

GEORGIA AIRPORTS MEAN BUSINESS



# GEORGIA

STATEWIDE AVIATION SYSTEM PLAN

SUMMARY REPORT FOR

## SOUTHWEST GEORGIA REGIONAL AIRPORT



GEORGIA AIRPORTS MEAN BUSINESS

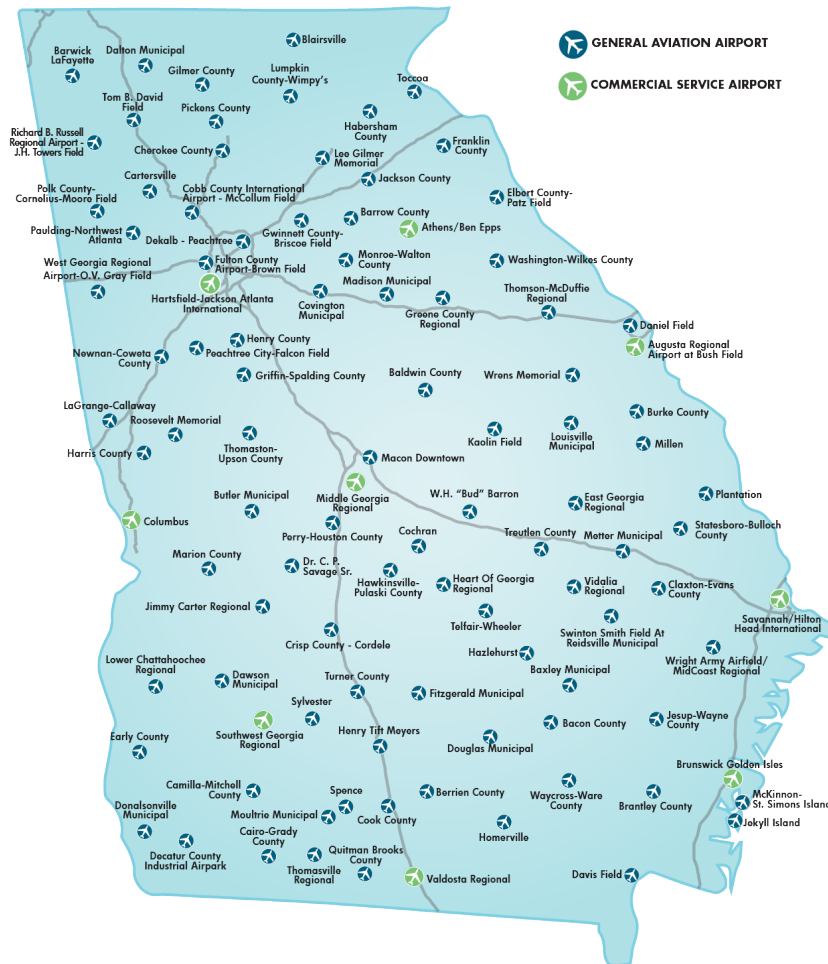


# OVERVIEW

The Georgia Department of Transportation, Aviation Programs Office, has recently completed an update to the Georgia Statewide Aviation System Plan (GSASP). This report provides a summary of information from the GSASP and highlights important information from the study as it pertains specifically to Southwest Georgia Regional Airport (ABY). This report provides the following:

- » System Planning Process and Uses for the Plan
- » Georgia Airport Levels
- » Background Information for the Airport
- » Recommended Level for the Airport
- » Comparative Performance for the Airport
- » Outlook for Aviation Demand
- » Other GSASP Efforts
- » Local Governments Adjacent to the Airport with Land Use Controls
- » Airport Control of Runway Protection Zones
- » Airport Report Card and Recommendations

## EXISTING GEORGIA AIRPORT SYSTEM 2017



More information on the Georgia Statewide Aviation System Plan can be obtained from the GDOT Aviation website at [www.dot.ga.gov/IS/AirportAid/AviationSystemPlan](http://www.dot.ga.gov/IS/AirportAid/AviationSystemPlan). In addition to the complete Technical Report, a statewide Executive Summary and Summary Video were also produced to support the GSASP. More information on all GSASP-related products can be obtained from GDOT Aviation by emailing [aviationprograms@dot.ga.gov](mailto:aviationprograms@dot.ga.gov).

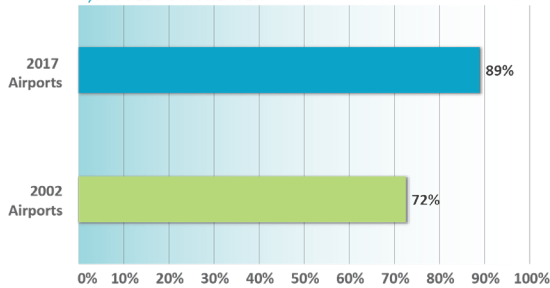
# THE SYSTEM PLANNING PROCESS AND USES FOR THE PLAN

The process used to update the GSASP was consistent with FAA’s Advisory Circular 150/5070-7 - *The Airport System Planning Process*. Ultimately, the GSASP recommendations for Southwest Georgia Regional Airport are a blend of projects/actions identified by the system plan and projects related to pavement maintenance and rehabilitation from Georgia’s 2012 Statewide Airfield Pavement Management Study. An update to the Statewide Airfield Pavement Management Study began in 2018; when that analysis is completed, additional projects in the pavement management and maintenance categories will likely be identified for the Airport.

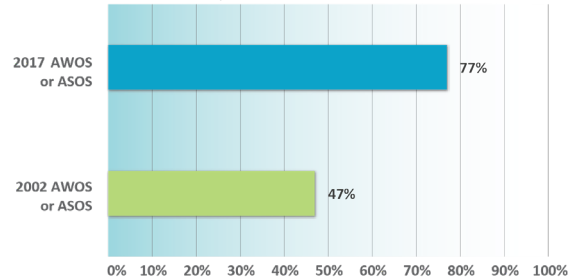
The GSASP is important because it gathers information on current activity, facilities, and services at the 103 study airports. One objective for this update was to provide information showing how the system has changed since the 2002 GSASP was published. As shown in the graphics below, GDOT, FAA, and local investments at system airports have significantly elevated statewide system performance for the measures shown here.

