4. EXISTING SYSTEM EVALUATION

An important part to updating the GSASP is evaluating Georgia's airport system to determine its current performance. The evaluation is supported using several predetermined system performance measures. The performance measures are generally reflective of characteristics that define an airport system that functions at a high level, meeting the state's transportation and economic needs and objectives. For this update to the GSASP, the following system performance measures were considered:

- 60-minute proximity to an airport with scheduled commercial airline service
- 30-minute proximity to an airport
- 30-minute proximity to an airport with any published approach
- 45-minute proximity to an airport with an approach that provides vertical guidance (ILS or LPV)
- 30-minute proximity to an airport with on-site weather reporting equipment (AWOS/ASOS)
- 30-minute proximity to an airport with one runway at least 4,000 feet long
- 30-minute proximity to an airport with one runway at least 5,000 feet long
- 45-minute proximity to an airport with one runway at least 5,500 feet long
- Primary runways meeting a Pavement Condition Index (PCI) objective of 70
- Primary runways meeting Runway Safety Area (RSA) objectives
- Applicable primary runways meeting runway/taxiway separation standards

Using these performance measures, a geographic information system (GIS) was used to determine current accessibility to applicable factors. The results of the GIS analysis are discussed in the following sections. Also provided is information that shows how system performance has changed for most measures since the preparation of the last GSASP in 2002, and information on potential improvements for system performance if planned improvements are implemented.

In addition to these performance measures, the system was also evaluated relative to three other characteristics. The additional evaluation factors considered:

- Runway protection zones (RPZs) that are under airport control
- Local governments near Georgia airports that have taken steps to promote compatible land use and/or to implement height zoning
- Airports with through-the-fence operators and the status of agreements with these operators

Results from each of these three additional evaluation factors are presented at the end of this chapter.

4.1   60-Minute Accessibility to an Airport with Scheduled Commercial Airline Service

The number of airports in Georgia served by a scheduled commercial airline carrier has changed since the preparation of the last GSASP. At the time of the last GSASP, Athens had scheduled commercial airline service; as of February 2018, this airport did not have a scheduled carrier. Georgia's commercial service airports, along with their current carrier status, are as follows:

- Athens-Ben Epps Airport (seeking service)
- Southwest Georgia Regional Airport (one carrier)

- Augusta Regional Airport (two carriers)
- Brunswick-Golden Isles Airport (one carrier)
- Columbus Airport (one carrier)
- Middle Georgia Regional Airport (one carrier from Macon to Washington DC on Contour Airlines/Supported by Essential Air Service [EAS] operating subsidy)
- Savannah/Hilton Head International Airport (five carriers)
- Valdosta Regional Airport (one carrier)

Information on airline service noted above is subject to change.

For this system performance measure, a 60-minute drive time was used for all commercial airports. The initial accessibility analysis for this performance measure assumed that both Athens and Macon had at least one scheduled carrier, and that the service area for Hartsfield was also only 60 minutes. It is worth noting that depending on the level of service and comparative fares, travelers may be willing to drive more than 60 minutes to reach a commercial service airport.

Current accessibility to Georgia's commercial airports is shown on **Figure 4-1**. As shown on **Figure 4-1**, when 60-minute drive time service areas are considered, approximately 81 percent of Georgia's residents are within 60 minutes or less of one or more of Georgia's commercial service airports. This accessibility assumes commercial service is available at Athens. It also assumes that the service area for Hartsfield is only 60 minutes; in reality, the service area for this major facility is far more extensive.

For the GSASP update, the role that airports in bordering states play in meeting Georgia's aviation needs was also considered for all performance measures. **Figure 4-2** shows accessibility when commercial airports in Georgia and commercial airports in nearby states are considered. The accessibility calculation is based on a 60-minute drive time for all airports. As **Figure 4-2** shows, when commercial airports in nearby states are also considered, accessibility increases from almost 81 percent to over 85 percent.

While commercial airports in nearby states play a role in improving commercial airline access for some parts of Georgia, in some instances these out-of-state airports are also attracting demand that is actually closer to a commercial airport in Georgia. Diversion of commercial airline passengers from one airport to another often takes place when a nearby/alternative airport has a greater frequency of service and/or lower fares. A passenger demand/diversion study was not part of the GSASP update. However, based on information from other sources, diversion of Georgia passengers to out-of-state airports does occur. Commercial airports in other states that are closest to Georgia are shown on **Figure 4-2**.

A significant amount of passenger diversion also takes place between other commercial airports in Georgia and Hartsfield-Jackson Atlanta International Airport. In reality, Georgia customers for this major commercial airport routinely drive more than three hours to depart on a commercial flight from this airport.

Similar to small commercial airports in all states, Georgia's smaller commercial airports have struggled to attract and retain commercial airline service. As previously mentioned, as of February 2018, the commercial airport serving Athens is without service. As **Figure 4-3** indicates, based on 60-minute drive time service areas, when neither the Macon or the Athens market is served by a commercial carrier, accessibility for this performance measure (Georgia airports only) drops from almost 81 percent to 69 percent.

In recent years, the commercial air carriers in the United States have made a tremendous and successful push toward increasing their profitability. This push is likely to continue and as a result, some industry analysts believe that some airports with single carrier service could be at risk. This risk is associated not only with airline

cost saving measures, but also with the fact that there is an anticipated pilot shortage for the commercial carriers.

As a means of showing what could happen to commercial airport accessibility without Georgia's single-carrier commercial airports, **Figure 4-4** was prepared. In **Figure 4-4**, only 60-minute service areas for Hartsfield, Savannah, and Augusta are shown; these are the commercial airports in Georgia that currently have two or more scheduled carriers. As this figure reflects, 60-minute accessibility to a commercial airport falls to 58.27 percent.

In the deregulated commercial airline industry, carriers are free to enter and exit airports as market demand and other conditions dictate. Neither federal or state governments can regulate or mandate commercial airline service. The best defense for communities who wish to retain, if not expand, their commercial airline service, is to use the service they currently have. Diverting local passenger originations to another airport, whether that be a Georgia airport or an out-of-state airport, dilutes demand and jeopardizes airline service.

There is little likelihood that Georgia will have additional airports with scheduled commercial airline service. Current 60-minute coverage for both Georgia and nearby out-of-state commercial airports most likely represents a best-case scenario for this performance measure. On the other hand, without local support, smaller commercial airports in Georgia could be at risk, and accessibility for this system performance measure could decrease in the future.

FIGURE 4-1: 60-MINUTE ACCESSIBILITY TO GEORGIA COMMERCIAL AIRPORTS

60-MINUTE ACCESSIBILITY TO GEORGIA COMMERCIAL AIRPORTS: 80.68%
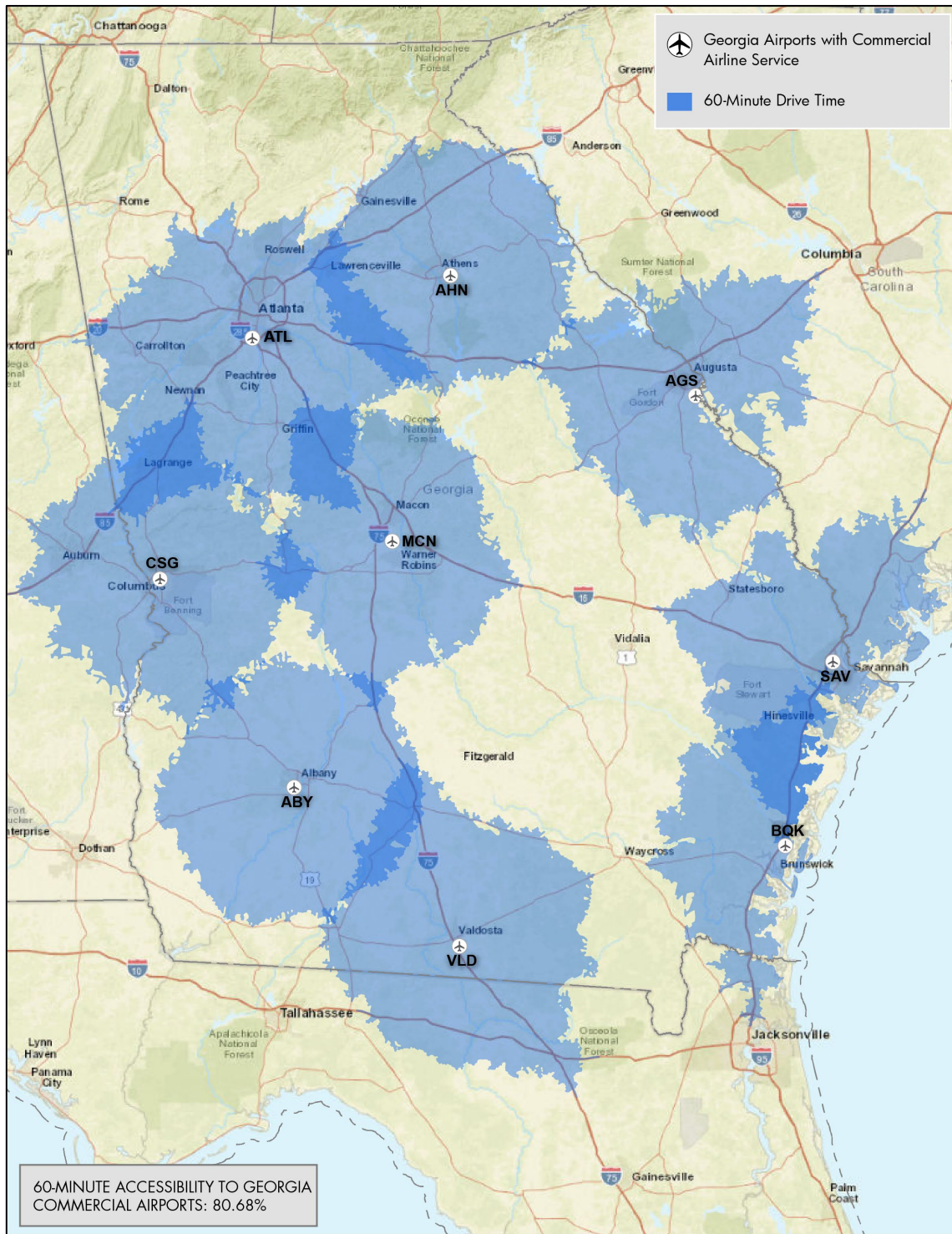
Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation

FIGURE 4-2: 60-MINUTE ACCESSIBILITY TO GEORGIA AND NEARBY COMMERCIAL AIRPORTS
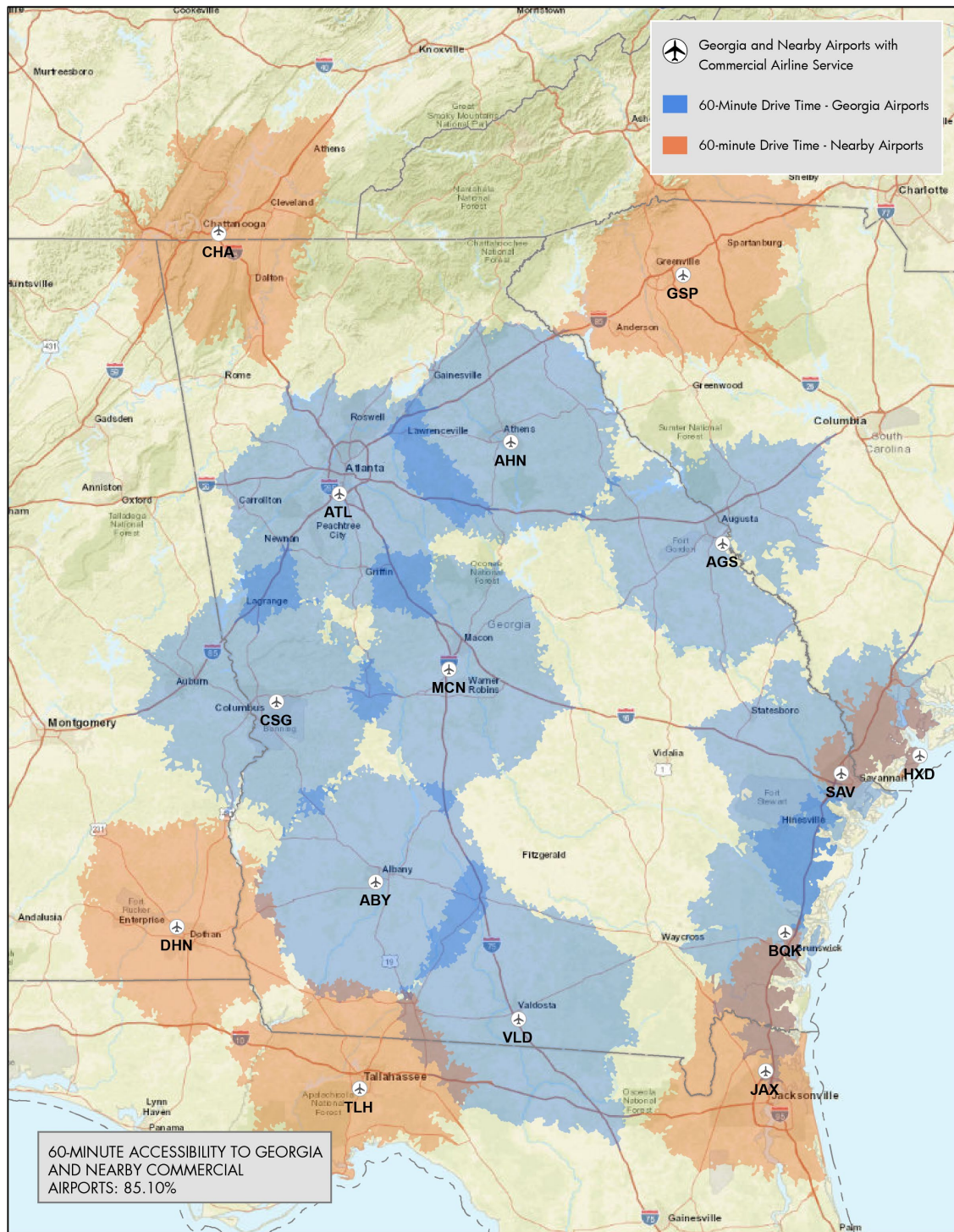
Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation

