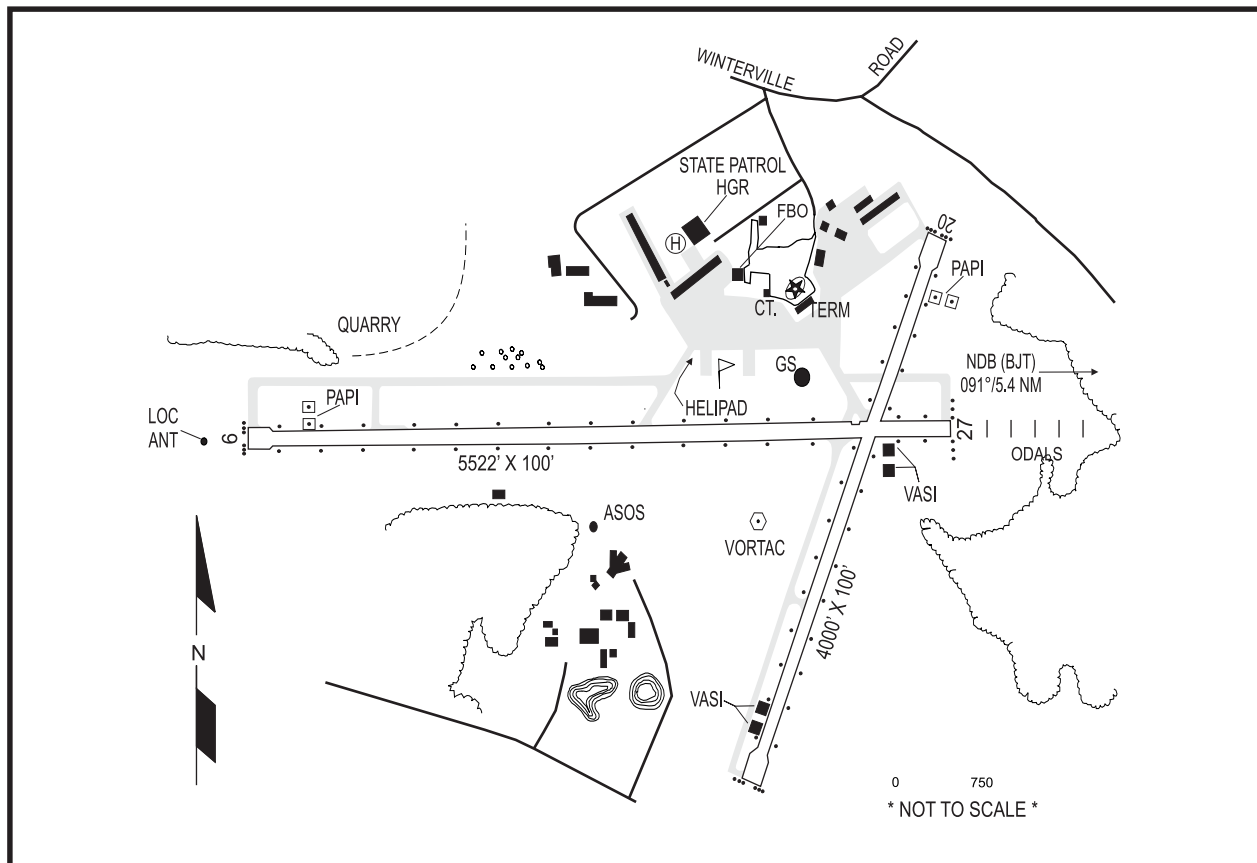
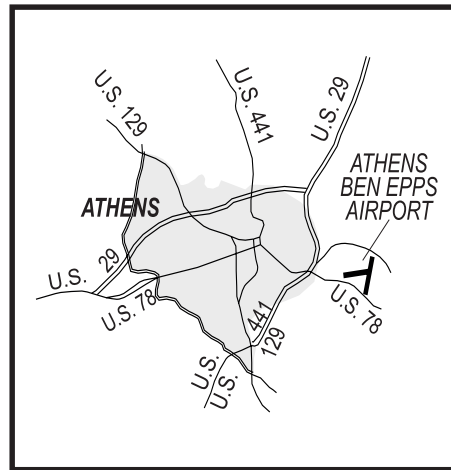


AIRPORT FINDINGS AND RECOMMENDATIONS

AIRPORT LOCATION

The Athens/Ben Epps Airport is located in Clarke County in northeastern Georgia approximately 60 miles east of Atlanta and 98 miles northwest of August. The primary highway access to the airport from the southeast and northwest is via U.S. Highway 78. Other highways in the vicinity are U.S. Highways 29, 129, and 441.