## CHANGES IN GEORGIA AIRPORT SYSTEM PERFORMANCE

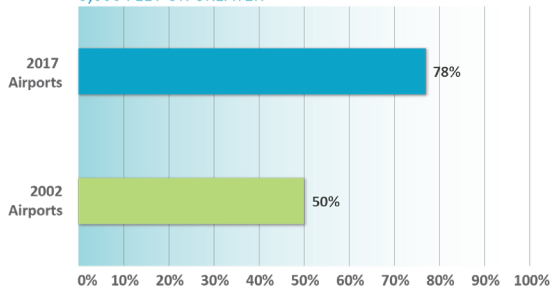
PERCENTAGE OF AIRPORTS WITH A RUNWAY LENGTH OF 4,000 FEET OR GREATER



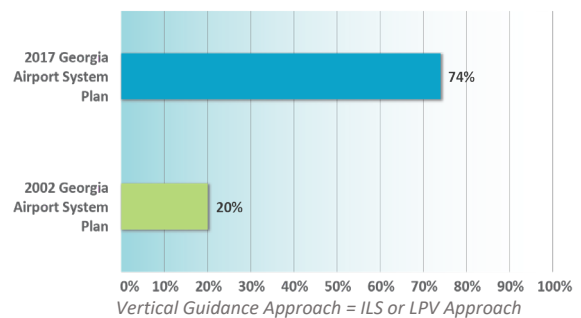
PERCENTAGE OF AIRPORTS WITH WEATHER REPORTING EQUIPMENT



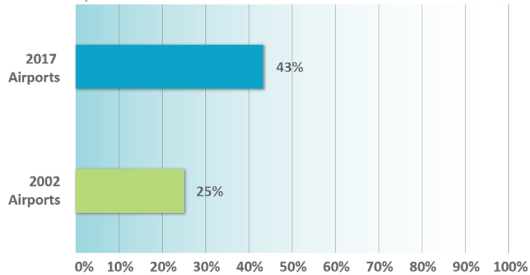
PERCENTAGE OF AIRPORTS WITH A RUNWAY LENGTH OF 5,000 FEET OR GREATER



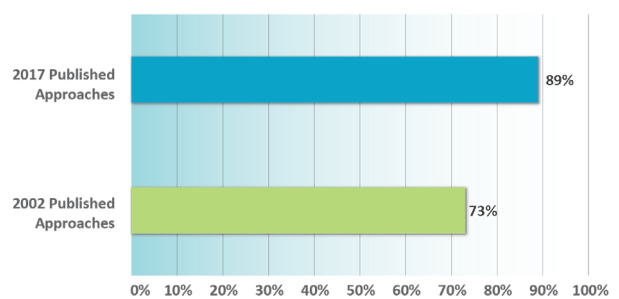
PERCENTAGE OF AIRPORTS WITH A VERTICAL GUIDANCE APPROACH



PERCENTAGE OF AIRPORTS WITH A RUNWAY LENGTH OF 5,500 FEET OR GREATER



PERCENTAGE OF AIRPORTS WITH A PUBLISHED APPROACH



# GEORGIA AIRPORT LEVELS

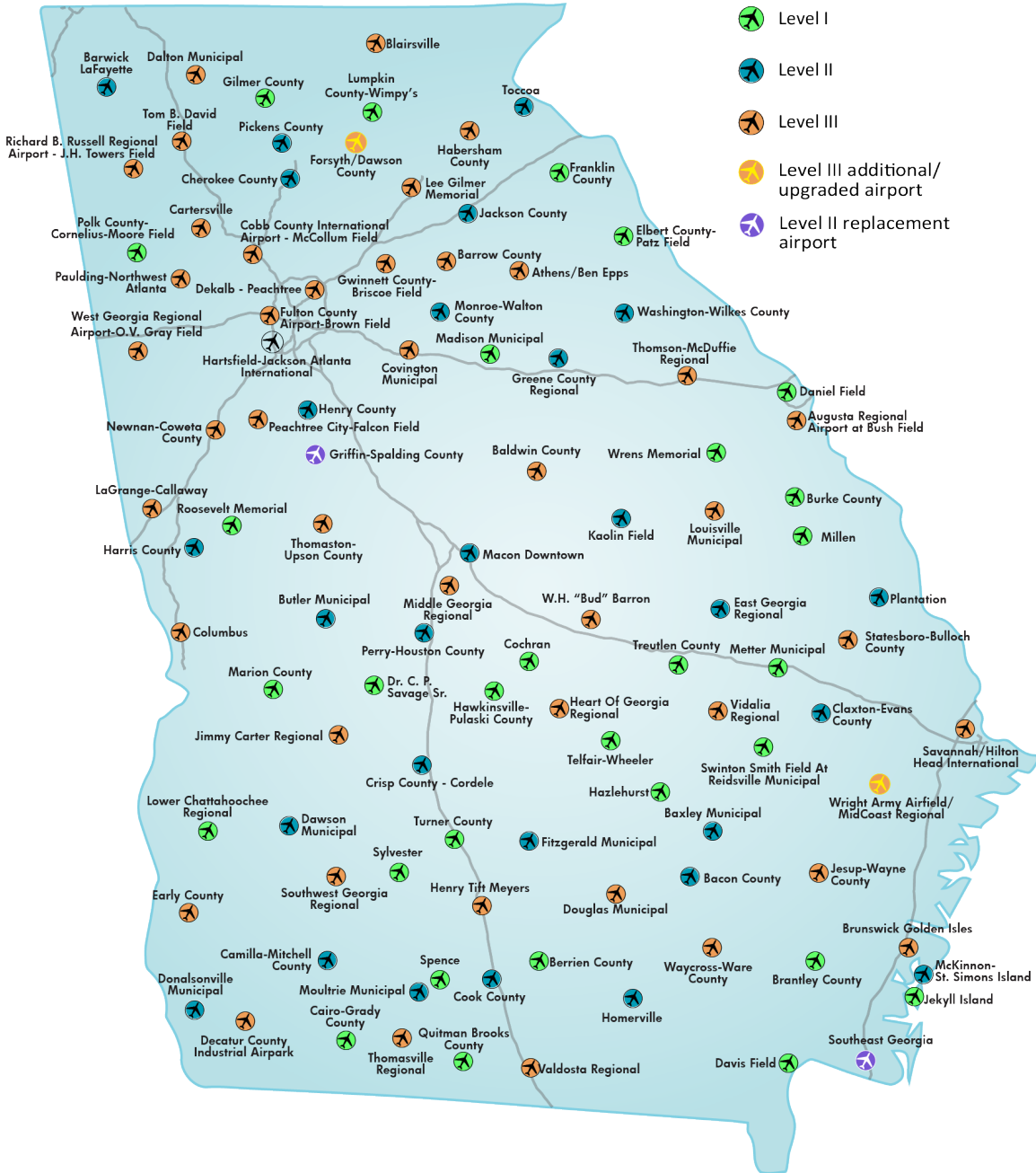
The Statewide Aviation System Plan was last published in 2002. Since that time, Georgia airports have made significant progress toward meeting the GSASP performance measures. This update to the GSASP reset the bar for future system performance. This included identifying projects for individual airports that are needed to improve system performance in the coming years. It also included evaluating current state system planning levels for all system airports and determining if airport assigned levels should change to improve overall system accessibility and performance. The GSASP update also addressed the need for additional or replacement system airports. Each of the 103 airports was assigned to one of the following levels:

## AIRPORT LEVELS

|                  |  |
|------------------|--|
| <b>LEVEL I</b>   | <b>Minimum Standard General Aviation Airport:</b> Level I facilities support a reasonable percentage of the general aviation fleet, including small business aircraft. Level I is recognized as the minimum to which airports in the system are recommended to develop. Objectives recommend a minimum runway length of 4,000 feet.  |
| <b>LEVEL II</b>  | <b>Business Airport of Local Impact:</b> Level II airports should be capable of accommodating all business and personnel use single- and twin-engine general aviation aircraft and 85% of business jet aircraft. The minimum runway length objective for Level II airports is 5,000 feet.  |
| <b>LEVEL III</b> | <b>Business Airports of Regional Impact:</b> Level III airports are defined as the existing air carrier airports and general aviation airports that have a regional business impact. These airports are recommended to have at least 5,500 feet of runway and precision-like approaches to accommodate 95% of business jet aircraft. |

A map of the recommended levels for airports in the Georgia system is shown on the next page. For the most part, after a thorough review of the existing system, current roles are unchanged. System plan recommendations include one new Level III airport, one airport upgraded from Level II to Level III, and two new Level II replacement airports. It is important to note that the identified level for each airport is the airport’s minimum recommendation; an airport’s actual facilities are determined by the airport owner or owners.