FIGURE 4-3: 60-MINUTE ACCESSIBILITY TO A GEORGIA COMMERCIAL AIRPORT EXCLUDING MACON AND ATHENS
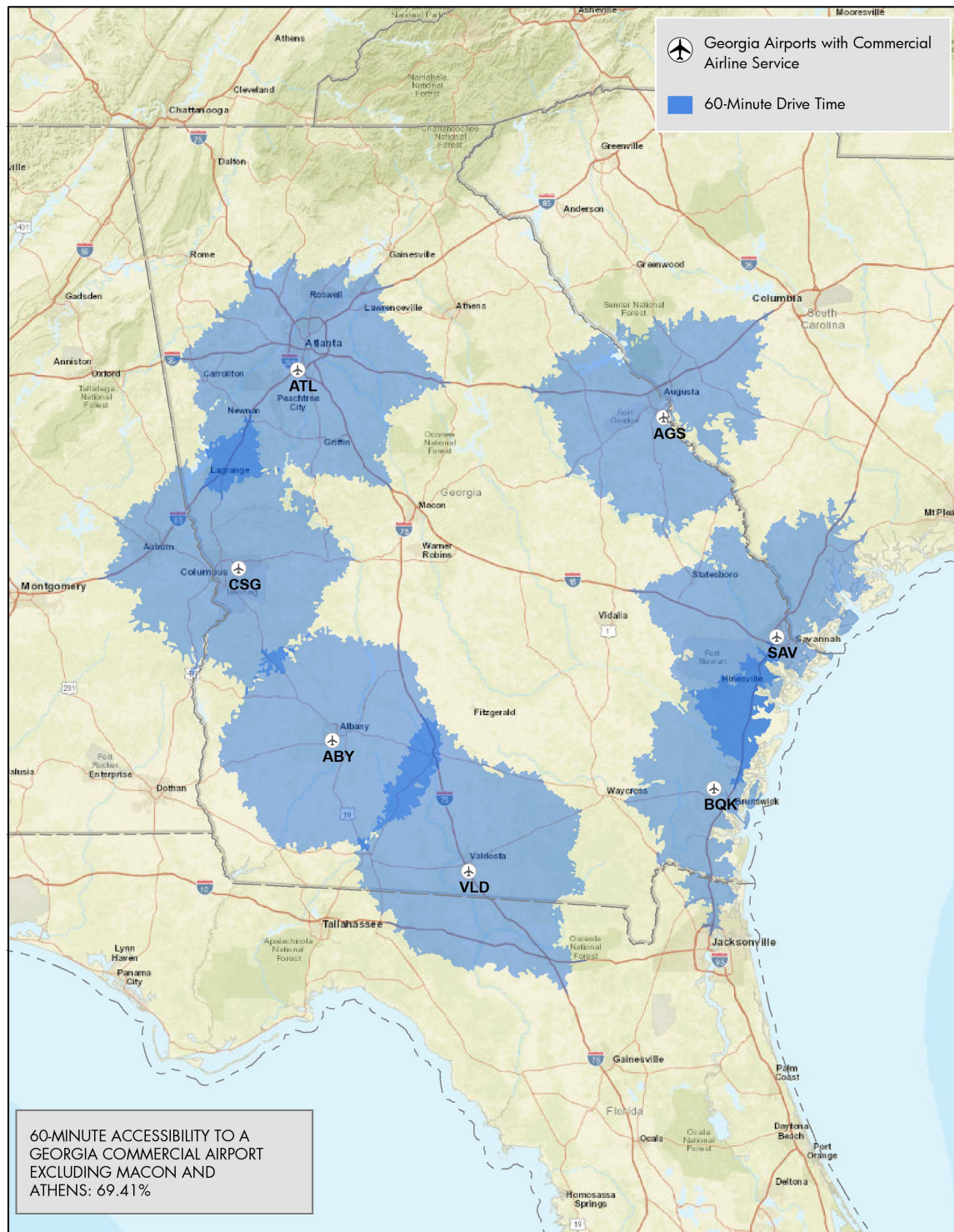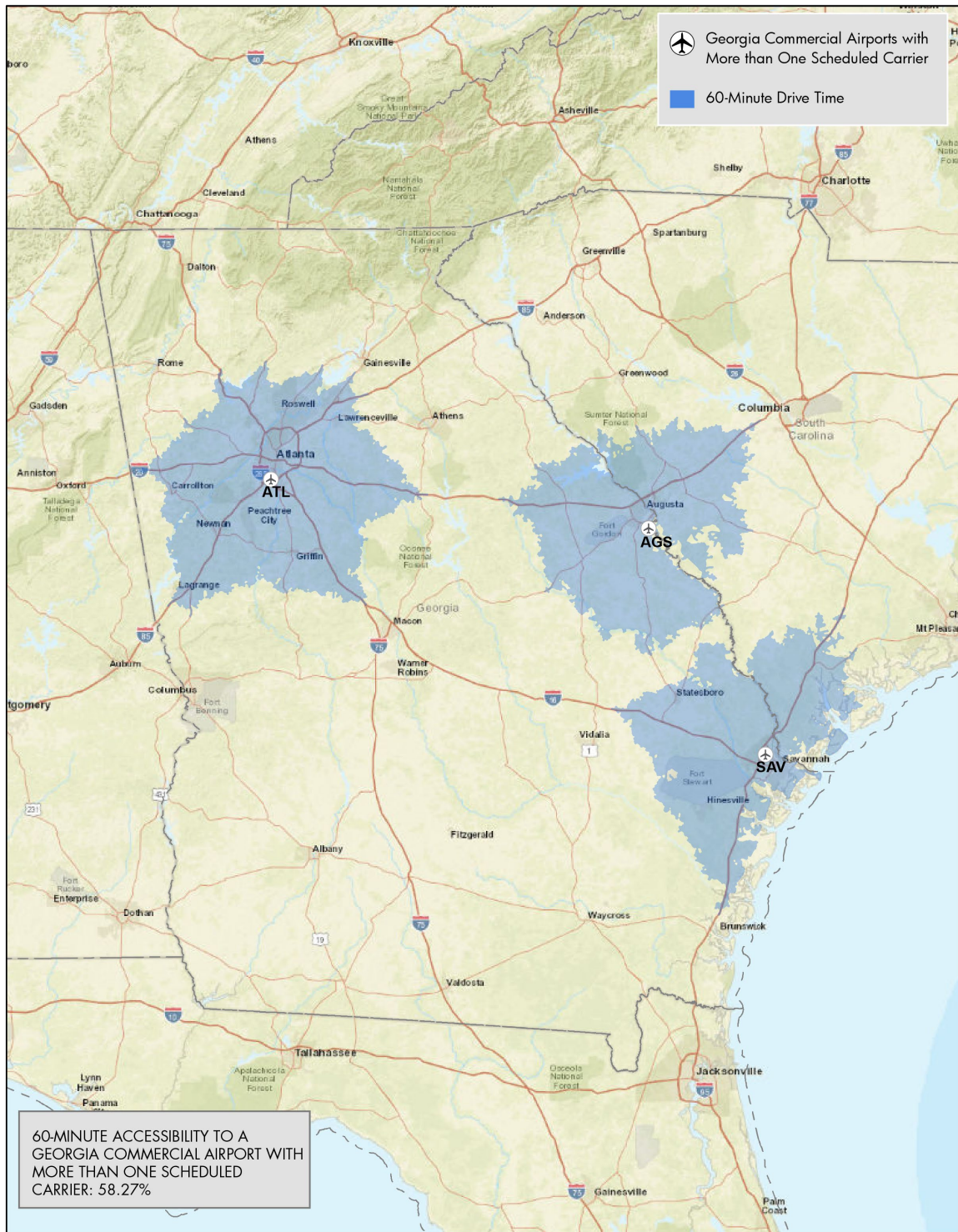

Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation

FIGURE 4-4: 60-MINUTE ACCESSIBILITY TO A GEORGIA COMMERCIAL AIRPORT WITH MORE THAN ONE SCHEDULED CARRIER

Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation

4.2   30-Minute Accessibility to An Airport

As discussed in the Inventory chapter, there are 103 existing public airports in Georgia. This performance measure evaluates accessibility to these airports. **Figure 4-5** shows accessibility at a 30-minute drive time to any of the Georgia system airports. As shown, accessibility at a 30-minute drive time is 93.40 percent: nearly all areas of the state are within proximity to one of the public system airports.

When nearby airports in neighboring states are considered, accessibility increases from 93.40 percent to 93.72 percent as shown in **Figure 4-6**.

At the time of this study, GDOT was conducting an airport replacement placement study for Southeast Georgia (Camden and Charlton Counties). While a specific site for a replacement airport has not yet been determined, a general proxy for this site has been included in this analysis. Another study is also underway to move a privately owned airport in the Forsyth/Dawson County area into the state's public airport system. Both of these airports are included in **Figure 4-7** and are included in the increased accessibility rating of 93.89 percent**.**

FIGURE 4-5: 30-MINUTE CURRENT ACCESSIBILITY TO A GEORGIA PUBLIC AIRPORT
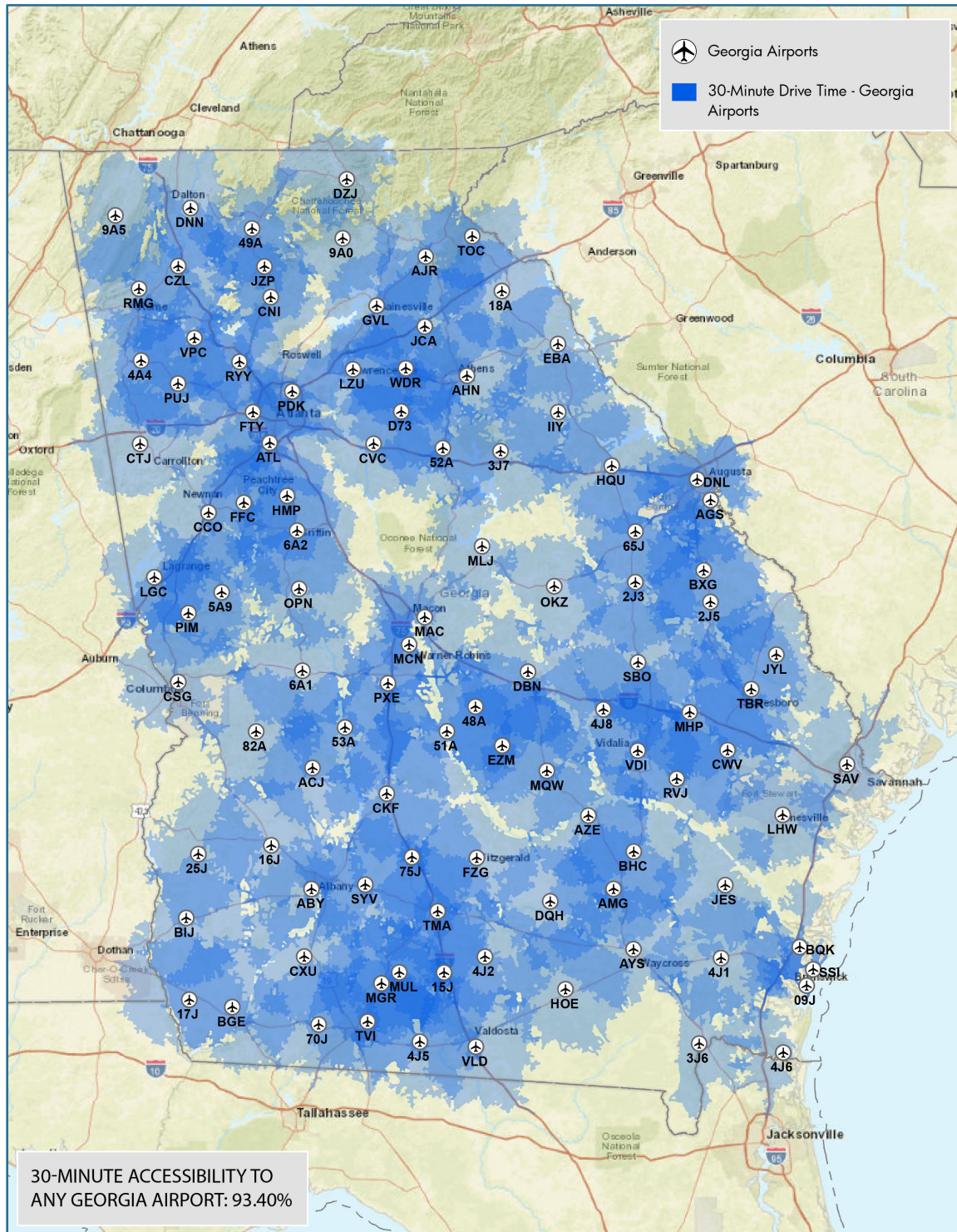
Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation

FIGURE 4-6: 30-MINUTE CURRENT ACCESSIBILITY TO A GEORGIA OR NEARBY AIRPORT
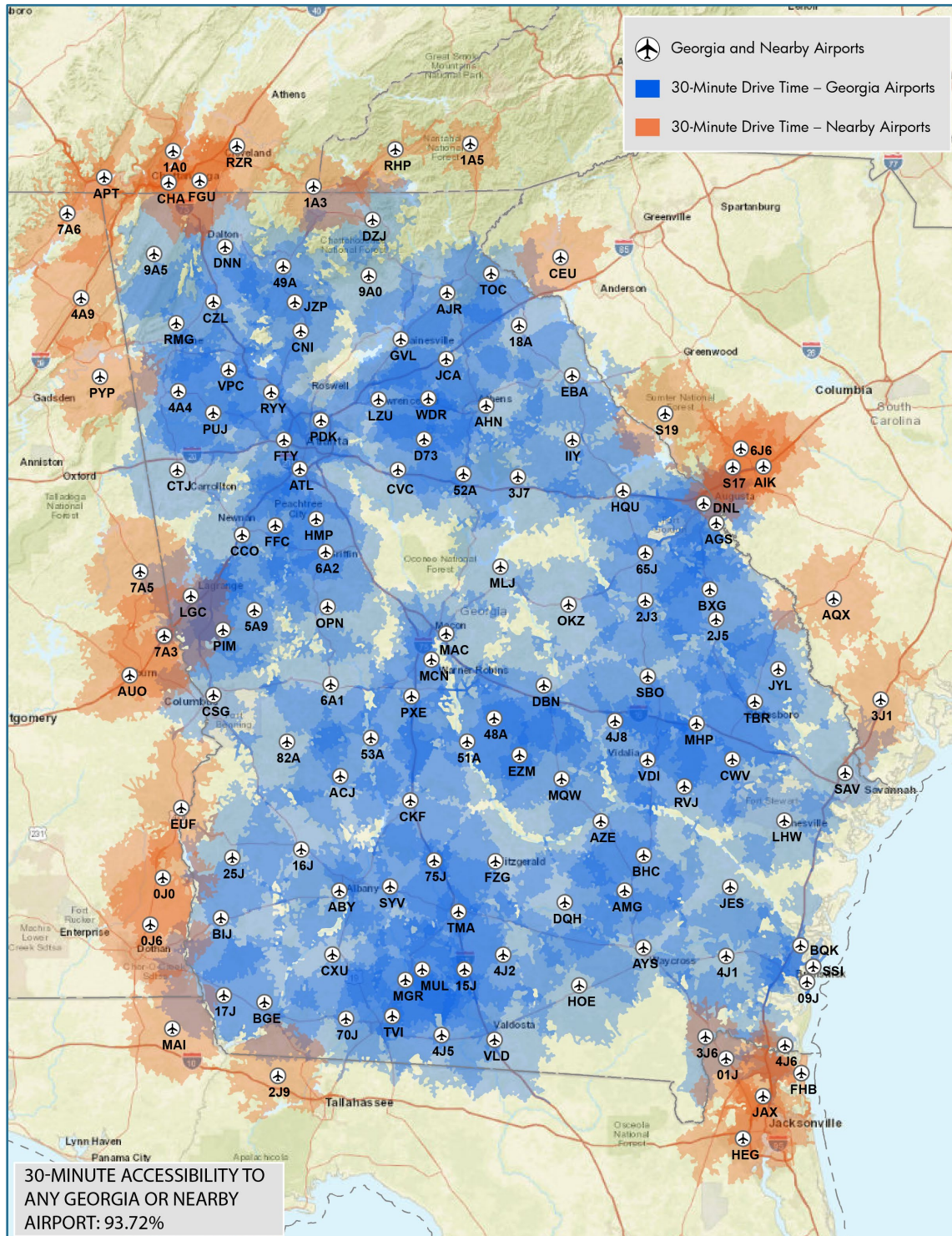
Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation

FIGURE 4-7: 30-MINUTE POTENTIAL ACCESSIBILITY TO A GEORGIA OR NEARBY AIRPORT

Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation

4.3   30-Minute Accessibility to An Airport with a Published Approach

During periods of reduced visibility and nighttime operating conditions, airports with a published approach have increased operational flexibility. Since the preparation of the last GSASP in 2002, satellite approaches (GPS) have become far more prevalent. **Figure 4-8** shows how total system performance for this measure has changed.