The airport, situated on 425 acres, is owned and operated by Clarke County. The airport accommodates a variety of aviation related activities including commercial service, corporate/business jets, police/law enforcement, shipping of just-in-time, aerial photography/surveying, and recreational flying.



EXISTING FACILITIES

Athens/Ben Epps Airport is served by two runways. Runway 09/27, the primary runway, is 5,522 feet long by 100 feet wide with medium-intensity runway lighting (MIRL) and has a full parallel taxiway with medium-intensity taxiway lighting (MITL). Runway 09 has precision approach path indicators (PAPI). Runway 27 has visual approach slope indicators (VASI) and omni directional approach lighting system (ODALS). The crosswind runway, Runway 02/20, is 4,000 feet long by 100 feet wide with MIRL and a full parallel taxiway that has MITL. Runway 20 has a PAPI and Runway 02 has a VASI. The airport has a rotating beacon, wind cone, an automated surface observing system (ASOS), and an air traffic control tower. The airport has a VOR/DME or GPS approach to Runway 09; a VOR and an NDB or GPS non-precision approach to Runway 27, and ILS precision approach to runway 27; a VOR or GPS approach to Runway 02; and a VOR/DME or GPS approach to Runway 20.

Current landside facilities and services include a full-service FBO, maintenance facility and a fuel concession that provides AvGas and Jet A fuels. There is a 7,860 square foot commercial service terminal building, 9,460 square foot general aviation terminal building, and 1,000 square feet of administrative space. The airport has 75 hangar parking spaces, 60 apron parking spaces, and 181 general aviation auto parking spaces. There are rental cars available.

CURRENT AND FORECAST DEMAND

A review of the airport's historic demand levels shows that based aircraft increased from 106 in 1990 to a current level of 118. By 2021, the airport's based aircraft are expected to reach 145. The airport has approximately 72,326 annual general aviation aircraft takeoffs and landings divided equally between local and itinerant operations. This figure is projected to increase to 98,704 by 2021. Commercial operations and enplanements are expected to increase from 2,017 and 10,500 to 2,858 and 15,495 by 2021. By the end of the planning period, the airport is expected to reach 43% of its available annual operating capacity.

| Athens/Ben Epps Airport | Current | 2006 | 2011 | 2021 |
|-------------------------|---------|--------|--------|--------|
| Based Aircraft | 118 | 123 | 130 | 145 |
| Operations | 72,326 | 77,219 | 83,803 | 98,704 |
| Local | 36,379 | 38,841 | 42,152 | 49,648 |
| Itinerant | 35,946 | 38,378 | 41,651 | 49,056 |
| Enplanements | 10,500 | 10,560 | 11,042 | 15,495 |
| Commercial Operations | 2,017 | 2,058 | 2,058 | 2,858 |
| Demand/Capacity Ratio | 31% | 34% | 36% | 43% |

AIRPORT FACILITY AND SERVICE NEEDS

The Athens/Ben Epps Airport has been classified as 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 MIRL to HIRL
- Update VASI to PAPI
- Phase I: 11 additional hangar spaces are needed; Phase II: 5 additional hangar spaces are needed; Phase III: 11 additional hangar spaces are needed
- Phase I: 5 additional apron parking spaces are needed; Phase II: 3 additional apron parking spaces are needed; Phase III: 8 additional parking spaces are needed
- Phase I: 4 additional general aviation auto parking spaces are needed; Phase II: 11 additional general aviation auto parking spaces are needed; Phase III: 23 additional general aviation 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 the Athens/Ben Epps Airport to meet these objectives.