# RECOMMENDED LEVELS FOR GEORGIA AIRPORTS



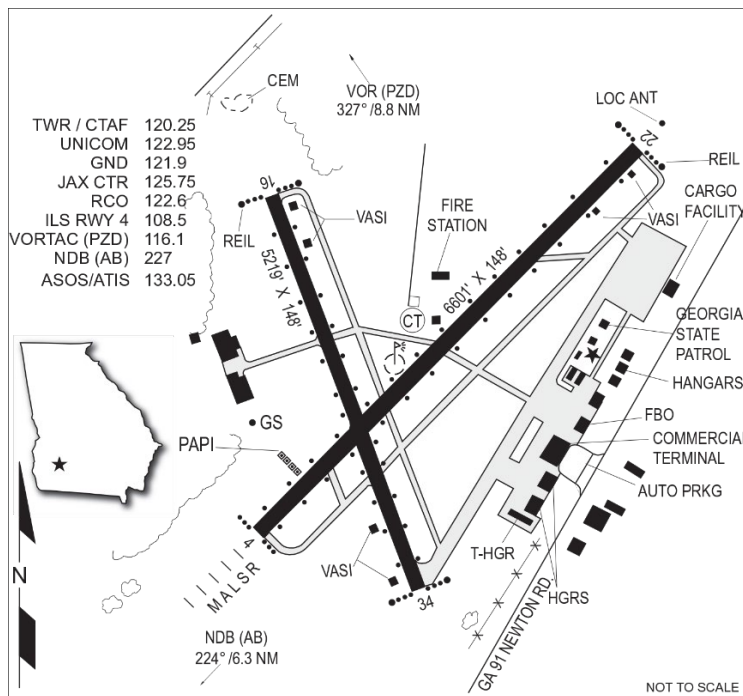
Source: Jviation

# BACKGROUND INFORMATION FOR SOUTHWEST GEORGIA REGIONAL AIRPORT

Southwest Georgia Regional Airport is located in Dougherty County in southwestern Georgia, 91 miles southeast of Columbus and 91 miles northwest of Valdosta. Primary highway access to from the northeast and southwest is via Georgia Highway 91. Other highways in the vicinity are US Highways 19 and 82, and Georgia Highway 62.

The Airport, situated on 980 acres, is owned and operated by the City of Albany. The Airport accommodates a variety of aviation-related activities including commercial service, recreational flying, agricultural spraying, aerial surveying, corporate/business jets, shipping of just-in-time, police/law enforcement, and prisoner transport.

## AIRPORT DIAGRAM



## 30-MINUTE DRIVE TIME SERVICE AREA AND POPULATION



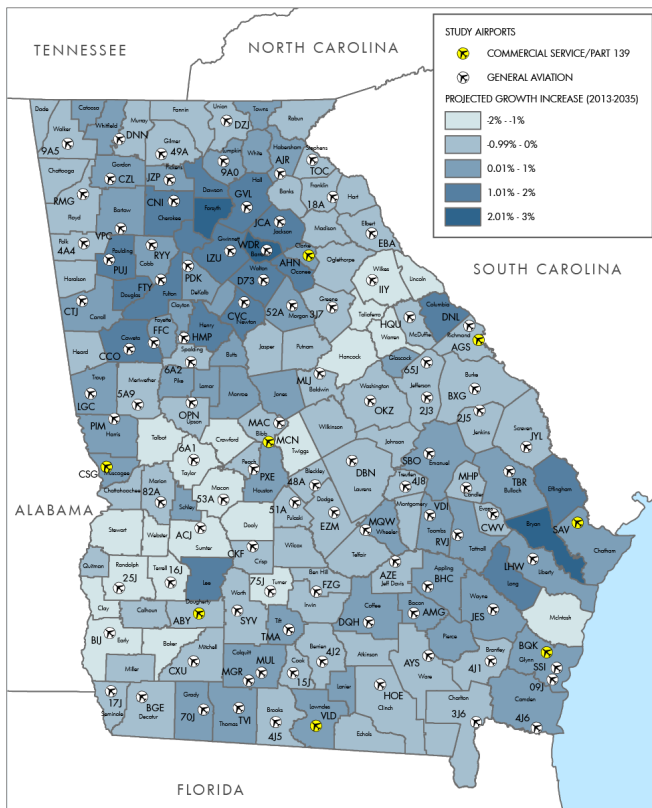
Source: Moffatt & Nichol

Assigned levels for Georgia airports consider the characteristics of the area the airport serves. Analysis for the GSASP was conducted using a geographic information system (GIS) and a 30-minute drive time for each airport. The county's population growth rate as well as the employment growth rate are expected to be just below the state average. Georgia's projected average annual rate of growth for population is between 0.5% and 1.49%; for employment, the average is between 0.998% and 1.39%.

| Dougherty County                   |        |
|------------------------------------|--------|
| <b>Projected Population Growth</b> |        |
| 2013*                              | 92,969 |
| 2035                               | 92,054 |
| 2013-2035                          | -0.04% |
| <b>Projected Employment Growth</b> |        |
| 2015*                              | 61,975 |
| 2035                               | 75,093 |
| 2015-2035                          | 0.96%  |