FIGURE 4-8: PERCENTAGE OF AIRPORTS WITH A PUBLISHED APPROACH

Source: Jviation

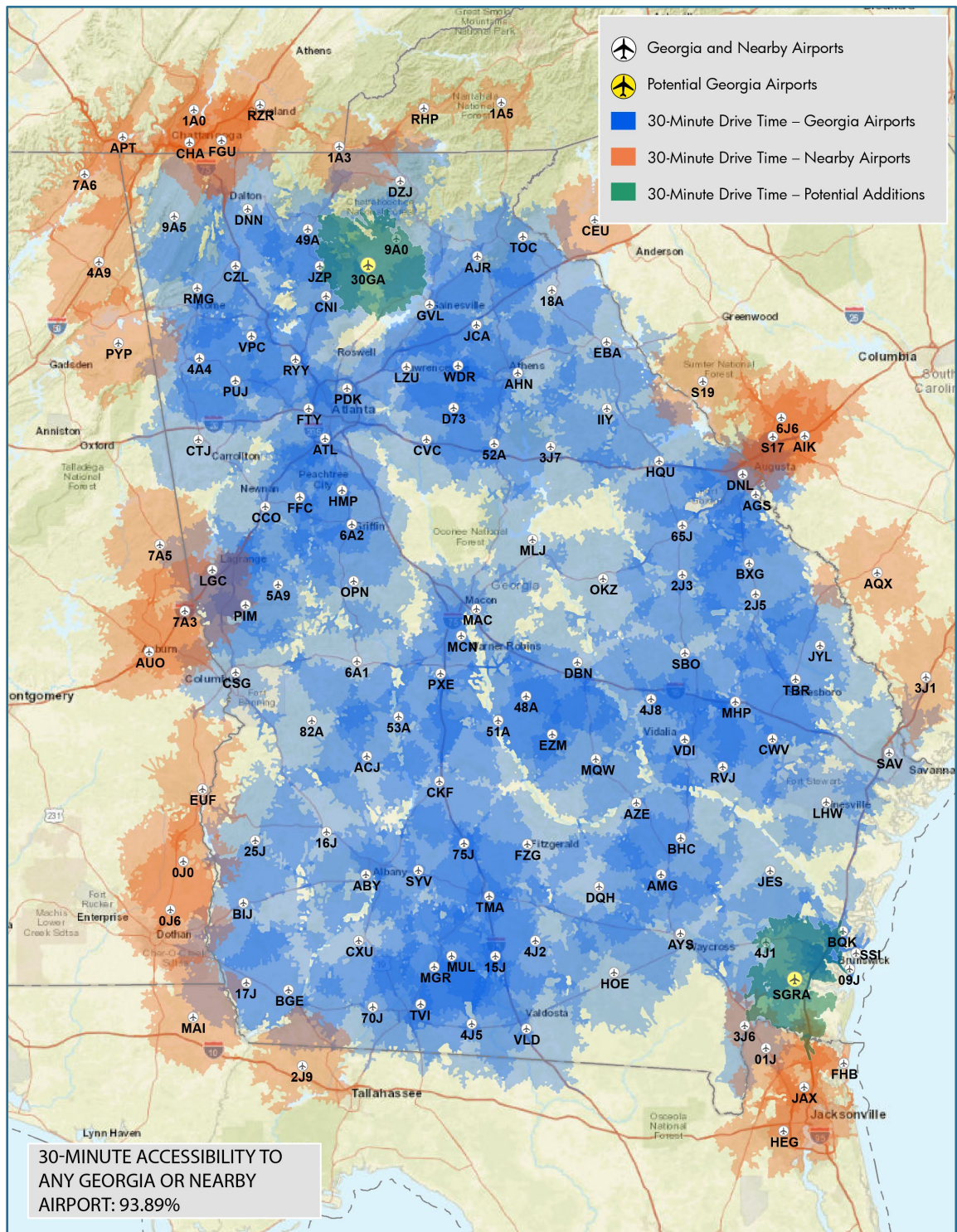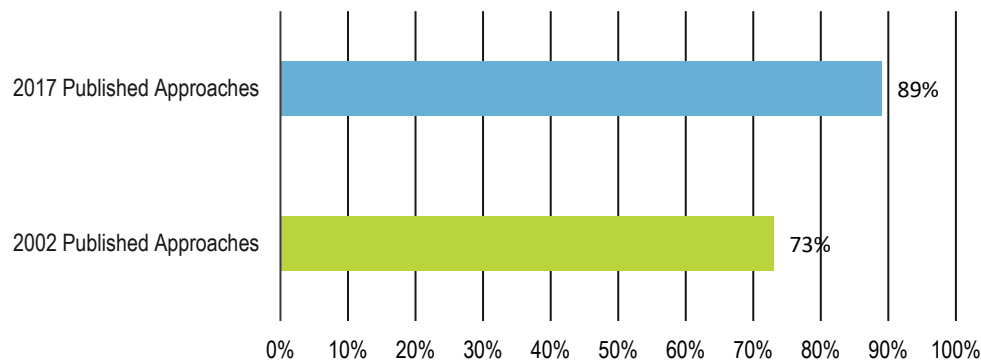At the time of the previous GSASP, 73 percent of all system airports had a published approach to at least one runway end. Data gathered to support this GSASP Update shows that system performance for this measure has increased as shown in **Table 4-1**. Currently, 89 percent of all system airports have a published approach to at least one runway end.

TABLE 4-1 AIRPORTS WITH A PUBLISHED APPROACH

City Name	Facility Name	FAA ID	Current Level	2002 Published Approach	2017 Published Approach
Commercial Service Airports: Level III					
Albany	Southwest Georgia Regional Airport	ABY	III	Yes	Yes
Athens	Athens-Ben Epps Airport	AHN	III	Yes	Yes
Augusta	Augusta Regional Airport at Bush Field	AGS	III	Yes	Yes
Brunswick	Brunswick-Golden Isles Airport	BQK	III	Yes	Yes
Columbus	Columbus Airport	CSG	III	Yes	Yes
Macon	Middle Georgia Regional Airport	MCN	III	Yes	Yes
Savannah	Savannah/Hilton Head International Airport	SAV	III	Yes	Yes
Valdosta	Valdosta Regional Airport	VLD	III	Yes	Yes
General Aviation Airports: Level III					
Americus	Jimmy Carter Regional Airport	ACJ	III	Yes	Yes
Atlanta	Newnan-Coweta County Airport	CCO	III	Yes	Yes
Atlanta	Covington Municipal Airport	CVC	III	Yes	Yes
Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	FFC	III	Yes	Yes
Atlanta	Fulton County Airport-Brown Field	FTY	III	Yes	Yes

TABLE 4-1 AIRPORTS WITH A PUBLISHED APPROACH

City Name	Facility Name	FAA ID	Current Level	2002 Published Approach	2017 Published Approach
Atlanta	DeKalb-Peachtree Airport	PDK	III	Yes	Yes
Atlanta	Paulding-Northwest Atlanta Airport*	PUJ	III	NA	Yes
Atlanta	Cobb County International Airport-McCollum Field	RYY	III	Yes	Yes
Bainbridge	Decatur County Industrial Air Park	BGE	III	Yes	Yes
Blairsville	Blairsville Airport	DZJ	III	No	Yes
Blakely	Early County Airport	BIJ	III	Yes	Yes
Calhoun	Tom B. David Field Airport	CZL	III	Yes	Yes
Carrollton	West Georgia Regional Airport-O.V. Gray Field	CTJ	III	Yes	Yes
Cartersville	Cartersville Airport	VPC	III	Yes	Yes
Cornelia	Habersham County Airport	AJR	III	Yes	Yes
Dalton	Dalton Municipal Airport	DNN	III	Yes	Yes
Douglas	Douglas Municipal Airport	DQH	III	Yes	Yes
Dublin	W.H. "Bud" Barron Airport	DBN	III	Yes	Yes
Eastman	Heart of Georgia Regional Airport	EZM	III	Yes	Yes
Gainesville	Lee Gilmer Memorial Airport	GVL	III	Yes	Yes
Jesup	Jesup-Wayne County Airport	JES	III	Yes	Yes
LaGrange	LaGrange-Callaway Airport	LGC	III	Yes	Yes
Lawrenceville	Gwinnett County Airport-Briscoe Field	LZU	III	Yes	Yes
Louisville	Louisville Municipal Airport	2J3	III	No	Yes
Milledgeville	Baldwin County Airport	MLJ	III	Yes	Yes
Rome	Richard B. Russell Regional Airport - J.H. Towers Field	RMG	III	Yes	Yes
Statesboro	Statesboro-Bulloch County Airport	TBR	III	Yes	Yes
Thomaston	Thomaston-Upson County Airport	OPN	III	Yes	Yes
Thomasville	Thomasville Regional Airport	TVI	III	Yes	Yes
Thomson	Thomson-McDuffie Regional Airport	HQU	III	Yes	Yes
Tifton	Henry Tift Myers Airport	TMA	III	Yes	Yes
Vidalia	Vidalia Regional Airport	VDI	III	Yes	Yes
Waycross	Waycross-Ware County Airport	AYS	III	Yes	Yes
Winder	Barrow County Airport	WDR	III	Yes	Yes
General Aviation Airports: Level II					
Adel	Cook County Airport	15J	II	Yes	Yes
Alma	Bacon County Airport	AMG	II	Yes	Yes
Baxley	Baxley Municipal Airport	BHC	II	Yes	Yes
Brunswick	McKinnon-St. Simons Island Airport	SSI	II	Yes	Yes
Butler	Butler Municipal Airport	6A1	II	No	Yes
Camilla	Camilla-Mitchell County Airport	CXU	II	No	Yes

TABLE 4-1 AIRPORTS WITH A PUBLISHED APPROACH

City Name	Facility Name	FAA ID	Current Level	2002 Published Approach	2017 Published Approach
Canton	Cherokee County Airport	CNI	II	Yes	Yes
Claxton	Claxton-Evans County Airport	CWV	II	Yes	Yes
Cordele	Crisp County-Cordele Airport	CKF	II	Yes	Yes
Dawson	Dawson Municipal Airport	16J	II	Yes	Yes
Donalsonville	Donalsonville Municipal Airport	17J	II	Yes	Yes
Fitzgerald	Fitzgerald Municipal Airport	FZG	II	Yes	Yes
Greensboro	Greene County Regional Airport	3J7	II	Yes	Yes
Griffin	Griffin-Spalding County Airport	6A2	II	Yes	Yes
Hampton	Henry County Airport	HMP	II	Yes	Yes
Hinesville	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	LHW	II	No	Yes
Homerville	Homerville Airport	HOE	II	Yes	Yes
Jasper	Pickens County Airport	JZP	II	Yes	Yes
Jefferson	Jackson County Airport	JCA	II	Yes	Yes
LaFayette	Barwick LaFayette Airport	9A5	II	Yes	Yes
Macon	Macon Downtown Airport	MAC	II	Yes	Yes
Monroe	Monroe-Walton County Airport	D73	II	Yes	Yes
Moultrie	Moultrie Municipal Airport	MGR	II	Yes	Yes
Perry	Perry-Houston County Airport	PXE	II	Yes	Yes
Pine Mountain	Harris County Airport	PIM	II	Yes	Yes
Sandersville	Kaolin Field Airport	OKZ	II	Yes	Yes
St Marys	St Marys Airport	4J6	II	No	Yes
Swainsboro	East Georgia Regional Airport	SBO	II	Yes	Yes
Sylvania	Plantation Airpark	JYL	II	Yes	Yes
Toccoa	Toccoa Airport-R.G. LeTourneau Field	TOC	II	No	Yes
Washington	Washington-Wilkes County Airport	IIY	II	Yes	Yes
General Aviation Airports: Level I					
Ashburn	Turner County Airport	75J	I	No	Yes
Augusta	Daniel Field Airport	DNL	I	Yes	Yes
Buena Vista	Marion County Airport	82A	I	No	No
Cairo	Cairo-Grady County Airport	70J	I	Yes	Yes
Canon	Franklin County Airport	18A	I	No	Yes
Cedartown	Polk County Airport-Cornelius Moore Field	4A4	I	Yes	Yes
Cochran	Cochran Airport	48A	I	Yes	Yes
Cuthbert	Lower Chattahoochee Regional Airport	25J	I	No	No
Dahlonega	Lumpkin County-Wimpy's Airport	9A0	I	No	No
Elberton	Elbert County Airport-Patz Field	EBA	I	Yes	Yes

TABLE 4-1 AIRPORTS WITH A PUBLISHED APPROACH

City Name	Facility Name	FAA ID	Current Level	2002 Published Approach	2017 Published Approach
Ellijay	Gilmer County Airport	49A	I	No	No
Folkston	Davis Field Airport	3J6	I	No	No
Hawkinsville	Hawkinsville-Pulaski County Airport	51A	I	No	No
Hazlehurst	Hazlehurst Airport	AZE	I	Yes	Yes
Jekyll Island	Jekyll Island Airport	09J	I	No	Yes
Madison	Madison Municipal Airport	52A	I	No	Yes
Mc Rae	Telfair-Wheeler Airport	MQW	I	No	Yes
Metter	Metter Municipal Airport	MHP	I	Yes	Yes
Millen	Millen Airport	2J5	I	No	Yes
Montezuma	Dr. C.P. Savage, Sr. Airport	53A	I	Yes	Yes
Moultrie	Spence Airport	MUL	I	No	No
Nahunta	Brantley County Airport	4J1	I	No	Yes
Nashville	Berrien County Airport	4J2	I	Yes	Yes
Quitman	Quitman Brooks County Airport	4J5	I	No	Yes
Reidsville	Swinton Smith Field at Reidsville Municipal Airport	RVJ	I	No	Yes
Soperton	Treutlen County Airport	4J8	I	No	No
Sylvester	Sylvester Airport	SYV	I	No	No
Warm Springs	Roosevelt Memorial Airport	5A9	I	No	No
Waynesboro	Burke County Airport	BXG	I	Yes	Yes
Wrens	Wrens Memorial Airport	65J	I	No	No

Source: GDOT, FAA
* Paulding-Northwest Atlanta Airport was not opened until after 2002

Figure 4-9 graphically depicts current system-wide 30-minute accessibility to an airport with at least one published approach. As shown, over 92.31 percent of the state's population is now within a service area of one or more airports with a published approach.

Figure 4-10 shows that when out-of-state airports are considered, current accessibility increases slightly from 92.31 percent to 93.08 percent. The small increase is a result of overlapping service areas for Georgia and out-of-state airports, along with the fact that areas of Georgia gaining coverage from out-of-state airports are relatively unpopulated. As far as out-of-state airports contributing to accessibility, this is the case for many of the performance measures.

Based on facility/service objective for airports in Georgia, ideally all airports in the Georgia system should have a published approach to at least one runway end. Currently, there are 91 airports in the system that have a published approach. In some instances, because of physical constraints, the objective for all airports to have a published approach may not be reached.

