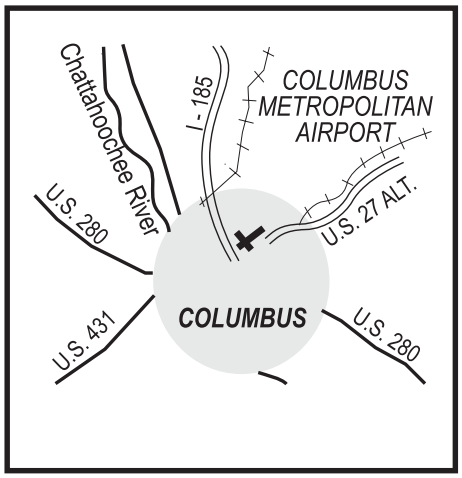
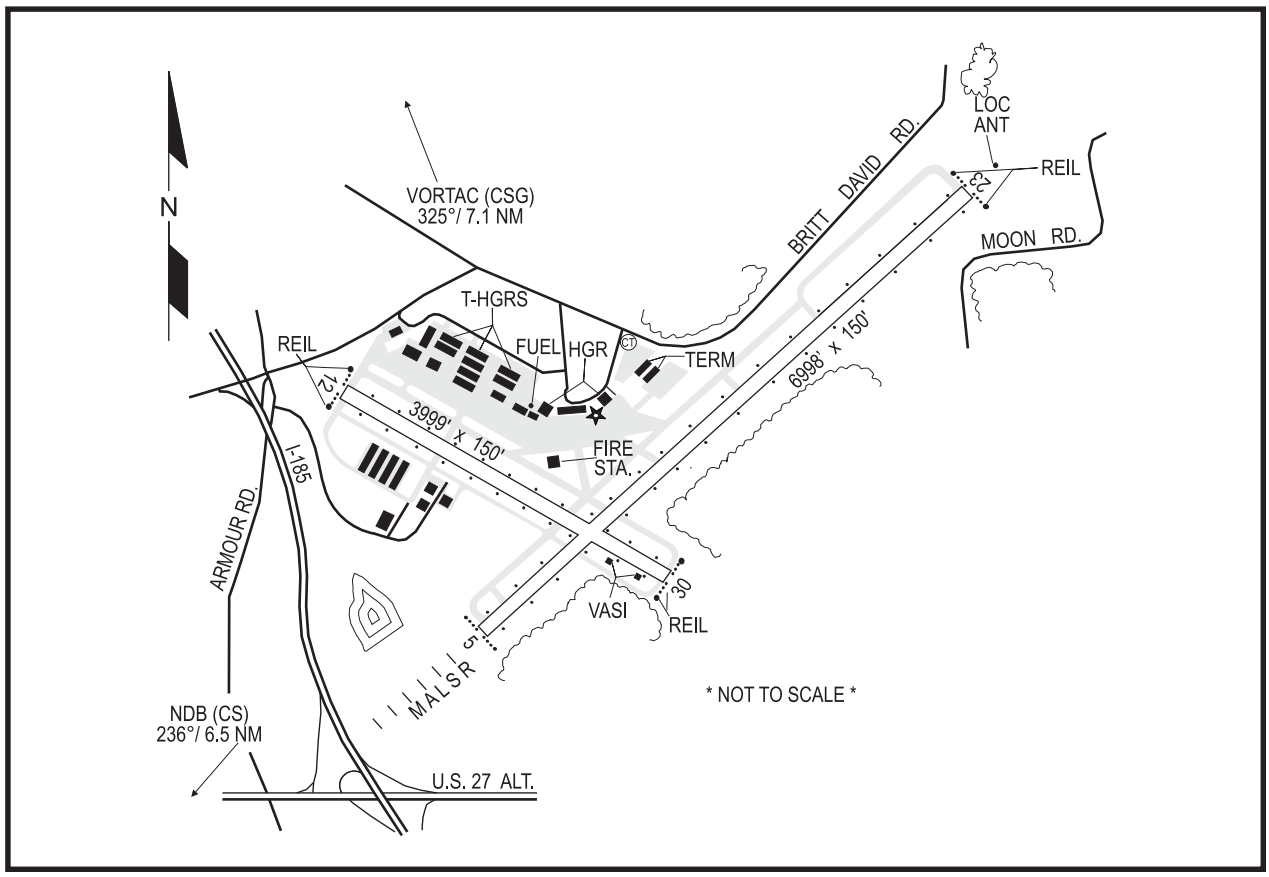
Airport Findings and Recommendations

Airport Location

Columbus Metropolitan Airport is located in Muscogee County in western Georgia approximately 96 miles west southwest of Macon and 46 miles south of LaGrange. The primary highway access to the airport from the north and south is via I-185. Other highways in the vicinity include U.S. Highways 27 and 80, and Georgia Highways 85 and 411.

The airport, situated on 680 acres, is owned and operated by the Columbus Airport Commission. The airport accommodates a variety of aviation related activities including commercial service, corporate/business jets, and recreational flying.





Existing Facilities

Columbus Metropolitan Airport has two runways. Runway 05/23, the primary runway, is 6,998 feet long by 150 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 05 has a medium-intensity approach lighting system with runway alignment indicators (MALSR) and Runway 23 has runway end identifier lights (REIL). The secondary runway, Runway 12/30, is 3,999 feet long by 150 feet wide with MIRLs, a full parallel taxiway with MITLs, and REILs. Runway 30 has a visual approach slope indicator (VASI). The airport has a rotating beacon, wind cone, ASOS, and a control tower. The airport has an ILS and NDB or GPS approach to Runway 05 and a VOR/DME or GPS approach to Runway 23.