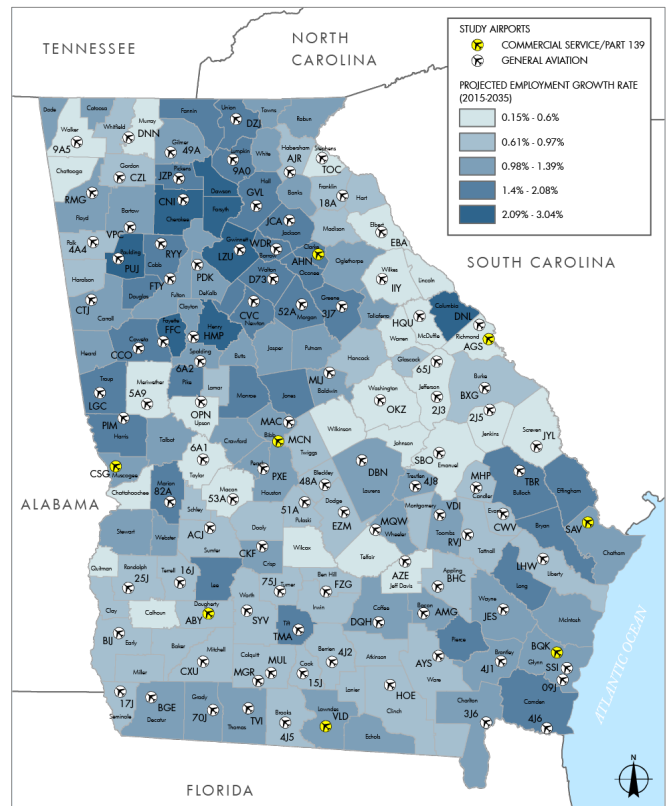
\*Reported as current

## PROJECTED POPULATION GROWTH



Source: Georgia Governor's Office of Planning and Budget, 2015 Series

## PROJECTED EMPLOYMENT GROWTH



Source: Woods & Poole, 2017



## RECOMMENDED LEVEL FOR SOUTHWEST GEORGIA REGIONAL AIRPORT

Southwest Georgia Regional Airport has been assigned to Level III within the Georgia airport system. As a Level III airport, the GSASP has identified certain facilities and services that should ideally be in place at the Airport. These objectives are considered the “minimums” to which the Airport should be developed. Based on local needs/justification, it is quite possible that the Airport could exceed its minimum development objectives established in the GSASP. Southwest Georgia Regional Airport’s specific objectives, as they pertain to the Airport’s Level III role in the state airport system, are listed below.

### OBJECTIVES FOR LEVEL III – BUSINESS AIRPORTS OF REGIONAL IMPACT

#### Airside Facilities

- » **Runway Length:** Minimum 5,500 feet
- » **Runway Width:** 100 feet
- » **Taxiway:** Full parallel
- » **Lighting Systems:** HIRL for precision approaches and commercial service airports; MITL and approach lights
- » **Approach:** Precision
- » **NAVAIDS/Visual aids:** Rotating beacon, segmented circle and wind cone, PAPIs, others as required for non-precision/precision approach
- » **Weather Reporting:** AWOS or ASOS
- » **Runway Pavement Strength:** 30,000 pounds single-wheel/120,000 pounds dual-wheel
- » **Airfield Signage:** Runway hold position, 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 fleet plus an additional 75% for transient aircraft
- » **Terminal/Administration:** 2,500 square feet minimum of public use space including restrooms, conference area, and pilots’ lounge
- » **Auto Parking:** One space for each based aircraft plus an additional 50% for visitors/employees

#### Services

- » **Fuel:** AvGas and/or Jet fuel
- » **FBO:** Full service
- » **Maintenance:** Full service
- » **Rental Cars:** Available

## COMPARATIVE PERFORMANCE SOUTHWEST GEORGIA REGIONAL AIRPORT

One objective for the system plan update was to show how airports in the state have changed since the plan was last prepared in 2002. The following chart shows how facilities and services at Southwest Georgia Regional Airport performed against system plan objectives between 2002 and 2017. Objectives are listed on the previous page and in the Report Card. It is worth noting that in some instances data collection efforts in 2002 versus 2017 were not identical, making it difficult to compare changes.

### FACILITY/SERVICE COMPARISON - 2002 VS 2017

| Facility or Service                             | 2002 Actual           | 2017 Actual  |
|---|-----------------------|--|
| <b>Runway Length</b>                            | 6,601 feet            | 6,601 Feet   |
| <b>Runway Width</b>                             | 150 feet              | 148 Feet   |
| <b>Taxiway</b>                                  | Parallel              | Full Parallel  |
| <b>Primary Runway PCI</b>                       | 97                    | 61   |
| <b>Primary Runway Safety Area</b>               | 1,000 Feet x 500 Feet | 1,000 Feet x 500 Feet                                    |
| <b>Runway to Taxiway Separation</b>             | Met Standards         | 400 Feet   |
| <b>Lighting System</b>                          |                       |  |
| – Runway  | HIRL                  | HIRL   |
| – Taxiway                                       | MITL                  | MITL   |
| <b>Approach Lighting System</b>                 | Yes                   | MALSR  |
| <b>Approach Type</b>                            | Precision             | Precision (ILS)  |
| <b>Weather Reporting</b>                        | Yes                   | ASOS   |
| <b>Navigational Aids</b>                        |                       |  |
| – Rotating Beacon                               | Rotating Beacon       | Rotating Beacon  |
| – VGSIs   | VASI                  | PAPIs/VASIs  |
| – Segmented Circle                              | Segmented Circle      | Segmented Circle   |
| – Wind Cone                                     | Not Collected in 2002 | Wind Cone  |
| <b>Airfield Signage</b>                         | Not Collected in 2002 | Hold Position, Location, Guidance                        |
| <b>Fencing</b>                                  | Not Collected in 2002 | Full Perimeter   |
| <b>Hangared Aircraft Storage</b>                | 52                    | 27   |
| <b>Apron Parking/Storage</b>                    | 80                    | 8  |
| <b>General Aviation Terminal/Administration</b> | 4,000 Sq Ft           | 4,000 Sq Ft w/Restrooms, Conference Area, Pilots' Lounge |
| <b>General Aviation Auto Parking</b>            | 323                   | 323  |
| <b>Fuel</b>                                     | AvGas and JetA        | AvGas and JetA   |
| <b>FBO</b>                                      | Yes                   | Full Service   |
| <b>Maintenance</b>                              | Not Collected in 2002 | Full Service   |
| <b>Rental Cars</b>                              | Not Collected in 2002 | On-Site  |

## OUTLOOK FOR AVIATION DEMAND

While most development objectives for Southwest Georgia Regional Airport are driven by role rather than demand, it is still important to have a general sense of how activity (based aircraft and annual operations) at the Airport could change in the coming years. The following table shows projections for the Airport developed as part of the GSASP. Forecast methodologies used in the GSASP included analysis of historic growth, FAA trends, and county-specific projections of population and employment. It is worth noting that demand projections developed as part of a state aviation system plan tend to be far more conservative than demand projections developed as part of an individual airport master plan or Airport Layout Plan (ALP) report. Statewide, the average annual compound rate of growth for both based aircraft and annual general aviation operations is expected to be 0.54%.

### SOUTHWEST GEORGIA REGIONAL AIRPORT PROJECTIONS OF AVIATION DEMAND

|                    | Enplanements* | Commercial Service Operations* | Based Aircraft | Annual General Aviation Operations |
|--------------------|---------------|--------------------------------|----------------|------------------------------------|
| <b>2016 Actual</b> | 34,223        | 2,024                          | 30             | 16,134                             |
| <b>2020</b>        | 35,900        | 2,073                          | 31             | 16,500                             |
| <b>2025</b>        | 37,400        | 2,141                          | 31             | 16,900                             |
| <b>2035</b>        | 41,100        | 2,311                          | 33             | 17,900                             |

\* Average annual rate of growth in enplanements is 1.0%, and the average annual rate of growth for commercial operations 0.7%.

Following the completion of Georgia’s last statewide aviation system plan, the cost of acquiring and maintaining a general aviation plane, the cost to secure a private pilot’s license, competing opportunities for allocation of disposable income, along with increases in the cost of aviation fuel, have all contributed to a contraction in general aviation demand.