GIS analysis completed in this study (**Figure 4-11**) shows that when a 30-minute service area for Georgia and nearby out-of-state airports is considered, 94.27 percent of the state's population is within 30 minutes or less of one or more airports. The target for system performance for this measure is to increase system performance,

as feasible, to this level (94.27 percent) of accessibility. As discussed previously, an airport replacement placement study for Southeast Georgia (Camden and Charlton Counties) is being completed, although a specific site has not been chosen. Additionally, in the Forsyth/Dawson County area, a private airport may move into the state's public airport system. Both of these airports are included in **Figure 4-11** and are included in the increased accessibility rating**.**

According to information from the FAA, three additional Georgia airports have near-term pending/programed published approaches. These airports are:

- Tuner County Airport (75J)
- Gilmer County Airport (49A)
- Louisville Municipal Airport (2J3): *RNAV (GPS) approach published as of 8/17/2017*

Figure 4-12 depicts additional system accessibility that will be achieved when these additional approaches are operational. As shown, accessibility, considering both Georgia and out-of-state airports could increase from 93.08 percent to 93.20 percent.

The GSASP recommends that, as feasible, all airports included in Georgia's state airport system work with FAA to secure a published approach.

FIGURE 4-9: 30-MINUTE CURRENT ACCESSIBILITY TO A GEORGIA AIRPORT WITH A PUBLISHED APPROACH
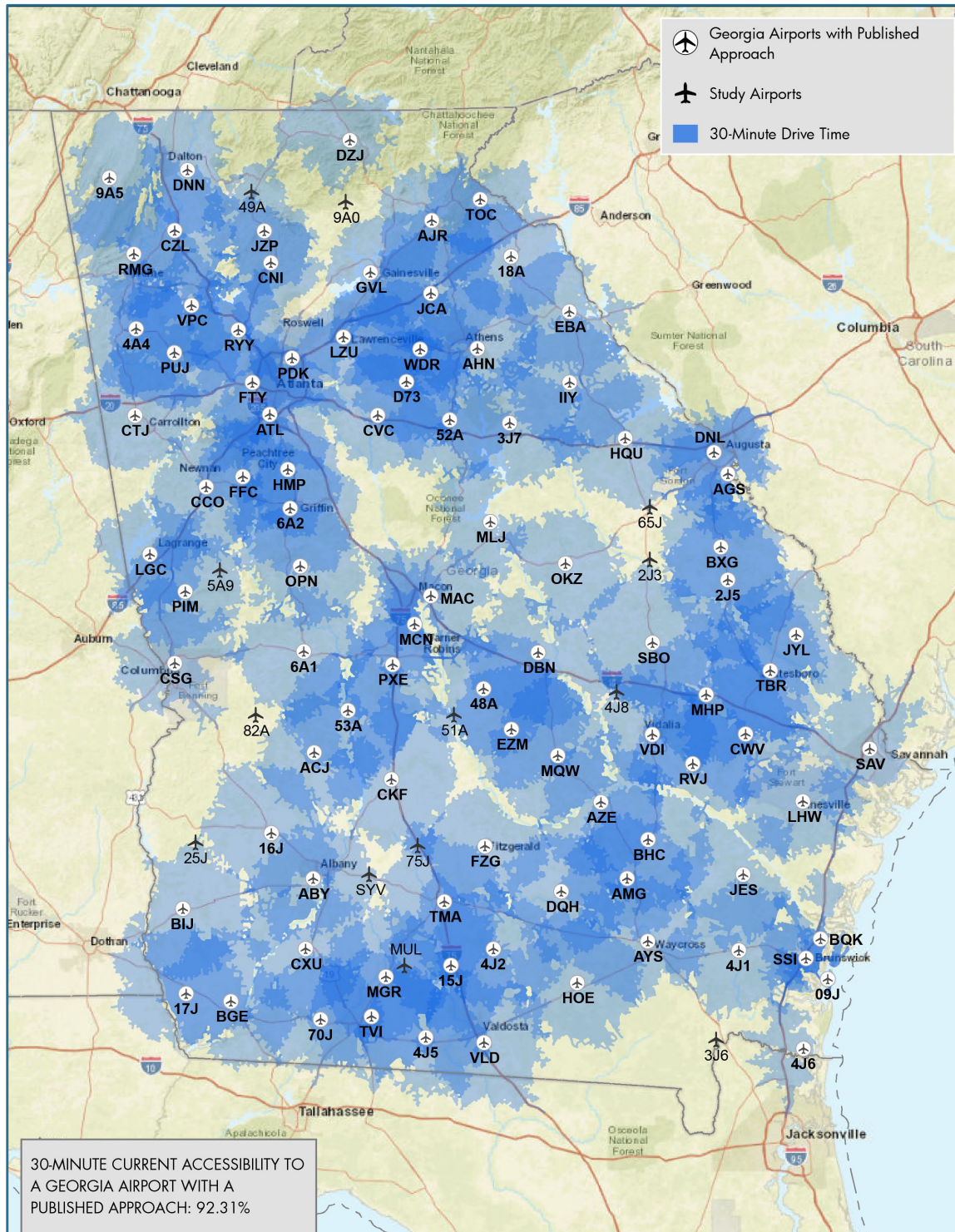
Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation
*Note: As of 8/17/2017 Louisville Municipal Airport (2J3) has a published RNAV (GPS) approach.

FIGURE 4-10: 30-MINUTE CURRENT ACCESSIBILITY TO A GEORGIA OR NEARBY AIRPORT WITH A PUBLISHED APPROACH

Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation
*Note: As of 8/17/2017 Louisville Municipal Airport (2J3) has a published RNAV (GPS) approach.

FIGURE 4-11: 30-MINUTE TARGET ACCESSIBILITY IF ALL GEORGIA AIRPORTS HAVE A PUBLISHED APPROACH

Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation
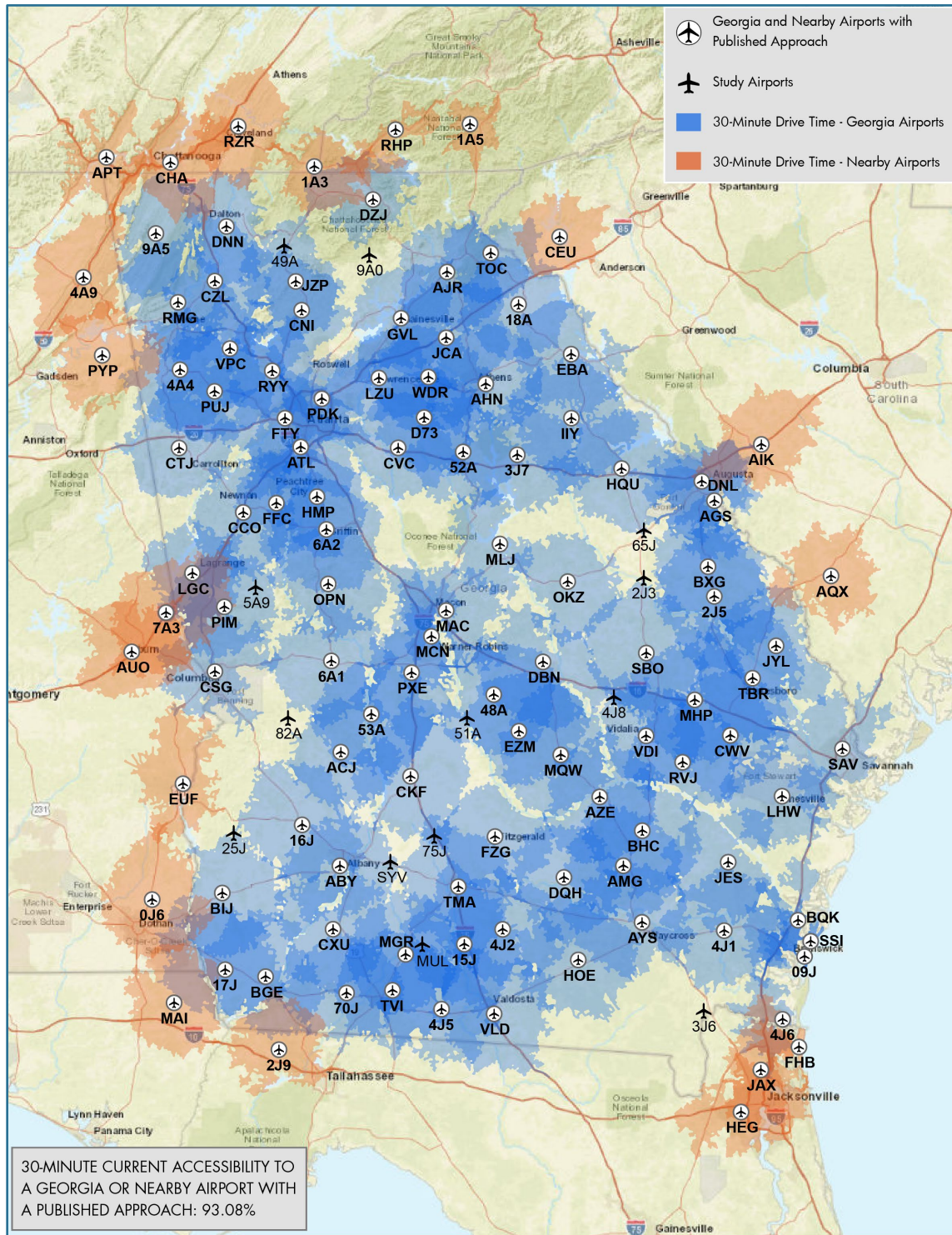*Note: As of 8/17/2017 Louisville Municipal Airport (2J3) has a published RNAV (GPS) approach.

FIGURE 4-12: 30-MINUTE ACCESSIBILITY TO A PROPOSED/PENDING PUBLISHED APPROACH

Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation
*Note: As of 8/17/2017 Louisville Municipal Airport (2J3) has a published RNAV (GPS) approach.
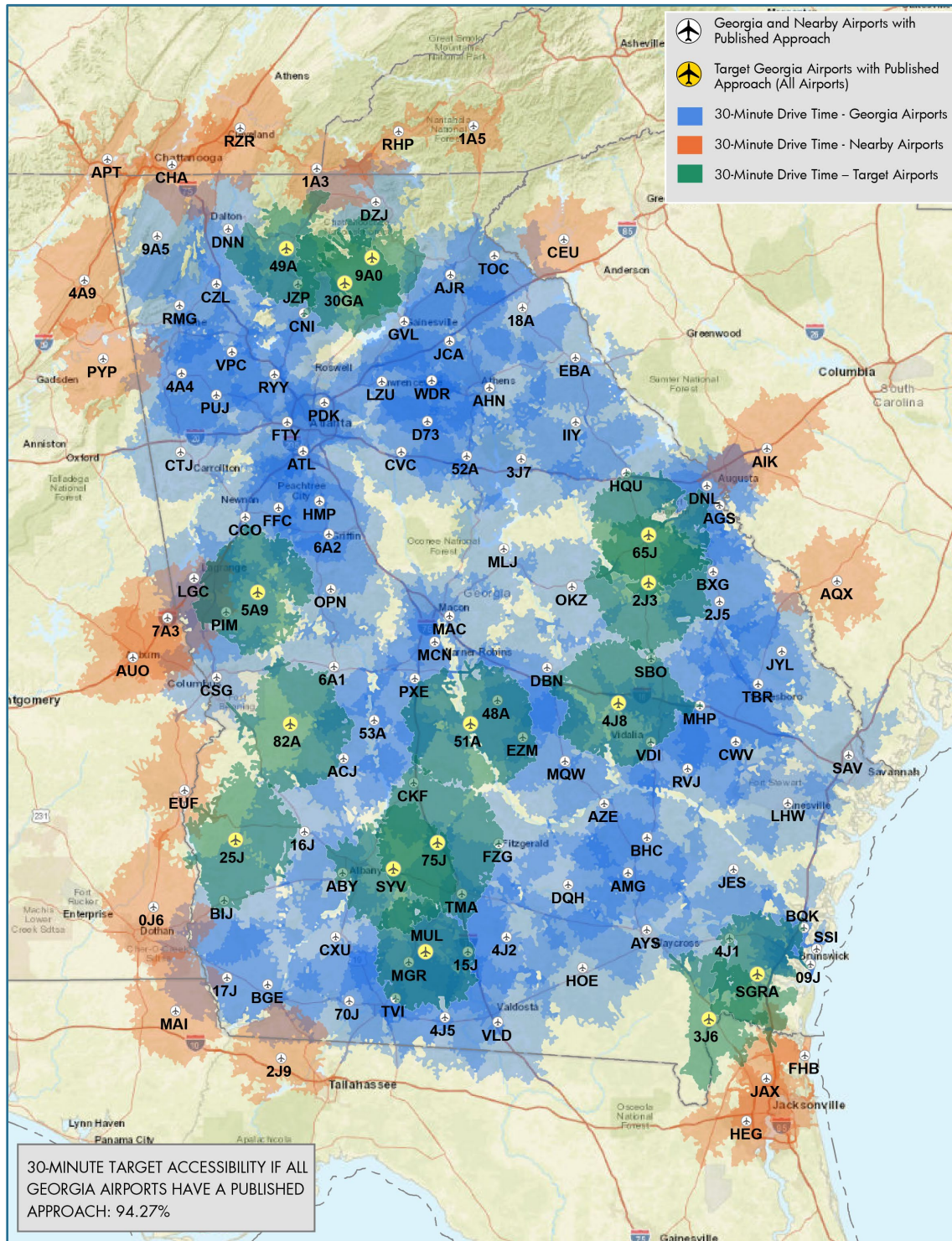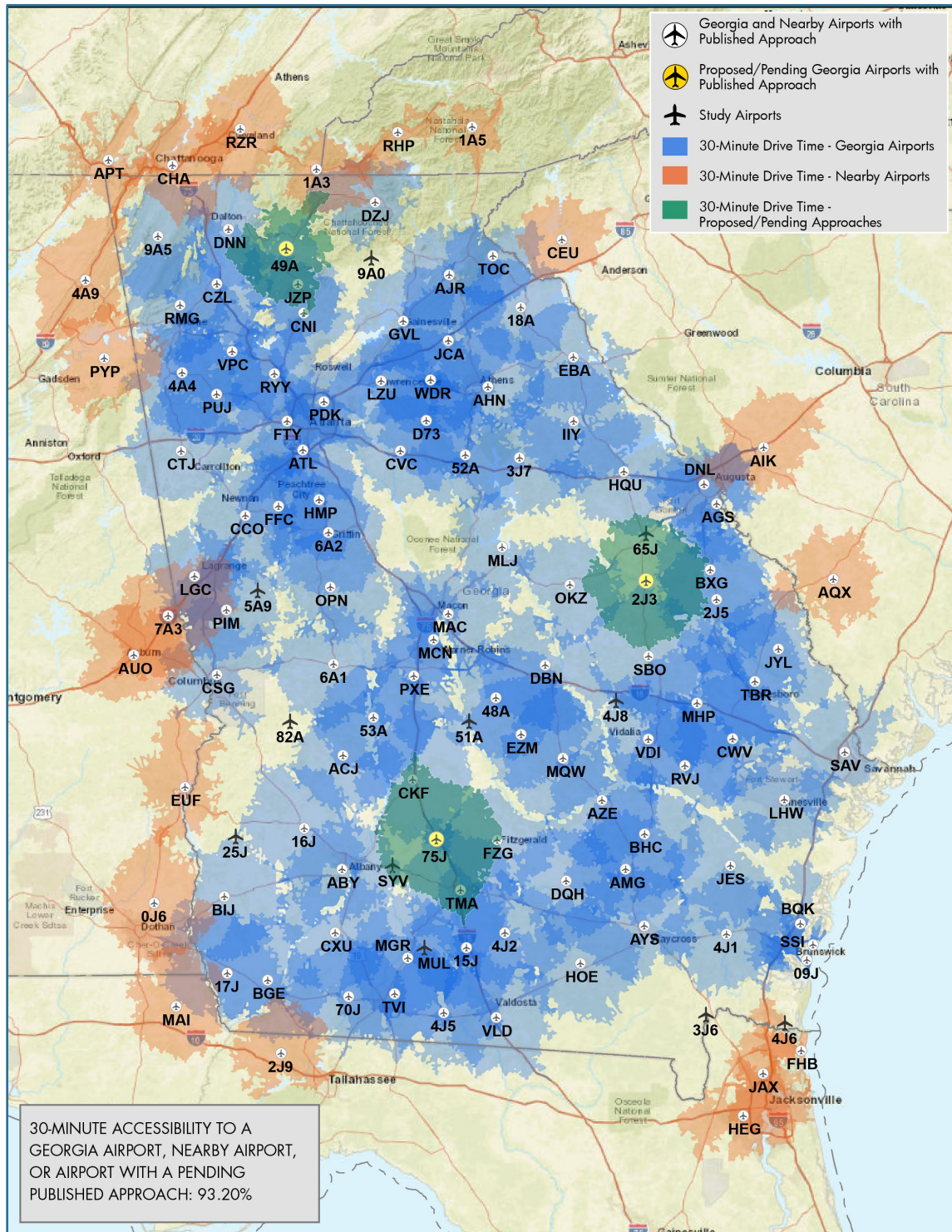
4.4   45-Minute Accessibility to an Airport with a Vertical Guidance Approach

Since the last GSASP, new technology enables airports to have precision type approaches that provide *both* lateral and vertical guidance without the ground-based equipment that was previously needed to support a precision approach. These new approaches are commonly referred to as an LPV approach. New technology has enabled Georgia airports to make significant gains as they relate to performance for this measure.