FACILITY AND SERVICE OBJECTIVES Level III
Athens-Ben Epps Airport-AHN

| | EXISTING | SYSTEM OBJECTIVE | RECOMMENDED |
|---|-------------------|--|---|
| Airside Facilities | | | |
| Runway Length (Rwy 09/27) | 5,522 | 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 | MIRL | HIRL for precision approaches; MIRL for non-precision | 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/VASI | PAPIs | PAPI |
| Weather | ASOS | AWOS/ASOS | None |
| Ground Communication | RCO/Phone | GCO/Phone | None |
| Approach Light System | ODALS | Approach Lighting System | None |
| General Aviation Landside Facilities | | | |
| Hangared Aircraft Storage | 75 spaces | 70% of based fleet | Phase I: 11 add'l spaces needed Phase II: 5 add'l spaces needed Phase III: 11 add'l spaces needed |
| Apron Parking/Storage | 60 spaces | 30% based of aircraft plus additional 75% for transient aircraft | Phase I: 5 add'l spaces needed Phase II: 3 add'l spaces needed Phase III: 8 add'l spaces needed |
| Terminal/Administrative | 9,460 square feet | 2,500 square feet minimum with amenities | None |
| Auto Parking | 181 spaces | One Space for each based aircraft, plus 50% for visitors/employees | Phase I: 4 add'l spaces needed Phase II: 11 add'l spaces needed Phase III: 23 add'l spaces needed |
| Services | | | |
| 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 the Athens/Ben Epps Airport to meet Level III performance objectives:

- Update the Master Plan/ALP in Phase I (2005) and Phase III (2015)

DEVELOPMENT COSTS

The accompanying table summarizes the estimated costs needed for Athens/Ben Epps to meet each of the recommendations of the Georgia Aviation System Plan.

| ATHENS-BEN EPPS AIRPORT | | | | | | | | | |
|------------------------------------|---------------|-----------------------|----------------------|----------|-----------|-----------|-----------|------------------|-----------|
| Associated City Athens | | | | | | | | | |
| FAA Identifier AHN | | | | | | | | | |
| Level III | | | | | | | | | |
| Facility Objectives | | Facility Needs | | | Costs | | | | |
| Existing | Objective | Airfield | | | Phase I | Phase II | Phase III | | |
| | 5,522 | 5,500 | | | | | | | |
| Runway Length | 100 | 100 | | | | | | | |
| Runway Width | Full Parallel | Full Parallel | | | | | | | |
| Taxiway Type | MIRL | HIRL | | | | | | | |
| Runway Lighting | MITL | MITL | Upgrade MIRL to HIRL | | | \$165,660 | | | |
| Taxiway Lighting | | | | | | | | | |
| Land Acquisition | | | | | | | | | |
| Earthwork | | | | | | | | | |
| Pavement Maintenance | 74 PCI | >70 PCI | | | | | | | |
| Navigation Aids | | | | | | | | | |
| PAPI | VASI/PAPI | Replace VASI | 1 | | | | | \$25,000 | |
| Rotating Beacon | yes | Rotating Beacon | | | | | | | |
| Segmented Circle | yes | Segmented Circle | | | | | | | |
| Windcone | yes | Windcone | | | | | | | |
| Weather | ASOS | ASOS or AWOS | | | | | | | |
| GCO/Phone | RCO/Phone | GCO/Phone | | | | | | | |
| Approach Lighting | ODALS | Approach Lighting | | | | | | | |
| General Aviation Facilities | | | | | | | | | |
| | | | Phase I | Phase II | Phase III | | | | |
| Hangar Storage | 75 | 102 | 11 | 5 | 11 | \$302,500 | \$137,500 | \$302,500 | |
| Apron | 60 | 76 | 5 | 3 | 8 | \$108,000 | \$64,800 | \$172,800 | |
| Auto Spaces | 181 | 218 | 4 | 11 | 23 | \$6,000 | \$16,500 | \$34,500 | |
| Terminal Space | 9,460 | 2,000 | | | | | | | |
| Fuel | | | | | | | | | |
| Planning/Environmental | | | | | | | | | |
| ALP Update | 1995 | Update every 10 years | 1 | | 1 | \$60,000 | \$0 | \$60,000 | |
| Environmental Assessment | | | | | | | | | |
| | | | | | | Subtotal | \$642,160 | \$243,800 | \$669,800 |
| Total Estimated Cost | | | | | | | \$ | 1,455,760 | |

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.