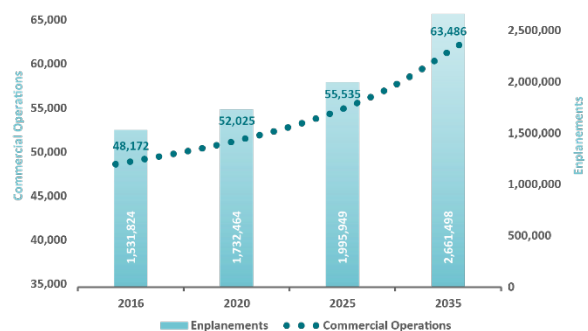
Recent economic recovery and increased use of general aviation as a tool to improve business efficiency have helped to stabilize the general aviation industry. For most airports in Georgia, however, anticipated growth in general aviation demand will be modest at best. The graphs below show statewide projections of based aircraft and annual general aviation operations for the 103 study airports as they were developed in the GSASP update, as well as commercial aviation operations and enplanements for Georgia’s commercial airports.

### STATEWIDE PROJECTIONS OF:

#### BASED AIRCRAFT AND ANNUAL GENERAL AVIATION OPERATIONS



#### COMMERCIAL AVIATION OPERATIONS AND ENPLANEMENTS



## OTHER GSASP EFFORTS

As part of the GSASP, additional efforts were included to determine how well the existing system is currently performing. This additional research included the following:

- » **A land use and zoning inventory**
- » **Investigation to determine airport control of runway protection zones (RPZs)**
- » **An inventory of through-the-fence operators**

A summary of statewide findings for each of these studies is below, followed by airport-specific results for each of these three areas of analysis.

- » **Land Use and Zoning:** According to FAA grant assurance #21, airports in the federal system should take appropriate steps to promote compatible land use in the airport environs. Study research indicates that there are at least 196 local governments in Georgia that border one of the system airports. According to study findings, only 40 of these municipalities currently have airport-specific land use zoning in place.
- » **RPZ Control:** The FAA encourages all airports in the federal airport system to have control through acquisition or land use planning/zoning over their RPZs; the RPZ is the area designated off each airport runway end to help promote safety. There are 280 RPZs for all study runways. While most of these RPZs are under partial airport control, study research determined that only 84 out of the 280 RPZs are under control. An estimated \$332 million is needed to bring all RPZs at system airports under control.
- » **Through-the-Fence Operations:** The FAA discourages airports in the federal system from allowing off-airport businesses to have access to an airport's runway facilities. When an off-airport business does have access to an airport's airfield facilities, these businesses are typically referred to as through-the-fence operators. Only 17 of 103 airports in the Georgia system have any type of through-the-fence operator.

Airport-specific findings for these tasks, as applicable, follow.

## THROUGH-THE-FENCE OPERATIONS

As part of the GSASP, research was completed to identify airports that have through-the-fence (TTF) operators. Southwest Georgia Regional Airport was identified as having TTF activity. According to GSASP inventory, there was one TTF operator at the Airport at the time data for the GSASP was collected. It is important for any airport with TTF operations to have a written agreement with each TTF operator, and to charge these operators fair market rates for access to the airport. Rates should be comparable to those being charged to similar on-airport operators. It is also recommended that, as practical, TTF operations be removed at airports through acquisition of the TTF property or removal of TTF access. If the Airport is unable to curtail TTF operations, the Airport should create and enforce an agreement similar to the example through-the-fence operating agreement available on the GDOT Aviation website: [www.dot.ga.gov/IS/AirportAid/AviationSystemPlan](http://www.dot.ga.gov/IS/AirportAid/AviationSystemPlan).

# LOCAL GOVERNMENTS ADJACENT TO SOUTHWEST GEORGIA REGIONAL AIRPORT WITH LAND USE CONTROLS

Having land use and activities around airports that are compatible with aircraft operations is imperative from a safety standpoint. Airports that accept state and/or federal grants are obligated to take steps to promote compatible land use and activities in the environs of their airport. For the GSASP analysis, airports identified local governments in the environs of their airport. It is likely that the local governments identified by the Airport are the primary local governments adjacent to the Airport, but it is possible that if the Airport’s extended safety and control surfaces designated by the FAA were considered, there could be additional local governments (beyond those reported here) that are in the airport environs.

Research was undertaken for local governments identified during the GSASP to determine if the local governments are taking steps to establish compatible land use and protect the operating environments for airports throughout the state. Local governments adjacent to Georgia airports were investigated to determine the following:

- » **Has the local government adopted land use zoning controls?**
- » **Does the local government have an airport specific overlay zone or district?**
- » **Does the local government have a land use map that shows the location of the airport?**
- » **Has the local government adopted height restriction zoning around the airport?**

The following table shows local governments adjacent to Southwest Georgia Regional Airport and summarizes the status of land use controls for each. Local governments and airports throughout Georgia need to work together to help ensure airports are protected from incompatible land uses and from the encroachment of obstacles that pose a height hazard to safe airport operations.

## LAND USE CONTROL SUMMARY FOR SOUTHWEST GEORGIA REGIONAL AIRPORT

| Type of Control                 | Local Governments Adjacent to the Airport |                  |
|---------------------------------|---|------------------|
|                                 | City of Albany                            | Dougherty County |
| Adopted Land Use Ordinance      | Yes                                       | Yes              |
| Adopted Height Zoning Ordinance | Yes                                       | Yes              |
| Land Use Map                    | Yes                                       | Yes              |
| Airport Overlay Zone/District   | No  | No               |

Model ordinances to control land use and the height of objects in the airport environs are available on the GDOT website: [www.dot.ga.gov/IS/AirportAid/AviationSystemPlan](http://www.dot.ga.gov/IS/AirportAid/AviationSystemPlan).

## AIRPORT CONTROL OF RUNWAY PROTECTION ZONES

A review of all RPZs was undertaken as part of the GSASP update. The RPZ is an FAA-designated safety zone off the end of each active runway; the size of the RPZ for each runway end is established by FAA guidelines and varies by the type of approach (visual, non-precision, precision) to the runway end. FAA standards indicate that all airports should have control over each RPZ either through fee simple ownership of the land within the RPZ or through avigation easements. Statewide, 84 (30%) of the 280 RPZs at all study airports are reported as under airport control.

As part of the GSASP analysis, categories were established for types of use within the RPZs at Georgia airports. Once these categories were identified, additional analysis was undertaken to identify potential costs by category that could be incurred to bring all RPZs under airport control. The analysis included the following:

- » **Areas of the Airport’s RPZ that are not fully under Airport control.**
- » **Types of use(s) and/or development in the uncontrolled portions of the Airport’s RPZs.**
- » **Estimated cost to bring uncontrolled RPZ areas under Airport control.**

