				
	Runway Width	100	100			included				
	Taxiway Type	None	5,000	Construct parallel taxiway.		\$1,137,500				
	Runway Lighting	MIRL	MIRL	Install MIRL on runway extension.		included				
	Taxiway Lighting	MITL	MITL	Install MITL on parallel taxiway.		included				
	Land Acquisition			Acquire 12 acres for runway improvements.		\$31,200				
	Earthwork			Normal		included				
	Pavement Maintenance	100 PCI	>70 PCI							
Navigational Aids										
	PAPI	Yes	PAPI							
	Rotating Beacon	Yes	Rotating Beacon							
	Segmented Circle	Yes	Segmented Circle							
	Windcone	Yes	Windcone							
	Weather	None	ASOS/AWOS							
	GCO/Phone	Phone	GCO/Phone	1		\$100,000				
	Approach Lighting	None	N/A							
General Aviation Facilities										
			Phase I	Phase II	Phase III					
	Hangar Storage	28	25							
	Apron	22	25	1	2	\$21,600	\$43,200			
	Auto Spaces	10	63	44	6	\$66,000	\$4,500	\$9,000		
	Terminal Space	400	1,500	1,100		\$165,000				
	Fuel		AvGas:Jet A as needed							
Planning/Environmental										
	ALP Update	1988	Update every 10 years	1				\$50,000		
Subtotal								\$2,834,700	\$191,100	\$102,200
Total Estimated Cost						\$	3,128,000			

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.