At the time of the 2002 GSASP, less than 20 percent of all airports in the Georgia system had an approach that provided vertical guidance to at least one runway end, as shown in **Table 4-2**. Today, this percentage has increased to 74 percent. **Figure 4-13** reflects the significant gains that the Georgia airport system has made relative to this measure.

FIGURE 4-13: PERCENTAGE OF AIRPORTS WITH A VERTICAL GUIDANCE APPROACH
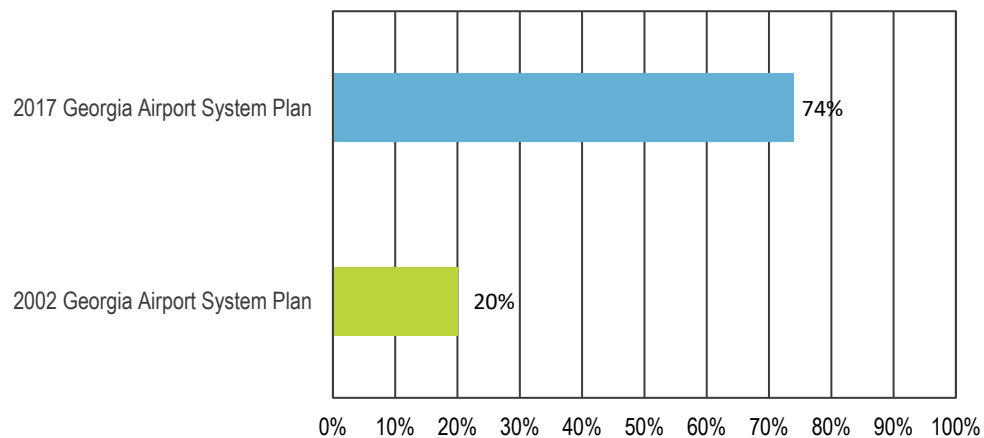
Source: Jviation

TABLE 4-2: AIRPORTS WITH A VERTICAL GUIDANCE APPROACH

City Name	Facility Name	FAA ID	Current Level	2002 Precision Approach	2017 Precision Approach
Commercial Service Airports: Level III					
Albany	Southwest Georgia Regional Airport	ABY	III	Yes	Yes-ILS
Athens	Athens-Ben Epps Airport	AHN	III	Yes	Yes-ILS
Augusta	Augusta Regional Airport at Bush Field	AGS	III	Yes	Yes-ILS
Brunswick	Brunswick-Golden Isles Airport	BQK	III	Yes	Yes-ILS
Columbus	Columbus Airport	CSG	III	Yes	Yes-ILS
Macon	Middle Georgia Regional Airport	MCN	III	Yes	Yes-ILS
Savannah	Savannah/Hilton Head International Airport	SAV	III	Yes	Yes-ILS
Valdosta	Valdosta Regional Airport	VLD	III	Yes	Yes-ILS
General Aviation Airports: Level III					
Americus	Jimmy Carter Regional Airport	ACJ	III	No	Yes-ILS
Atlanta	Newnan-Coweta County Airport	CCO	III	No	Yes-ILS
Atlanta	Covington Municipal Airport	CVC	III	No	Yes-LPV

TABLE 4-2: AIRPORTS WITH A VERTICAL GUIDANCE APPROACH

City Name	Facility Name	FAA ID	Current Level	2002 Precision Approach	2017 Precision Approach
Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	FFC	III	No	Yes-ILS
Atlanta	Fulton County Airport-Brown Field	FTY	III	Yes	Yes-ILS
Atlanta	DeKalb-Peachtree Airport	PDK	III	Yes	Yes-ILS
Atlanta	Paulding-Northwest Atlanta Airport*	PUJ	III	NA	Yes-ILS
Atlanta	Cobb County International Airport-McCollum Field	RYY	III	Yes	Yes-ILS
Bainbridge	Decatur County Industrial Air Park	BGE	III	No	Yes-ILS
Blairsville	Blairsville Airport	DZJ	III	No	No
Blakely	Early County Airport	BIJ	III	No	Yes-LPV
Calhoun	Tom B. David Field Airport	CZL	III	No	Yes-LPV
Carrollton	West Georgia Regional Airport-O.V. Gray Field	CTJ	III	No	Yes-ILS
Cartersville	Cartersville Airport	VPC	III	No	Yes-LPV
Cornelia	Habersham County Airport	AJR	III	No	Yes-LPV
Dalton	Dalton Municipal Airport	DNN	III	No	Yes-ILS
Douglas	Douglas Municipal Airport	DQH	III	No	Yes-ILS
Dublin	W.H. "Bud" Barron Airport	DBN	III	Yes	Yes-ILS
Eastman	Heart of Georgia Regional Airport	EZM	III	No	Yes-ILS
Gainesville	Lee Gilmer Memorial Airport	GVL	III	No	Yes-ILS
Jesup	Jesup-Wayne County Airport	JES	III	No	Yes-LPV
LaGrange	LaGrange-Callaway Airport	LGC	III	Yes	Yes-ILS
Lawrenceville	Gwinnett County Airport-Briscoe Field	LZU	III	Yes	Yes-ILS
Louisville	Louisville Municipal Airport	2J3	III	No	No
Milledgeville	Baldwin County Airport	MLJ	III	No	Yes-LPV
Rome	Richard B. Russell Regional Airport - J.H. Towers Field	RMG	III	Yes	Yes-ILS
Statesboro	Statesboro-Bulloch County Airport	TBR	III	Yes	Yes-ILS
Thomaston	Thomaston-Upson County Airport	OPN	III	Yes	Yes-ILS
Thomasville	Thomasville Regional Airport	TVI	III	No	Yes-ILS
Thomson	Thomson-McDuffie Regional Airport	HQU	III	No	Yes-ILS
Tifton	Henry Tift Myers Airport	TMA	III	Yes	Yes-ILS
Vidalia	Vidalia Regional Airport	VDI	III	No	Yes-ILS
Waycross	Waycross-Ware County Airport	AYS	III	Yes	Yes-ILS
Winder	Barrow County Airport	WDR	III	No	Yes-ILS
General Aviation Airports: Level II					
Adel	Cook County Airport	15J	II	No	Yes-LPV
Alma	Bacon County Airport	AMG	II	No	Yes-LPV
Baxley	Baxley Municipal Airport	BHC	II	No	Yes-LPV
Brunswick	McKinnon-St. Simons Island Airport	SSI	II	No	No

TABLE 4-2: AIRPORTS WITH A VERTICAL GUIDANCE APPROACH

City Name	Facility Name	FAA ID	Current Level	2002 Precision Approach	2017 Precision Approach
Butler	Butler Municipal Airport	6A1	II	No	Yes-LPV
Camilla	Camilla-Mitchell County Airport	CXU	II	No	Yes-LPV
Canton	Cherokee County Airport	CNI	II	No	Yes-LPV
Claxton	Claxton-Evans County Airport	CWV	II	No	Yes-LPV
Cordele	Crisp County-Cordele Airport	CKF	II	No	Yes-LPV
Dawson	Dawson Municipal Airport	16J	II	No	No
Donalsonville	Donalsonville Municipal Airport	17J	II	No	Yes-LPV
Fitzgerald	Fitzgerald Municipal Airport	FZG	II	No	Yes-LPV
Greensboro	Greene County Regional Airport	3J7	II	No	Yes-LPV
Griffin	Griffin-Spalding County Airport	6A2	II	No	Yes-LPV
Hampton	Henry County Airport	HMP	II	No	No
Hinesville	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	LHW	II	No	Yes-LPV
Homerville	Homerville Airport	HOE	II	No	Yes-LPV
Jasper	Pickens County Airport	JZP	II	No	Yes-LPV
Jefferson	Jackson County Airport	JCA	II	No	Yes-LPV
LaFayette	Barwick Lafayette Airport	9A5	II	No	No
Macon	Macon Downtown Airport	MAC	II	No	Yes-LPV
Monroe	Monroe-Walton County Airport	D73	II	No	No
Moultrie	Moultrie Municipal Airport	MGR	II	No	Yes-LPV
Perry	Perry-Houston County Airport	PXE	II	No	Yes-ILS
Pine Mountain	Harris County Airport	PIM	II	No	Yes-LPV
Sandersville	Kaolin Field Airport	OKZ	II	Yes	Yes-LPV
St Marys	St Marys Airport	4J6	II	No	Yes-LPV
Swainsboro	East Georgia Regional Airport	SBO	II	No	Yes-ILS
Sylvania	Plantation Airpark	JYL	II	No	Yes-LPV
Toccoa	Toccoa Airport-RG LeTourneau Field	TOC	II	No	Yes-LPV
Washington	Washington-Wilkes County Airport	IIY	II	No	Yes-LPV
General Aviation Airports: Level I					
Ashburn	Turner County Airport	75J	I	No	No
Augusta	Daniel Field Airport	DNL	I	No	No
Buena Vista	Marion County Airport	82A	I	No	No
Cairo	Cairo-Grady County Airport	70J	I	No	Yes-LPV
Canon	Franklin County Airport	18A	I	No	Yes-LPV
Cedartown	Polk County Airport-Cornelius Moore Field	4A4	I	No	Yes-LPV
Cochran	Cochran Airport	48A	I	No	Yes-LPV
Cuthbert	Lower Chattahoochee Regional Airport	25J	I	No	No

TABLE 4-2: AIRPORTS WITH A VERTICAL GUIDANCE APPROACH

City Name	Facility Name	FAA ID	Current Level	2002 Precision Approach	2017 Precision Approach
Dahlonega	Lumpkin County-Wimpy's Airport	9A0	I	No	No
Elberton	Elbert County Airport-Patz Field	EBA	I	No	No
Ellijay	Gilmer County Airport	49A	I	No	No
Folkston	Davis Field Airport	3J6	I	No	No
Hawkinsville	Hawkinsville-Pulaski County Airport	51A	I	No	No
Hazlehurst	Hazlehurst Airport	AZE	I	No	No
Jekyll Island	Jekyll Island Airport	09J	I	No	Yes-LPV
Madison	Madison Municipal Airport	52A	I	No	No
Mc Rae	Telfair-Wheeler Airport	MQW	I	No	No
Metter	Metter Municipal Airport	MHP	I	No	Yes-LPV
Millen	Millen Airport	2J5	I	No	Yes-LPV
Montezuma	Dr. C.P. Savage, Sr. Airport	53A	I	No	No
Moultrie	Spence Airport	MUL	I	No	No
Nahunta	Brantley County Airport	4J1	I	No	Yes-LPV
Nashville	Berrien County Airport	4J2	I	No	Yes-LPV
Quitman	Quitman Brooks County Airport	4J5	I	No	No
Reidsville	Swinton Smith Field at Reidsville Municipal Airport	RVJ	I	No	No
Soperton	Treutlen County Airport	4J8	I	No	No
Sylvester	Sylvester Airport	SYV	I	No	No
Warm Springs	Roosevelt Memorial Airport	5A9	I	No	No
Waynesboro	Burke County Airport	BXG	I	No	No
Wrens	Wrens Memorial Airport	65J	I	No	No

Source: GDOT, FAA
*Paulding-Northwest Atlanta Airport was not opened until after 2002

Facility and service objectives for the Georgia airports call for all Level III airports to have an approach with vertical guidance. Almost all Level III airports meet this objective, and many of Georgia's Level II and Level I airports also have an LPV approach. Using a 45-minute drive time service area, **Figure 4-14** shows current 45-minute accessibility to an airport with an ILS/LPV approach. As **Figure 4-14** shows, over 98 percent of Georgia has accessibility to one or more airports with an approach supported by vertical guidance (considering a 45-minute drive time service area).

Figure 4-15 shows additional coverage for this measure when 45-minute service areas for out-of-state airports are also considered. As shown, accessibility increases slightly to 98.90 percent.

This study's inventory effort showed that all Level III airports in Georgia, with the exception of Louisville Municipal Airport and Blairsville Airport, are served by an LPV approach. Louisville Municipal Airport recently added an LPV approach (8/17/17); given its proximity to other airports currently having an LPV approach, this did not increase system accessibility by much. However, adding an LPV approach at Blairsville Airport provides an increase in coverage in the northern part of the state**.**

As shown on **Figure 4-16**, Southeast Georgia is one area beyond the 45-minute drive time for an airport with an LPV approach. As noted, an airport site replacement study is currently underway for this part of the state. If successful, **Figure 4-16** depicts graphically additional accessibility that could be gained from an airport with an LPV approach serving Camden and Charlton counties. Since this area of Georgia is not heavily populated, only a small increase in system accessibility for this performance measure would result from development of a replacement airport. **Figure 4-16** also shows the addition of LPV approaches at the Louisville Municipal (*RNAV (GPS) approach published as of 8/17/17*) and Blairsville Airports and additional coverage (99.43 percent) that could be gained from bringing a private airport in Forsyth/Dawson Counties into the system as a public airport with an LPV approach.

Accessibility for this measure is excellent. All Level III airports should seek to implement an LPV approach, and airports in Levels II and I should strive to implement LPV approaches as feasible and justified.

Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation
*Note: As of 8/17/2017 Louisville Municipal Airport (2J3) has a published RNAV (GPS) approach.
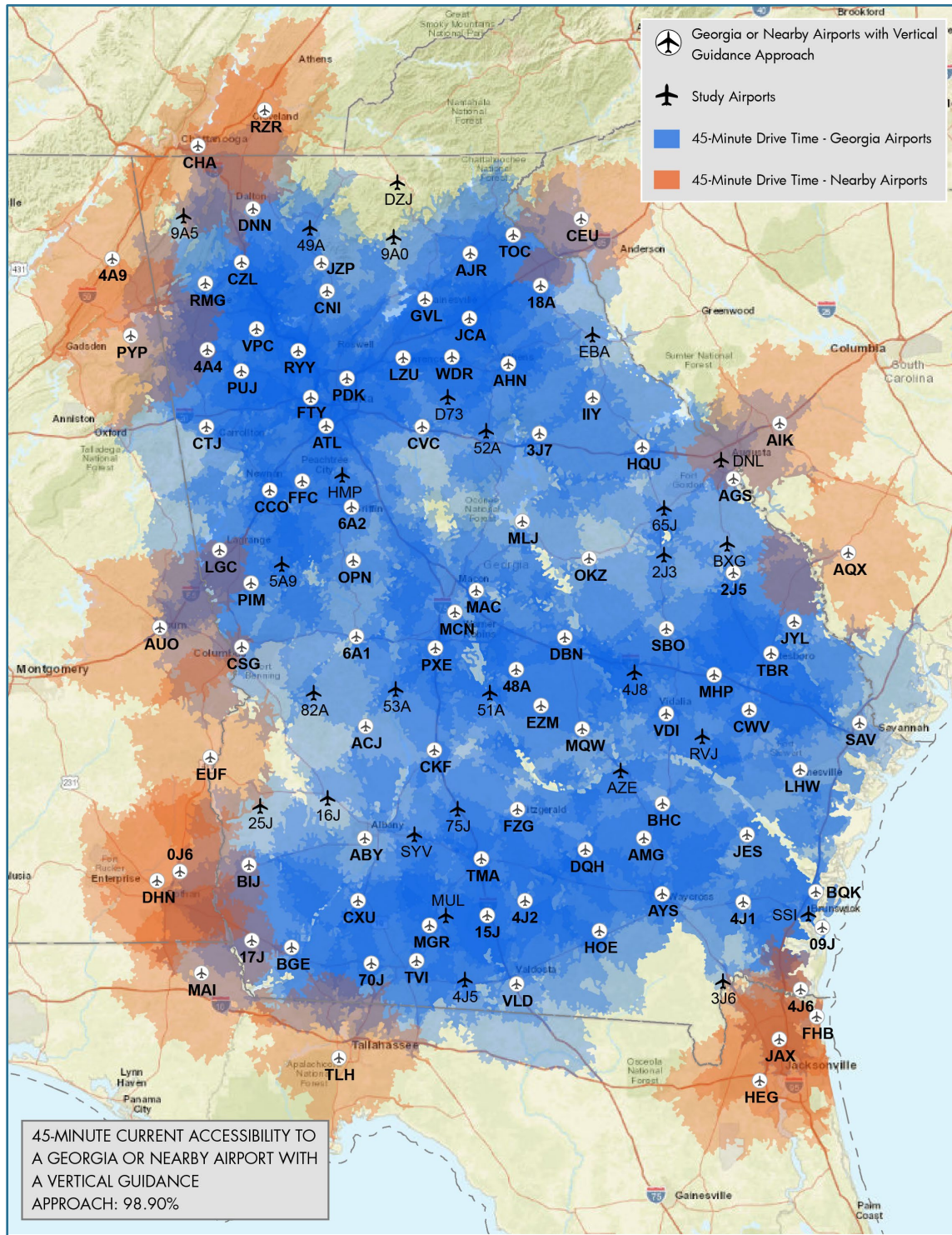
Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation
*Note: As of 8/17/2017 Louisville Municipal Airport (2J3) has a published RNAV (GPS) approach.

FIGURE 4-16: 45-MINUTE POTENTIAL ACCESSIBILITY TO A GEORGIA OR NEARBY AIRPORT WITH A VERTICAL GUIDANCE APPROACH FROM SYSTEM UPGRADES

Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation
*Note: As of 8/17/2017 Louisville Municipal Airport (2J3) has a published RNAV (GPS) approach.
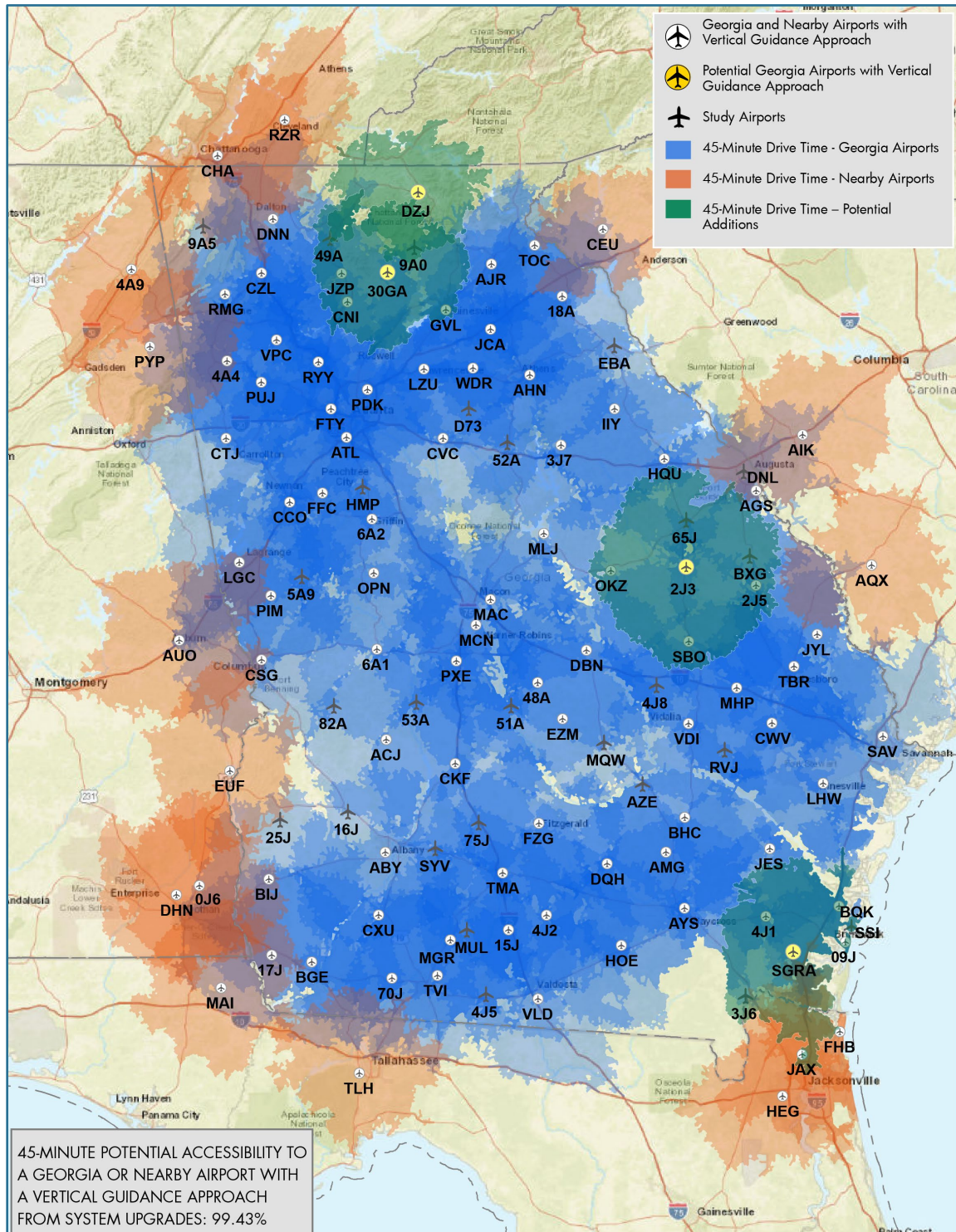
4.5 30-Minute Accessibility to an Airport with On-Site Weather Reporting Equipment

Similar to airports that have published approaches, airports that have on-site weather reporting capabilities have a greater capacity to serve aircraft during periods inclement weather and reduced visibility. According to facility/service objectives previously established for airports included in the Georgia system, all airports assigned to either Level III or Level II should ideally have on-site weather reporting equipment.

Figure 4-17 shows how the system has changed relative to this measure since 2002. As **Figure 4-17** shows, in 2002 47 percent of the study airports had onsite weather reporting equipment. Based on inventory information collected for this GSASP Update (shown in **Table 4-3**), this percentage has increased to 77 percent.

FIGURE 4-17: PERCENTAGE OF AIRPORTS WITH AWOS OR ASOS
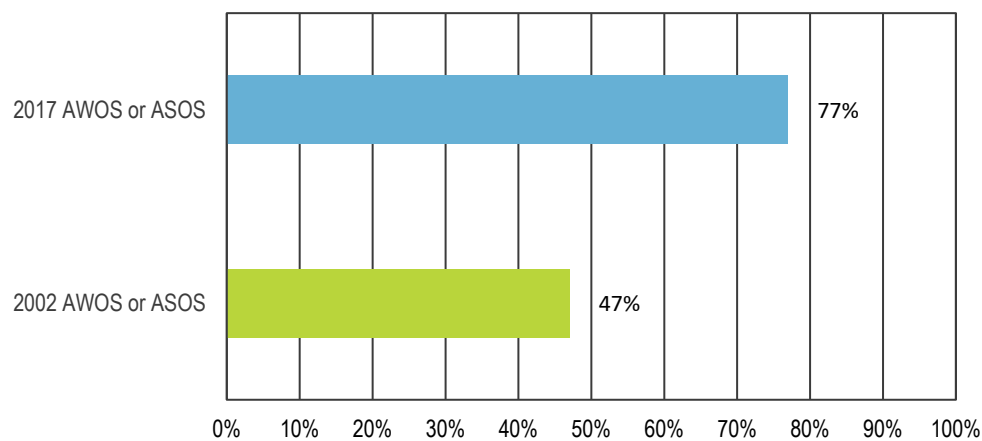
Source: Jviation

TABLE 4-3: AIRPORTS WITH AWOS OR ASOS

City Name	Facility Name	FAA ID	Current Level	2002 AWOS or ASOS	2017 AWOS or ASOS
Commercial Service Airports: Level III					
Albany	Southwest Georgia Regional Airport	ABY	III	Yes	Yes
Athens	Athens-Ben Epps Airport	AHN	III	Yes	Yes
Augusta	Augusta Regional Airport at Bush Field	AGS	III	Yes	Yes
Brunswick	Brunswick-Golden Isles Airport	BQK	III	Yes	Yes
Columbus	Columbus Airport	CSG	III	Yes	Yes
Macon	Middle Georgia Regional Airport	MCN	III	Yes	Yes
Savannah	Savannah/Hilton Head International Airport	SAV	III	Yes	Yes
Valdosta	Valdosta Regional Airport	VLD	III	Yes	Yes
General Aviation Airports: Level III					
Americus	Jimmy Carter Regional Airport	ACJ	III	Yes	Yes
Atlanta	Newnan-Coweta County Airport	CCO	III	Yes	Yes
Atlanta	Covington Municipal Airport	CVC	III	Yes	Yes

TABLE 4-3: AIRPORTS WITH AWOS OR ASOS

City Name	Facility Name	FAA ID	Current Level	2002 AWOS or ASOS	2017 AWOS or ASOS
Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	FFC	III	Yes	Yes
Atlanta	Fulton County Airport-Brown Field	FTY	III	Yes	Yes
Atlanta	DeKalb-Peachtree Airport	PDK	III	Yes	Yes
Atlanta	Paulding-Northwest Atlanta Airport*	PUJ	III	NA	Yes
Atlanta	Cobb County International Airport-McCollum Field	RYY	III	Yes	Yes
Bainbridge	Decatur County Industrial Air Park	BGE	III	No	Yes
Blairsville	Blairsville Airport	DZJ	III	No	Yes
Blakely	Early County Airport	BIJ	III	No	Yes
Calhoun	Tom B. David Field Airport	CZL	III	No	Yes
Carrollton	West Georgia Regional Airport-O.V. Gray Field	CTJ	III	Yes	Yes
Cartersville	Cartersville Airport	VPC	III	Yes	Yes
Cornelia	Habersham County Airport	AJR	III	Yes	Yes
Dalton	Dalton Municipal Airport	DNN	III	Yes	Yes
Douglas	Douglas Municipal Airport	DQH	III	Yes	Yes
Dublin	W.H. "Bud" Barron Airport	DBN	III	Yes	Yes
Eastman	Heart of Georgia Regional Airport	EZM	III	Yes	Yes
Gainesville	Lee Gilmer Memorial Airport	GVL	III	Yes	Yes
Jesup	Jesup-Wayne County Airport	JES	III	Yes	Yes
LaGrange	LaGrange-Callaway Airport	LGC	III	Yes	Yes
Lawrenceville	Gwinnett County Airport-Briscoe Field	LZU	III	Yes	Yes
Louisville	Louisville Municipal Airport	2J3	III	No	Yes
Milledgeville	Baldwin County Airport	MLJ	III	Yes	Yes
Rome	Richard B. Russell Regional Airport - J.H. Towers Field	RMG	III	Yes	Yes
Statesboro	Statesboro-Bulloch County Airport	TBR	III	Yes	Yes
Thomaston	Thomaston-Upson County Airport	OPN	III	Yes	Yes
Thomasville	Thomasville Regional Airport	TVI	III	Yes	Yes
Thomson	Thomson-McDuffie Regional Airport	HQU	III	Yes	Yes
Tifton	Henry Tift Myers Airport	TMA	III	Yes	Yes
Vidalia	Vidalia Regional Airport	VDI	III	Yes	Yes
Waycross	Waycross-Ware County Airport	AYS	III	Yes	Yes
Winder	Barrow County Airport	WDR	III	Yes	Yes
General Aviation Airports: Level II					
Adel	Cook County Airport	15J	II	No	Yes
Alma	Bacon County Airport	AMG	II	Yes	Yes
Baxley	Baxley Municipal Airport	BHC	II	Yes	Yes
Brunswick	McKinnon-St. Simons Island Airport	SSI	II	Yes	Yes