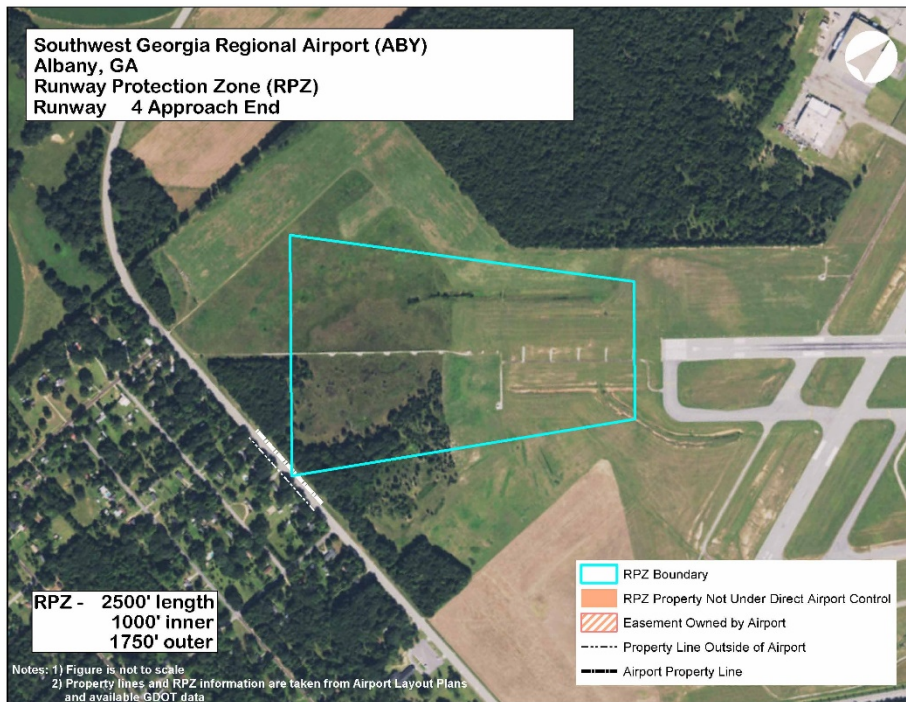
As indicated through the GSASP analysis, the cost to bring all portions of the Airport’s RPZs under Airport control is estimated to be **\$1,229,053**. Airports are highly encouraged to gain control over RPZs to prevent incompatible land uses.

### SOUTHWEST GEORGIA REGIONAL AIRPORT RPZ CONTROL

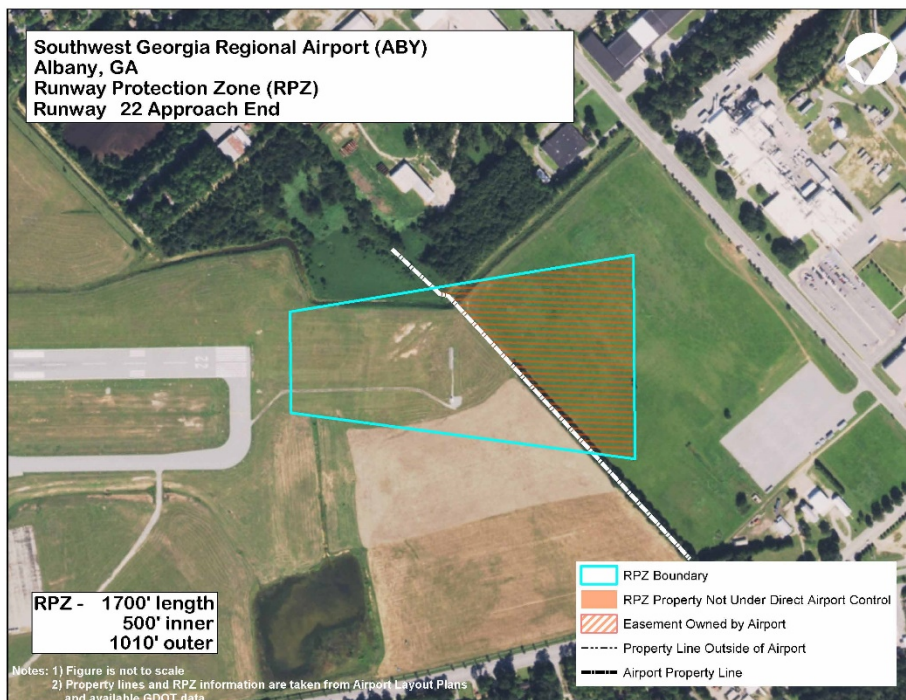
|  | Runway             |          |                    |                  |
|--|--------------------|----------|--------------------|------------------|
|  | 4                  | 22       | 16                 | 34               |
| <i>Identified Land/Property Acquisitions</i> |                    |          |                    |                  |
| <b>Total Acres Outside Airport Control</b>   | <b>1</b>           | <b>0</b> | <b>0</b>           | <b>1</b>         |
| – Urban Acres                                | 1                  | 0        | 0                  | 1                |
| – Rural Acres                                | 0                  | 0        | 0                  | 0                |
| <i>Associated Costs</i>                      |                    |          |                    |                  |
| <b>Property Acquisition Costs</b>            |                    |          |                    |                  |
| – Urban Land Acquisition Costs*              | \$5,000            | -        | -                  | \$5,000          |
| – Rural Land Acquisition Costs*              | -                  | -        | -                  | -                |
| – Residential Property Acquisition Costs     | -                  | -        | -                  | -                |
| – Commercial Property Acquisition Costs      | -                  | -        | \$1,000,000        | -                |
| <b>Relocation Costs</b>                      |                    |          |                    |                  |
| – Paved Road Relocation Costs                | -                  | -        | -                  | \$158,684        |
| – Unpaved Road Relocation Costs              | -                  | -        | \$60,369           | -                |
| – Railroad Relocation Costs                  | -                  | -        | -                  | -                |
| <b>Subtotal</b>                              | <b>\$5,000</b>     | <b>-</b> | <b>\$1,060,369</b> | <b>\$163,684</b> |
| <b>Total</b>                                 | <b>\$1,229,053</b> |          |                    |                  |

Note: \* The urban vs. rural classification for property acquisition costs generally followed the Georgia Urbanized Areas as presented in GDOT’s “Statewide Functional Classification and Urban Area Boundary Update” from February 2014. The land use definitions were further defined by observations of characteristics around each airport.

