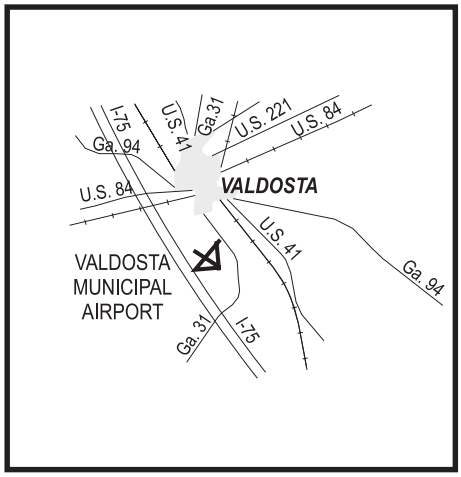
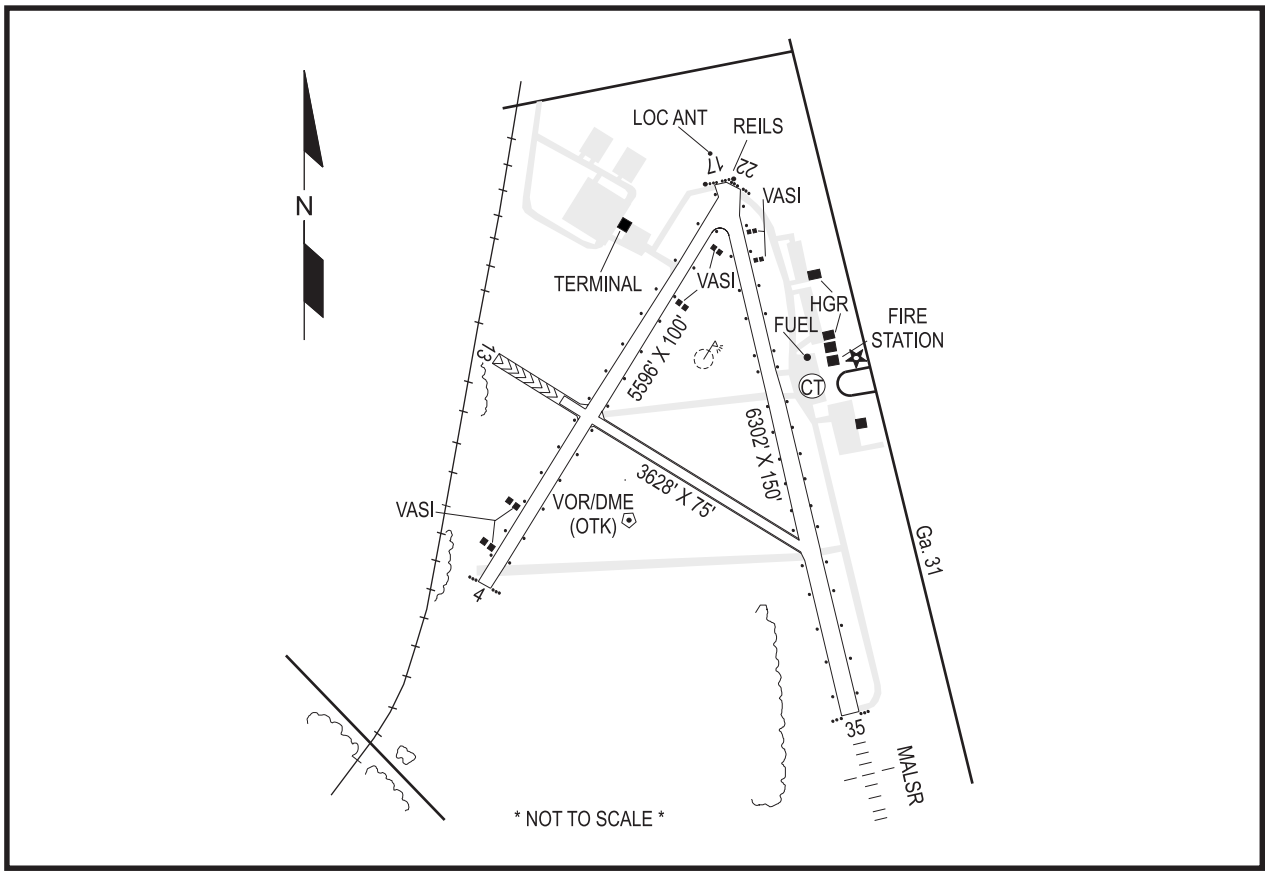
Airport Finding and Recommendations

Airport Location

Valdosta Regional Airport is located in Lowndes County in south Georgia approximately 48 miles southeast of Tifton, 150 miles south of Macon, and 173 miles southwest of Savannah. Highway access to the airport from the north and south is via Interstate75 and from the southwest and north is via Georgia Highway 31. Other highways in the vicinity include U.S. Highways 41, 84, and 221.

The airport, situated on 760 acres, is owned and operated by the Valdosta – Lowndes County Airport Authority. The airport accommodates a variety of aviation related activities that include commercial service, corporate/business jets, and recreational flying.