TABLE 4-3: AIRPORTS WITH AWOS OR ASOS

City Name	Facility Name	FAA ID	Current Level	2002 AWOS or ASOS	2017 AWOS or ASOS
Butler	Butler Municipal Airport	6A1	II	No	Yes
Camilla	Camilla-Mitchell County Airport	CXU	II	No	Yes
Canton	Cherokee County Airport	CNI	II	No	Yes
Claxton	Claxton-Evans County Airport	CWV	II	No	Yes
Cordele	Crisp County-Cordele Airport	CKF	II	Yes	Yes
Dawson	Dawson Municipal Airport	16J	II	No	No
Donalsonville	Donalsonville Municipal Airport	17J	II	No	Yes
Fitzgerald	Fitzgerald Municipal Airport	FZG	II	Yes	Yes
Greensboro	Greene County Regional Airport	3J7	II	Yes	Yes
Griffin	Griffin-Spalding County Airport	6A2	II	Yes	Yes
Hampton	Henry County Airport	HMP	II	No	Yes
Hinesville	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	LHW	II	No	No
Homerville	Homerville Airport	HOE	II	No	Yes
Jasper	Pickens County Airport	JZP	II	Yes	Yes
Jefferson	Jackson County Airport	JCA	II	No	Yes
LaFayette	Barwick Lafayette Airport	9A5	II	No	Yes
Macon	Macon Downtown Airport	MAC	II	No	No
Monroe	Monroe-Walton County Airport	D73	II	No	Yes
Moultrie	Moultrie Municipal Airport	MGR	II	No	Yes
Perry	Perry-Houston County Airport	PXE	II	Yes	Yes
Pine Mountain	Harris County Airport	PIM	II	No	Yes
Sandersville	Kaolin Field Airport	OKZ	II	Yes	Yes
St Marys	St Marys Airport	4J6	II	No	No
Swainsboro	East Georgia Regional Airport	SBO	II	Yes	Yes
Sylvania	Plantation Airpark	JYL	II	No	Yes
Toccoa	Toccoa Airport-RG LeTourneau Field	TOC	II	No	Yes
Washington	Washington-Wilkes County Airport	IIY	II	Yes	Yes
General Aviation Airports: Level I					
Ashburn	Turner County Airport	75J	I	No	No
Augusta	Daniel Field Airport	DNL	I	Yes	Yes
Buena Vista	Marion County Airport	82A	I	No	No
Cairo	Cairo-Grady County Airport	70J	I	No	No
Canon	Franklin County Airport	18A	I	No	Yes
Cedartown	Polk County Airport-Cornelius Moore Field	4A4	I	No	No
Cochran	Cochran Airport	48A	I	No	Yes
Cuthbert	Lower Chattahoochee Regional Airport	25J	I	No	No

TABLE 4-3: AIRPORTS WITH AWOS OR ASOS

City Name	Facility Name	FAA ID	Current Level	2002 AWOS or ASOS	2017 AWOS or ASOS
Dahlonega	Lumpkin County-Wimpy's Airport	9A0	I	No	No
Elberton	Elbert County Airport-Patz Field	EBA	I	No	Yes
Ellijay	Gilmer County Airport	49A	I	No	Yes
Folkston	Davis Field Airport	3J6	I	No	No
Hawkinsville	Hawkinsville-Pulaski County Airport	51A	I	No	No
Hazlehurst	Hazlehurst Airport	AZE	I	No	Yes
Jekyll Island	Jekyll Island Airport	09J	I	No	No
Madison	Madison Municipal Airport	52A	I	No	Yes
Mc Rae	Telfair-Wheeler Airport	MQW	I	No	Yes
Metter	Metter Municipal Airport	MHP	I	No	Yes
Millen	Millen Airport	2J5	I	No	No
Montezuma	Dr. C.P. Savage, Sr. Airport	53A	I	No	No
Moultrie	Spence Airport	MUL	I	No	No
Nahunta	Brantley County Airport	4J1	I	No	No
Nashville	Berrien County Airport	4J2	I	No	No
Quitman	Quitman Brooks County Airport	4J5	I	No	No
Reidsville	Swinton Smith Field at Reidsville Municipal Airport	RVJ	I	No	No
Soperton	Treutlen County Airport	4J8	I	No	Yes
Sylvester	Sylvester Airport	SYV	I	No	No
Warm Springs	Roosevelt Memorial Airport	5A9	I	No	No
Waynesboro	Burke County Airport	BXG	I	No	No
Wrens	Wrens Memorial Airport	65J	I	No	No

Source: GDOT, FAA
* Paulding-Northwest Atlanta Airport was not opened until after 2002

Figure 4-18 shows current 30-minute accessibility to an airport with on-site weather reporting capabilities. As shown, just over 90 percent of Georgia's population is within 30 minutes or less of one or more airports that have onsite weather reporting equipment. **Figure 4-19** shows how this percentage increases when applicable airports in nearby states are considered. As shown, there is a modest increase in accessibility when out-of-state airports are considered, with coverage increasing from 90.48 percent to 91.34 percent.

As noted, it is an objective for all Georgia airports in either Level III or Level II to have on-site weather reporting equipment. A review of these airports shows that airports reported in **Table 4-4** should ideally have on-site weather reporting capabilities to meet established Georgia-specific facility/service objectives.

TABLE 4-4: GEORGIA LEVEL II AND III AIRPORTS WITHOUT ON-SITE WEATHER
REPORTING EQUIPMENT

| Associated City	FAA ID	Airport	Current Level
Dawson	16J	Dawson Municipal Airport	II
Hinesville	LHW	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	II
Macon	MAC	Macon Downtown Airport	II
St Marys*	4J6	St Marys Airport	II

Source: GSASP
* St. Marys Airport closed in September 2017

Along with the potential improvements noted above, there are other potential/pending system improvements that could increase accessibility for this system performance measure. As noted, an airport replacement study is being conducted for Southeast Georgia; an actual site for this facility has not been finalized at this point. **Figure 4-20** shows how accessibility to this measure could increase if a replacement airport is developed.

Figure 4-20 also shows additional accessibility for on-site weather reporting at all Level III and Level II airports that currently do not have this capability. As discussed previously, an existing privately owned airport in the Forsyth/Dawson County area may transition to public ownership. If this occurs, **Figure 4-20** shows how it might contribute to accessibility to on-site weather reporting equipment; it is assumed that the airport would at a minimum have facilities and services reflective of a Level II airport.

As **Figure 4-20** presents, with changes noted here, 30-minute accessibility to Georgia and nearby airports could increase from 91.34 percent to 93.13 percent.

FIGURE 4-18: 30-MINUTE CURRENT ACCESSIBILITY TO A GEORGIA AIRPORT WITH ON-SITE WEATHER REPORTING SYSTEM
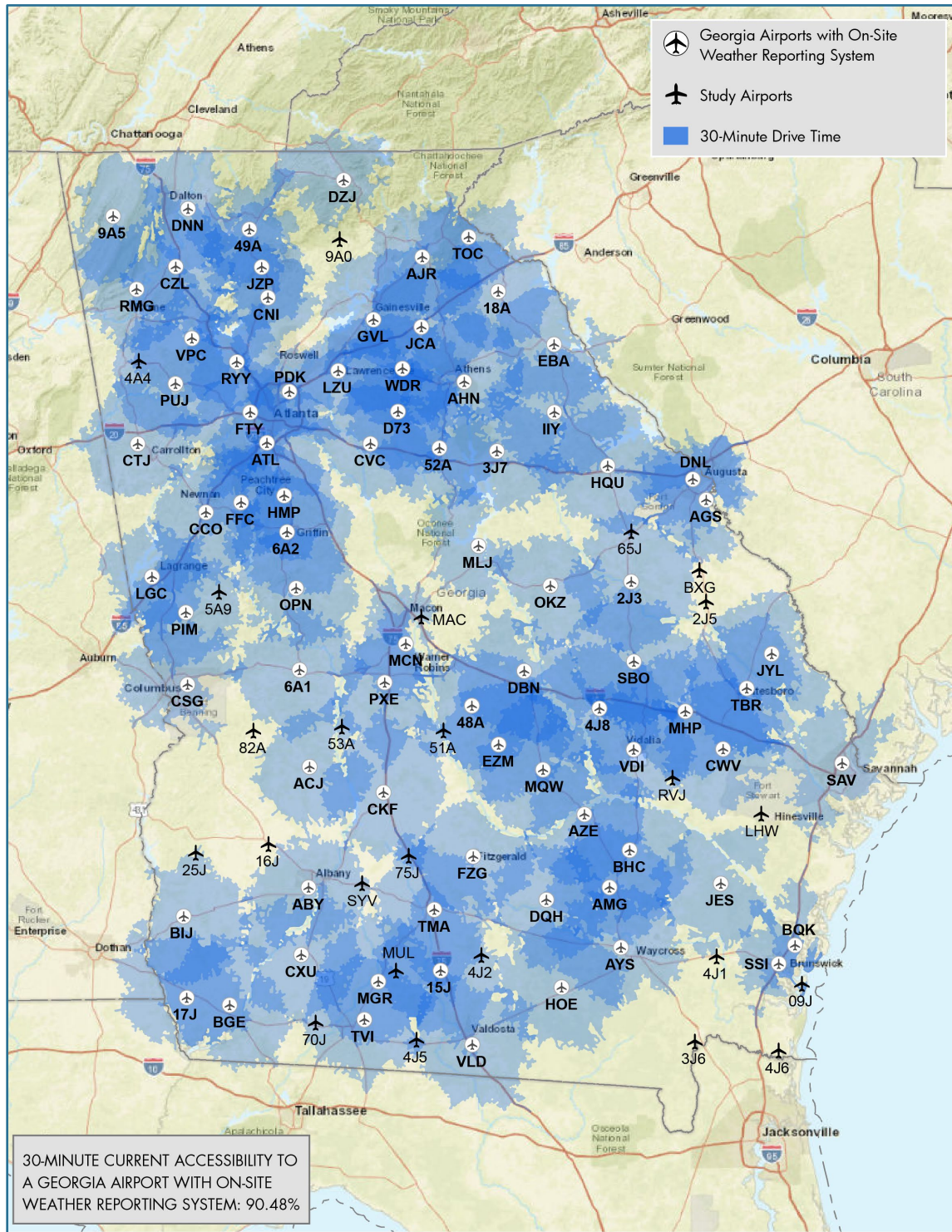
Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation

FIGURE 4-19: 30-MINUTE CURRENT ACCESSIBILITY TO GEORGIA OR NEARBY AIRPORT WITH ON-SITE WEATHER REPORTING SYSTEM
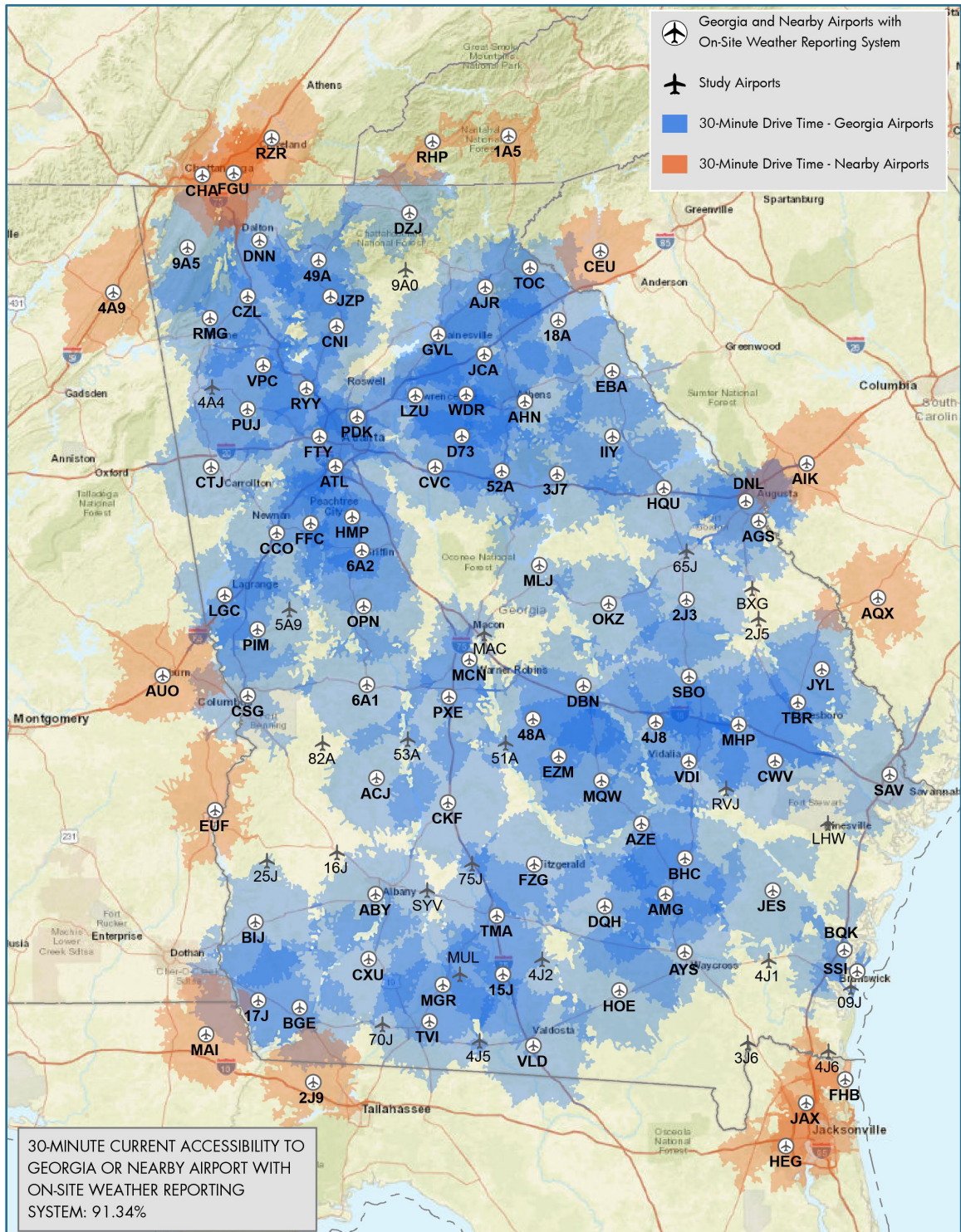
Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation

FIGURE 4-20: 30-MINUTE POTENTIAL ACCESSIBILITY TO GEORGIA OR NEARBY AIRPORT WITH ON-SITE WEATHER REPORTING EQUIPMENT

Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation

4.6   30-Minute Accessibility to an Airport with a Runway Length of 4,000 feet or Greater

Facility and service objectives for Georgia airports call for a minimum runway length of 4,000 feet for all system airports. It is desirable for all Level I airports to meet this minimum runway length objective. Currently, there are 11 study airports that fail to meet the minimum runway length objective for Georgia airports of 4,000 feet. Cons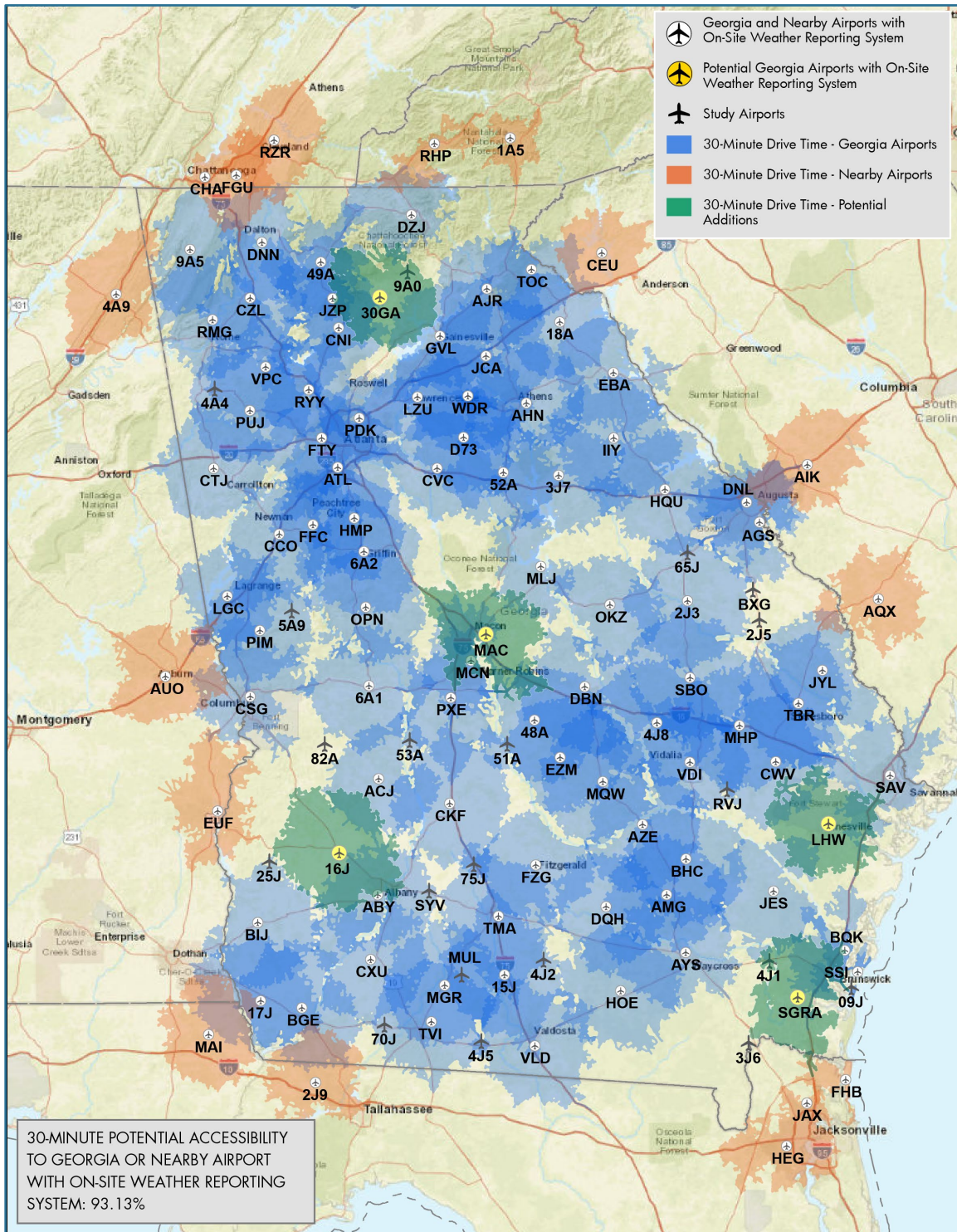idering a 30-minute drive time, as **Figure 4-22** shows, 92 percent of Georgia's residents are within 30 minutes or less of one or more airports that have a runway length of 4,000 feet or greater. It is important to note that the accessibility reflected in **Figure 4-22** includes airports where the runway length not only meets but also exceeds the 4,000-foot objective.