## SOUTHWEST GEORGIA REGIONAL AIRPORT RPZ – RUNWAY 4 APPROACH END



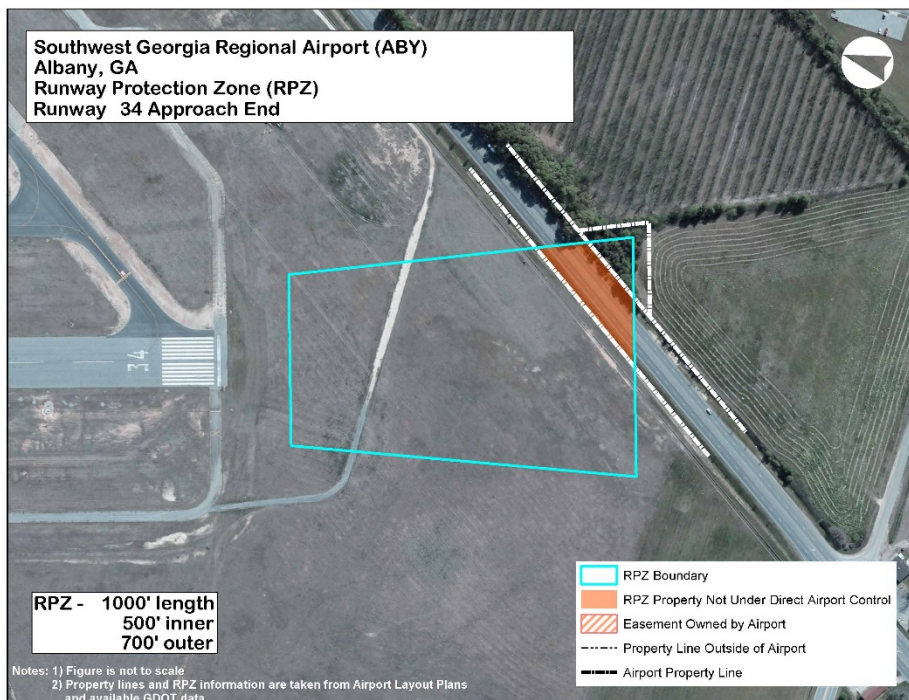
## SOUTHWEST GEORGIA REGIONAL AIRPORT RPZ – RUNWAY 22 APPROACH END



## SOUTHWEST GEORGIA REGIONAL AIRPORT RPZ – RUNWAY 16 APPROACH END



## SOUTHWEST GEORGIA REGIONAL AIRPORT RPZ – RUNWAY 34 APPROACH END





## AIRPORT REPORT CARD AND RECOMMENDATIONS

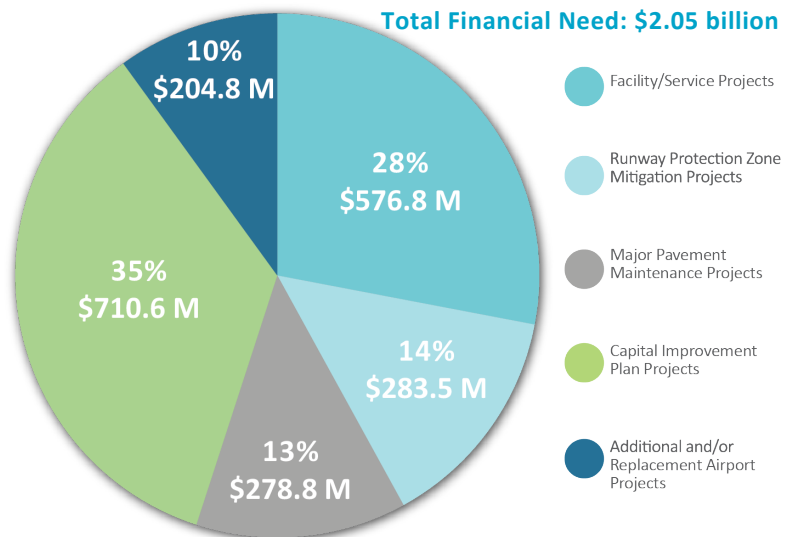
This report provides information on GSASP facility/service objectives associated with a Level III airport in the state airport system. The Report Card on the following pages shows Southwest Georgia Regional Airport's ability to meet its objectives. If the Airport does not meet an objective, an estimated cost to enable the Airport to meet the objective was developed. The GSASP also reviewed the Airport's current capital improvement plan (CIP), as submitted to GDOT; while the GSASP identified costs to meet system plan objectives, CIP costs to meet local airport development goals are also included in the Report Card.

Pavement projects identified for the Airport in the 2012 Statewide Airfield Pavement Management Study that have not yet been completed are also shown in the Airport's Report Card. The Airport's pavement projects were compared to the projects from the system plan and the Airport's CIP to avoid duplication. An update to GDOT's Statewide Airfield Pavement Management Study is underway and expected to be complete in early 2019.

The GSASP identified that over the next five years, an estimated \$1.34 billion will be needed to maintain and improve all commercial and general aviation airports in Georgia to their system plan recommendations; an additional \$710.6 million will be needed to meet the additional goals of local communities. Sources for the total financial need of \$2.05 billion are shown in the pie chart below.

### AREAS OF FINANCIAL NEED TO MAINTAIN AND IMPROVE THE GEORGIA AIRPORT SYSTEM

The GSASP focuses on recommendations and costs to implement needs identified in the study. The Report Cards also include airport CIPs to enable airports to understand the potential costs to meet both GSASP and local development objectives. Of the \$2.05 billion financial need, 35% is related to locally developed CIPs.



When the Airport's system plan projects are considered, it is estimated that a total of **\$1,975,000** will be needed over the next five years. When the Airport's CIP is included, the total need is estimated at **\$31,380,763**. On average over the next five years, **\$6,276,153** will be needed on an annual basis to maintain and improve the Airport. GDOT's last statewide economic impact study, completed in 2012, shows that the Airport is responsible for an estimated **\$54,498,800** in annual economic impact. When the Airport's annual need (**\$6,276,153**) is compared to its annual benefit (**\$54,498,800**), it is clear that the Airport is well worth the investment.

The Report Card for Southwest Georgia Regional Airport, developed as part of the system plan, is shown on the following pages.

## Southwest Georgia Regional Airport Report Card

|   |                              |
|---|------------------------------|
| <b>AIRPORT NAME:</b> Southwest Georgia Regional Airport | <b>CITY:</b> Albany, Georgia |
| <b>COUNTY:</b> Dougherty County                         | <b>AIRPORT CODE:</b> ABY     |

### Southwest Georgia Regional Airport Report Card

#### Actions Needed to Meet Facility and Service Objectives

|   | Actual   | Minimum Objective  | Objective Met | Improvement Needed                                  | Estimated Cost     |
|---|--|--|---------------|---|--------------------|
| <b>Runway Length</b>                            | 6,601 Feet   | 5,500 Feet   | Yes           | -   | -                  |
| <b>Runway Width</b>                             | 148 Feet   | 100 Feet   | Yes           | -   | -                  |
| <b>Taxiway</b>                                  | Full Parallel  | Full Parallel  | Yes           | -   | -                  |
| <b>Primary Runway PCI</b>                       | 61   | 70 or Greater  | Yes           | Project Completed in 2013                           | -                  |
| <b>Primary Runway Safety Area</b>               | 1,000 Feet x 500 Feet                                    | D-IV; 1000 Feet x 500 Feet   | Yes           | -   | -                  |
| <b>Runway to Taxiway Separation</b>             | 400 Feet   | D-IV; 400 Feet   | Yes           | -   | -                  |
| <b>Lighting System</b>                          |  |  |               |   |                    |
| – Runway  | HIRL   | HIRL   | Yes           | -   | -                  |
| – Taxiway                                       | MITL   | MITL   | Yes           | -   | -                  |
| – Approach Lighting System                      | MALSR  | ALS  | Yes           | -   | -                  |
| <b>Approach Type</b>                            | Precision (ILS)  | Precision  | Yes           | -   | -                  |
| <b>Weather Reporting</b>                        | ASOS   | AWOS or ASOS   | Yes           | -   | -                  |
| <b>Navigational Aids</b>                        |  |  |               |   |                    |
| – Rotating Beacon                               | Rotating Beacon  | Rotating Beacon  | Yes           | -   | -                  |
| – VGSIs   | PAPIs/VASIs  | PAPIs  | No            | Replace VASIs with PAPIs on RW 22                   | \$75,000           |
| – Segmented Circle                              | Segmented Circle   | Segmented Circle   | Yes           | -   | -                  |
| – Wind Cone                                     | Wind Cone  | Wind Cone  | Yes           | -   | -                  |
| <b>Airfield Signage</b>                         | Hold Position, Location, Guidance                        | Hold Position, Location, and Guidance  | Yes           | -   | -                  |
| <b>Fencing</b>                                  | Full Perimeter   | Full Perimeter   | Yes           | -   | -                  |
| <b>Hangared Aircraft Storage</b>                | 27   | 70% of Based Aircraft Fleet  | Yes           | -   | -                  |
| <b>Apron Parking/Storage</b>                    | 8  | 30% of Based Aircraft Fleet Plus an Add'l 75% for Transient Aircraft                           | No            | Add 10 Tie-downs                                    | \$1,900,000        |
| <b>General Aviation Terminal/Administration</b> | 4,000 Sq Ft w/Restrooms, Conference Area, Pilots' Lounge | 2,500 Square Feet of Public Use Space Including Restrooms, Conference Area, and Pilots' Lounge | Yes           | -   | -                  |
| <b>General Aviation Auto Parking</b>            | 323  | 1 Space for Each Based Aircraft Plus an Add'l 50% for Visitors/Employees                       | Yes           | -   | -                  |
| <b>Fuel</b>                                     | AvGas and Jet A  | AvGas and/or Jet Fuel  | Yes           | -   | -                  |
| <b>FBO</b>                                      | Full Service   | Full Service   | Yes           | -   | -                  |
| <b>Maintenance</b>                              | Full Service   | Full Service   | Yes           | -   | -                  |
| <b>Rental Cars</b>                              | On-Site  | Available  | Yes           | -   | -                  |
|   |  |  |               | <b>Estimated SASP Facility/Service Project Cost</b> | <b>\$1,975,000</b> |