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 128 hangar parking spaces, 30 apron parking spaces, and has 50 general aviation auto parking spaces. There is a 3,200 square foot general aviation terminal/administration building and a 53,000 square foot commercial service terminal building. Rental cars are available on site.

Current and Forecast Demand

A review of the airport's historic demand levels shows that based aircraft increased from 131 in 1990 to a current level of 137. By 2021, the airport's based aircraft are expected to reach 169. The airport has approximately 48,322 annual general aviation operations divided between local and itinerant operations and 10,480 commercial operations. These figures are projected to increase to 65,946 for general aviation operations and decrease to 7,072 for commercial operations by 2021. Enplanements are expected to increase from 85,407 to 92,061 by 2021. By the end of the planning period, the airport is expected to reach 33% of its available annual operating capacity.

Columbus Metropolitan Airport	Current	2006	2011	2021
Based Aircraft	137	143	151	169
Operations	48,322	51,591	55,990	65,946
Local	28,738	30,682	33,299	39,219
Itinerant	19,584	20,909	22,691	26,726
Enplanements	85,407	84,121	86,147	92,061
Commercial Operations	10,480	6,344	6,344	7,072
Demand/Capacity Ratio	24%	26%	28%	33%

Airport Facility and Service Needs

The Columbus Metropolitan Airport 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:

- Install a segmented circle
- Phase I: 165 additional general aviation auto parking spaces are needed; Phase II: 12 additional general aviation auto parking spaces are needed; Phase III: 27 general aviation auto parking spaces are needed
- Phase I: 45 additional apron parking spaces are needed; Phase II: 4 additional apron parking spaces are needed; Phase III: 10 additional apron 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 Columbus Metropolitan Airport to meet these objectives.

FACILITY AND SERVICE OBJECTIVES Level III
Columbus-Columbus Metropolitan Airport-CSG

	EXISTING	SYSTEM OBJECTIVE	RECOMMENDED
Airside Facilities			
Runway Length (Rwy 05/23)	6,998	5,500 feet or greater	None
Runway Width	150	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	MITL	MITL	None
NAVAIDS	Rotating Beacon	Rotating Beacon	None
NAVAIDS	None	Segmented Circle	Segmented Circle
NAVAIDS	Wind Cone	Wind Cone	None
NAVAIDS	PAPI	PAPI	None
Weather	ASOS	AWOS/ASOS	None
Ground Communications	RCO/Phone	GCO/Phone	None
Approach Light System	MALSR	Approach Lighting System	None
General Aviation Landside Facilities			
Hangared Aircraft Storage	128 spaces	70% of based fleet	None
Apron Parking/Storage	30 spaces	30% based of aircraft plus additional 75% for transient aircraft	Phase I: 45 add'l spaces needed Phase II: 4 add'l spaces needed Phase III: 10 add'l spaces needed
Terminal/Administrative	3,200 square feet	2,500 square feet minimum with amenities	None
Aviation Auto Parking	50 spaces	One Space for each based aircraft, plus 50% for visitors/employees	Phase I: 165 add'l spaces needed Phase II: 12 add'l spaces needed Phase III: 27 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 Columbus Metropolitan Airport to meet Level III performance objectives:

- Update the Master Plan/ALP in Phase II (2008) and Phase III (2018)
- Pavement Condition Index (PCI) needs to increase 4 PCI to reach the 70 PCI objective
- Correct the runway-taxiway centerline deficiency of 125 feet. (The distance from the runway centerline to the taxiway centerline should be 400 feet.)

Development Costs

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

COLUMBUS METROPOLITAN AIRPORT

Associated City	Columbus
FAA Identifier	CSG
Level	III

	Facility Objectives					Costs		
	Existing	**Objective**	**Facility Needs**			**Phase I**	**Phase II**	**Phase III**
Airfield								
Runway Length	6,998	5,500						
Runway Width	150	100						
Taxiway Type	Full Parallel	Full Parallel	Replace Taxiway			$2,274,350		
Runway Lighting	HIRL	HIRL						
Taxiway Lighting	MITL	MITL				included		
Land Acquisition								
Earthwork						included		
Pavement Maintenance	66 PCI	>70 PCI	Rehabilitate runway.			$1,167,067		
Navigational Aids								
PAPI	yes	PAPI						
Rotating Beacon	yes	Rotating Beacon						
Segmented Circle	None	Segmented Circle	1			$3,000		
Windcone	yes	Windcone						
Weather	ASOS	ASOS or AWOS						
GCO/Phone	RCO/Phone	GCO/Phone						
Approach Lighting	MALSR	Approach Lighting						
General Aviation Facilities								
			Phase I	*Phase II*	*Phase III*			
Hangar Storage	128	118						
Apron	30	89	45	4	10	$972,000	$86,400	$216,000
Auto Spaces	50	254	165	12	27	$247,500	$18,000	$40,500
Terminal Space	3,200	2,500						
Fuel								
Planning/Environmental								
ALP Update	1998	Update every 10 years		1	1		$60,000	$60,000
Environmental Assessment								
					Subtotal	$4,663,917	$164,400	$316,500

Total Estimated Cost **$ 5,144,817**

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.