Existing Facilities

Valdosta Regional Airport has three runways. Runway 17/35, the primary runway, is 6,302 feet long by 150 feet wide with high intensity runway lighting (HIRL) and a full parallel taxiway with medium intensity taxiway lighting (MITL). Runway 17 has visual approach slope indicators (VASI) and runway end indicator lights (REIL). Runway 35 has a medium intensity approach lighting system (MALSR). The secondary runway, Runway 04/22, is 5,598 feet long and 100 feet wide with MIRLs, VASIs, and a partial taxiway with MITL. Runway 13/31, the third runway, is 3,636 feet long and 75 feet wide. The airport also has a rotating beacon, segmented circle, wind cone, RCO, and a control tower. The airport has a VOR or GPS approach to Runway 17 and an ILS and VOR or GPS approach to Runway 35.

Current landside facilities and services include a full service FBO and maintenance facility, AvGas and Jet fuel, and rental car service. There is an 18,000 square foot commercial service terminal building and a 10,000 square foot general aviation terminal/administrative building. The airport has 74 hangar spaces, 79 apron parking spaces, and 108 general aviation auto parking spaces.

Current and Forecast Demand

A review of the airport's historic demand levels show that based aircraft decreased from 66 in 1990 to a current level of 43. By 2021, the airport's based aircraft are expected to reach 54. Currently, the airport has approximately 56,110 annual general aviation aircraft takeoffs and landings divided between local and itinerant operations, and 4,386 commercial operations. These figures are projected to increase to 76,574 and 8,632 by 2021 respectively. Valdosta Regional Airport's enplanements are expected to increase from 33,261 to 74,662 by 2021. By the end of the planning period, the airport is expected to reach 33% of its available annual operating capacity.

Valdosta Regional Airport	Current	2006	2011	2021
Based Aircraft	43	45	48	54
Operations	56,110	59,906	65,014	76,574
Local	22,090	23,584	25,595	30,146
Itinerant	34,020	36,322	39,419	46,428
Commercial Operations	4,386	4,992	5,720	8,632
Enplanements	33,261	39,350	48,427	74,662
Demand/Capacity Ratio	24%	26%	28%	33%

Airport Facility and Service Needs

Valdosta Regional 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:

- Upgrade VASI with PAPI

The following table summarizes current facilities and services, the airport's facility and service objectives, and actions/ projects that are needed to make the airport compliant with each of these objectives.

FACILITY AND SERVICE OBJECTIVES Level III

Valdosta-Valdosta Regional Airport-VLD

	EXISTING	SYSTEM OBJECTIVE	RECOMMENDED
Airside Facilities			
Runway Length (Rwy 17/35)	6,302	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 approaches	None
Lighting- Taxiway	MITL	MITL	None
NAVAIDS	Rotating Beacon	Rotating Beacon	None
NAVAIDS	Segmented Circle	Segmented Circle	None
NAVAIDS	Wind Cone	Wind Cone	None
NAVAIDS	VASI	PAPI	PAPI
Weather	AWOS	AWOS/ASOS	None
Approach Lighting System	MALSR	Approach Lighting System	None
General Aviation Landside Facilities			
Hangared Aircraft Storage	74 spaces	70% of based fleet	None
Apron Parking/Storage	79 spaces	30% based of aircraft plus additional 75% for transient aircraft	None
Terminal/Administrative	10,000	2,500 square feet minimum with amenities	None
Aviation Auto Parking	108 spaces	One Space for each based aircraft, plus 50% for visitors/employees	None
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 Valdosta Regional Airport to meet Level III performance objectives:

- Update the Master Plan/ALP in Phase II (2011) and Phase III (2021)

Development Costs

The accompanying table summarizes the estimated costs needed for Valdosta Regional Airport to meet the recommendations of the Georgia Aviation System Plan.

VALDOSTA REGIONAL AIRPORT

Airport Location	VALDOSTA
FAA Identifier	VLD
Service Objective	III

	Facility Objectives					Costs		
	Existing	**Objective**	**Facility Needs**			**Phase I**	**Phase II**	**Phase III**
Airfield								
Runway Length	6,302	5,500						
Runway Width	150	100						
Taxiway Type	6,302	Full Parallel						
Runway Lighting	HIRL	HIRL						
Taxiway Lighting	MITL	MITL						
Land Acquisition								
Earthwork								
Pavement Maintenance	100 PCI	>70 PCI						
Navigational Aids								
PAPI	VASI	PAPI	2			$50,000		
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	MALSR	Approach Lighting						
General Aviation Facilities								
			Phase I	*Phase II*	*Phase III*			
Hangar Storage	74	38						
Apron	79	28						
Auto Spaces	108	81						
Terminal Space	10,000	2,000						
Fuel								
Planning/Environmental								
ALP Update	2001	Update every 10 years		1	1		$60,000	$60,000
Environmental Assessment								
					Subtotal	$50,000	$60,000	$60,000

Total Estimated Cost **$ 170,000**

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.