**Southwest Georgia Regional Airport Report Card**

**Runway Protection Zone Mitigation Projects**

| Runway End | Estimated Land Cost | Estimated Residential/Commercial Property Cost | Estimated Road Cost                           | Estimated Railroad Cost | Total Estimated Cost |
|------------|---------------------|--|---|-------------------------|----------------------|
| – RW 04    | \$5,000             | No Action                                      | No Action                                     | No Action               | \$5,000              |
| – RW 16    | No Action           | \$1,000,000                                    | No Action                                     | \$60,369                | \$1,060,369          |
| – RW 22    | No Action           | No Action                                      | No Action                                     | No Action               | \$0                  |
| – RW 34    | \$5,000             | No Action                                      | \$158,684                                     | No Action               | \$163,684            |
|            |                     |  | <b>Estimated RPZ Mitigation Project Costs</b> |                         | <b>\$1,229,053</b>   |

**Major Pavement Maintenance Projects Planned**

|                     | Project Description   | Estimated Cost      |
|---------------------|---|---------------------|
| <b>Runway 16/34</b> | Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)* | \$3,220,000         |
| <b>Runway 04/22</b> | Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)  | \$2,656,951         |
| <b>Taxiways</b>     | Global Preventative (e.g. Surface Treatment to Entire Pavement)                       | \$294,711           |
| <b>Taxiways</b>     | Local Preventative (e.g. Crack Sealing or Patching)                                   | \$121,048           |
| <b>Apron</b>        | Major Maintenance & Rehabilitation (e.g. Mill & Overlay, Overlay, or Reconstruction)* | \$4,439,000         |
|                     | <b>Estimated Major Pavement Project Costs</b>   |                     |
|                     |   | <b>\$10,731,710</b> |

**Capital Improvement Plan (CIP) Projects Planned 2018-2022**

| Program Year | Project Type       | Project Description  | Estimated Cost      |
|--------------|--------------------|--|---------------------|
| <b>2018</b>  | Hangars            | Design New General Aviation Hangars including Demolition   | \$220,000           |
| <b>2018</b>  | Terminal Buildings | Construct New General Aviation Terminal  | \$1,800,000         |
| <b>2019</b>  | Plans & Studies    | Environmental Assessment for Runway Improvements / Justification and Analysis                      | \$275,000           |
| <b>2019</b>  | Hangars            | New General Aviation Hangars including Demolition (Construction)                                   | \$3,360,000         |
| <b>2019</b>  | Security           | Reimbursement for Air Carrier Ramp Safety and Security Enhancement (Construction)                  | \$1,500,000         |
| <b>2020</b>  | Runways            | Runway 4/22 Extension and Strengthening - (Land Acquisition, Design, and Environmental Mitigation) | \$2,040,000         |
| <b>2021</b>  | Runways            | Runway 04/22 Extension and Strengthening - Phase 1 (Construction)                                  | \$4,125,000         |
| <b>2022</b>  | Runways            | Runway 04/22 Extension and Strengthening - Phase 2 (Construction)                                  | \$4,125,000         |
|              |                    | <b>Estimated CIP Project Costs</b>   |                     |
|              |                    |  | <b>\$17,445,000</b> |

**Total Estimated Project Costs \$31,380,763**

\* Estimated project cost is derived from Airport's recent 5-year CIP.

## GLOSSARY OF ACRONYMS

|   |   |
|---|---|
| ALP: Airport Layout Plan                      | LIRL: Low-Intensity Runway Lighting                       |
| ALS: Approach Lighting System                 | LITL: Low-Intensity Taxiway Lighting                      |
| ALSF: ALS with Sequenced Flashers             | LPV: Lateral Precision Performance with Vertical Guidance |
| ASOS: Automatic Surface Observation System    | MALS: Medium-Intensity Approach Lighting System           |
| ATCT: Air Traffic Control Tower               | MALSF: MALS with Sequenced Flashers                       |
| AvGas: Aviation Gasoline                      | MALSRL: MALS with Runway Alignment Indicator Lights       |
| AWOS: Automated Weather Observation System    | MIRL: Medium-Intensity Runway Lighting                    |
| CAGR: Compound Annual Growth Rate             | MITL: Medium-Intensity Taxiway Lighting                   |
| CATEX: Categorical Exclusion                  | MoGas: Motor Gasoline                                     |
| CIP: Capital Improvement Plan                 | NAVAIDs: Navigational Aids                                |
| DBE: Disadvantaged Business Enterprise        | PAPI: Precision Approach Path Indicator                   |
| DME: Distance Measuring Equipment             | PCI: Pavement Condition Index                             |
| FBO: Fixed Base Operator                      | PFC: Passenger Facility Charge                            |
| FIDS: Flight Information Display System       | REIL: Runway End Indication Lights                        |
| GA: General Aviation                          | RNAV: Area Navigation                                     |
| GIS: Geographic Information System            | RPZ: Runway Protection Zone                               |
| GSASP: Georgia Statewide Aviation System Plan | RSA: Runway Safety Area                                   |
| HIRL: High-Intensity Runway Lighting          | sqmi: Square Miles  |
| HITL: High-Intensity Taxiway Lighting         | VASI: Visual Approach Slope Indicator                     |
| ILS: Instrument Landing System                | VGSI: Visual Glideslope Indicator                         |
| Jet A: Jet Fuel                               | VOR: Very High Frequency (VHF) Omni-Directional Range     |
| LF: Linear Feet                               | WHMP: Wildlife Hazard Management Plan                     |



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