Despite the fact that there are still 11 system airports that do not meet the minimum 4,000-foot runway length objective, system performance has improved (see **Table 4-5**). As **Figure 4-21** shows, the percentage of system airports meeting the 4,000-foot runway length objective increased from 72 percent to 89 percent between 2002 and 2017.

FIGURE 4-21 PERCENTAGE OF AIRPORTS WITH A RUNWAY LENGTH OF 4,000 FEET OR GREATER
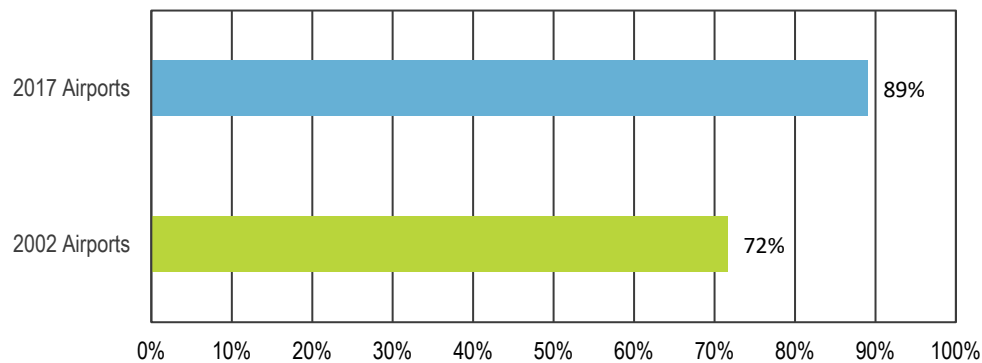
Source: Jviation

TABLE 4-5: AIRPORTS WITH A RUNWAY 4,000 FEET OR GREATER

City Name	Facility Name	FAA ID	Current Level	2002 RWY Greater Than 4,000 feet	2016 RWY Greater Than 4,000 feet
Commercial Service Airports: Level III					
Albany	Southwest Georgia Regional Airport	ABY	III	Yes	Yes
Athens	Athens-Ben Epps Airport	AHN	III	Yes	Yes
Augusta	Augusta Regional Airport at Bush Field	AGS	III	Yes	Yes
Brunswick	Brunswick-Golden Isles Airport	BQK	III	Yes	Yes
Columbus	Columbus Airport	CSG	III	Yes	Yes
Macon	Middle Georgia Regional Airport	MCN	III	Yes	Yes
Savannah	Savannah/Hilton Head International Airport	SAV	III	Yes	Yes
Valdosta	Valdosta Regional Airport	VLD	III	Yes	Yes
General Aviation Airports: Level III					
Americus	Jimmy Carter Regional Airport	ACJ	III	Yes	Yes
Atlanta	Newnan-Coweta County Airport	CCO	III	Yes	Yes

TABLE 4-5: AIRPORTS WITH A RUNWAY 4,000 FEET OR GREATER

City Name	Facility Name	FAA ID	Current Level	2002 RWY Greater Than 4,000 feet	2016 RWY Greater Than 4,000 feet
Atlanta	Covington Municipal Airport	CVC	III	Yes	Yes
Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	FFC	III	Yes	Yes
Atlanta	Fulton County Airport-Brown Field	FTY	III	Yes	Yes
Atlanta	DeKalb-Peachtree Airport	PDK	III	Yes	Yes
Atlanta	Paulding-Northwest Atlanta Airport*	PUJ	III	NA	Yes
Atlanta	Cobb County International Airport-McCollum Field	RYY	III	Yes	Yes
Bainbridge	Decatur County Industrial Air Park	BGE	III	Yes	Yes
Blairsville	Blairsville Airport	DZJ	III	No	Yes
Blakely	Early County Airport	BIJ	III	Yes	Yes
Calhoun	Tom B. David Field Airport	CZL	III	Yes	Yes
Carrollton	West Georgia Regional Airport-O.V. Gray Field	CTJ	III	Yes	Yes
Cartersville	Cartersville Airport	VPC	III	Yes	Yes
Cornelia	Habersham County Airport	AJR	III	Yes	Yes
Dalton	Dalton Municipal Airport	DNN	III	Yes	Yes
Douglas	Douglas Municipal Airport	DQH	III	Yes	Yes
Dublin	W.H. "Bud" Barron Airport	DBN	III	Yes	Yes
Eastman	Heart of Georgia Regional Airport	EZM	III	Yes	Yes
Gainesville	Lee Gilmer Memorial Airport	GVL	III	Yes	Yes
Jesup	Jesup-Wayne County Airport	JES	III	Yes	Yes
LaGrange	LaGrange-Callaway Airport	LGC	III	Yes	Yes
Lawrenceville	Gwinnett County Airport-Briscoe Field	LZU	III	Yes	Yes
Louisville	Louisville Municipal Airport	2J3	III	No	Yes
Milledgeville	Baldwin County Airport	MLJ	III	Yes	Yes
Rome	Richard B. Russell Regional Airport - J.H. Towers Field	RMG	III	Yes	Yes
Statesboro	Statesboro-Bulloch County Airport	TBR	III	Yes	Yes
Thomaston	Thomaston-Upson County Airport	OPN	III	Yes	Yes
Thomasville	Thomasville Regional Airport	TVI	III	Yes	Yes
Thomson	Thomson-McDuffie Regional Airport	HQU	III	Yes	Yes
Tifton	Henry Tift Myers Airport	TMA	III	No	Yes
Vidalia	Vidalia Regional Airport	VDI	III	Yes	Yes
Waycross	Waycross-Ware County Airport	AYS	III	Yes	Yes
Winder	Barrow County Airport	WDR	III	Yes	Yes
General Aviation Airports: Level II					
Adel	Cook County Airport	15J	II	Yes	Yes
Alma	Bacon County Airport	AMG	II	Yes	Yes

TABLE 4-5: AIRPORTS WITH A RUNWAY 4,000 FEET OR GREATER

City Name	Facility Name	FAA ID	Current Level	2002 RWY Greater Than 4,000 feet	2016 RWY Greater Than 4,000 feet
Baxley	Baxley Municipal Airport	BHC	II	Yes	Yes
Brunswick	McKinnon-St. Simons Island Airport	SSI	II	Yes	Yes
Butler	Butler Municipal Airport	6A1	II	Yes	Yes
Camilla	Camilla-Mitchell County Airport	CXU	II	Yes	Yes
Canton	Cherokee County Airport	CNI	II	No	Yes
Claxton	Claxton-Evans County Airport	CWV	II	Yes	Yes
Cordele	Crisp County-Cordele Airport	CKF	II	Yes	Yes
Dawson	Dawson Municipal Airport	16J	II	Yes	Yes
Donalsonville	Donalsonville Municipal Airport	17J	II	Yes	Yes
Fitzgerald	Fitzgerald Municipal Airport	FZG	II	No	Yes
Greensboro	Greene County Regional Airport	3J7	II	Yes	Yes
Griffin	Griffin-Spalding County Airport	6A2	II	No	No
Hampton	Henry County Airport	HMP	II	Yes	Yes
Hinesville	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	LHW	II	No	Yes
Homerville	Homerville Airport	HOE	II	Yes	Yes
Jasper	Pickens County Airport	JZP	II	Yes	Yes
Jefferson	Jackson County Airport	JCA	II	No	Yes
LaFayette	Barwick Lafayette Airport	9A5	II	Yes	Yes
Macon	Macon Downtown Airport	MAC	II	No	Yes
Monroe	Monroe-Walton County Airport	D73	II	Yes	Yes
Moultrie	Moultrie Municipal Airport	MGR	II	Yes	Yes
Perry	Perry-Houston County Airport	PXE	II	Yes	Yes
Pine Mountain	Harris County Airport	PIM	II	Yes	Yes
Sandersville	Kaolin Field Airport	OKZ	II	Yes	Yes
St Marys	St Marys Airport	4J6	II	Yes	Yes
Swainsboro	East Georgia Regional Airport	SBO	II	Yes	Yes
Sylvania	Plantation Airpark	JYL	II	Yes	Yes
Toccoa	Toccoa Airport-RG LeTourneau Field	TOC	II	Yes	Yes
Washington	Washington-Wilkes County Airport	IIY	II	Yes	Yes
General Aviation Airports: Level I					
Ashburn	Turner County Airport	75J	I	No	Yes
Augusta	Daniel Field Airport	DNL	I	No	Yes
Buena Vista	Marion County Airport	82A	I	No	No
Cairo	Cairo-Grady County Airport	70J	I	Yes	Yes
Canon	Franklin County Airport	18A	I	No	Yes
Cedartown	Polk County Airport-Cornelius Moore Field	4A4	I	Yes	Yes

TABLE 4-5: AIRPORTS WITH A RUNWAY 4,000 FEET OR GREATER

City Name	Facility Name	FAA ID	Current Level	2002 RWY Greater Than 4,000 feet	2016 RWY Greater Than 4,000 feet
Cochran	Cochran Airport	48A	I	No	Yes
Cuthbert	Lower Chattahoochee Regional Airport	25J	I	No	No
Dahlonega	Lumpkin County-Wimpy's Airport	9A0	I	No	No
Elberton	Elbert County Airport-Patz Field	EBA	I	Yes	Yes
Ellijay	Gilmer County Airport	49A	I	No	No
Folkston	Davis Field Airport	3J6	I	No	No
Hawkinsville	Hawkinsville-Pulaski County Airport	51A	I	No	No
Hazlehurst	Hazlehurst Airport	AZE	I	Yes	Yes
Jekyll Island	Jekyll Island Airport	09J	I	No	No
Madison	Madison Municipal Airport	52A	I	No	No
Mc Rae	Telfair-Wheeler Airport	MQW	I	Yes	Yes
Metter	Metter Municipal Airport	MHP	I	No	Yes
Millen	Millen Airport	2J5	I	Yes	Yes
Montezuma	Dr. C.P. Savage, Sr. Airport	53A	I	Yes	Yes
Moultrie	Spence Airport	MUL	I	Yes	Yes
Nahunta	Brantley County Airport	4J1	I	No	Yes
Nashville	Berrien County Airport	4J2	I	Yes	Yes
Quitman	Quitman Brooks County Airport	4J5	I	No	Yes
Reidsville	Swinton Smith Field at Reidsville Municipal Airport	RVJ	I	No	Yes
Soperton	Treutlen County Airport	4J8	I	No	No
Sylvester	Sylvester Airport	SYV	I	No	Yes
Warm Springs	Roosevelt Memorial Airport	5A9	I	No	Yes
Waynesboro	Burke County Airport	BXG	I	Yes	Yes
Wrens	Wrens Memorial Airport	65J	I	No	No

Source: GDOT, FAA
* Paulding-Northwest Atlanta Airport was not opened until after 2002

Figure 4-23 shows additional accessibility that is provided, at a 30-minute drive time, by airports in nearby states. As reflected, accessibility for this measure increases slightly from 92.37 percent to 92.99 percent.

Table 4-6 shows airports in Georgia that currently do not have a runway that is least 4,000 feet. **Table 4-7** shows which airports currently plan to extend their runway to or beyond the 4,000-foot minimum objective. Previously noted airport improvements for Southeast Georgia and private to public airport conversion also have the potential to increase accessibility for this performance measure.

TABLE 4-6: GEORGIA AIRPORTS WITH A RUNWAY LESS THAN 4,000-FOOT RUNWAY

Associated City	FAA ID	Airport	Current Primary Length
Buena Vista	82A	Marion County Airport	3,200
Cuthbert	25J	Lower Chattahoochee Regional Airport	3,000
Dahlonega	9A0	Lumpkin County-Wimpy's Airport	3,090
Ellijay	49A	Gilmer County Airport	3,507
Folkston	3J6	Davis Field Airport	2,500
Griffin	6A2	Griffin-Spalding County Airport	3,301
Hawkinsville	51A	Hawkinsville-Pulaski County Airport	3,000
Jekyll Island	09J	Jekyll Island Airport	3,715
Madison	52A	Madison Municipal Airport	3,806
Soperton	4J8	Treutlen County Airport	3,000
Wrens	65J	Wrens Memorial Airport	3,000

Source: Jviation

TABLE 4-7: PROPOSED RUNWAY EXTENSIONS AT GEORGIA AIRPORTS

Associated City	FAA ID	Airport	Current Primary Length	Proposed Length
Buena Vista	82A	Marion County Airport	3,200	4,000
Cuthbert	25J	Lower Chattahoochee Regional Airport	3,000	5,500
Ellijay	49A	Gilmer County Airport	3,507	5,000
Griffin	6A2	Griffin-Spalding County Airport	3,301	5,500
Hawkinsville	51A	Hawkinsville-Pulaski County Airport	3,000	5,500
Jekyll Island	09J	Jekyll Island Airport	3,715	4,000
Madison	52A	Madison Municipal Airport	3,806	5,000

Source: GDOT, Study Airports

Future plans at individual system airports were considered to determine how accessibility might change in the future if all runway extension plans are successfully implemented. The next time that the GSASP is updated, it will be possible to review potential system changes identified in this 2017 update to determine which improvements were actually achieved.

Figure 4-24 shows potential changes for this measure (30-minute accessibility to a 4,000-foot runway), based on known plans. As shown, current accessibility for the measure (considering Georgia and nearby airports) could increase from 92.99 percent to 93.89 percent.
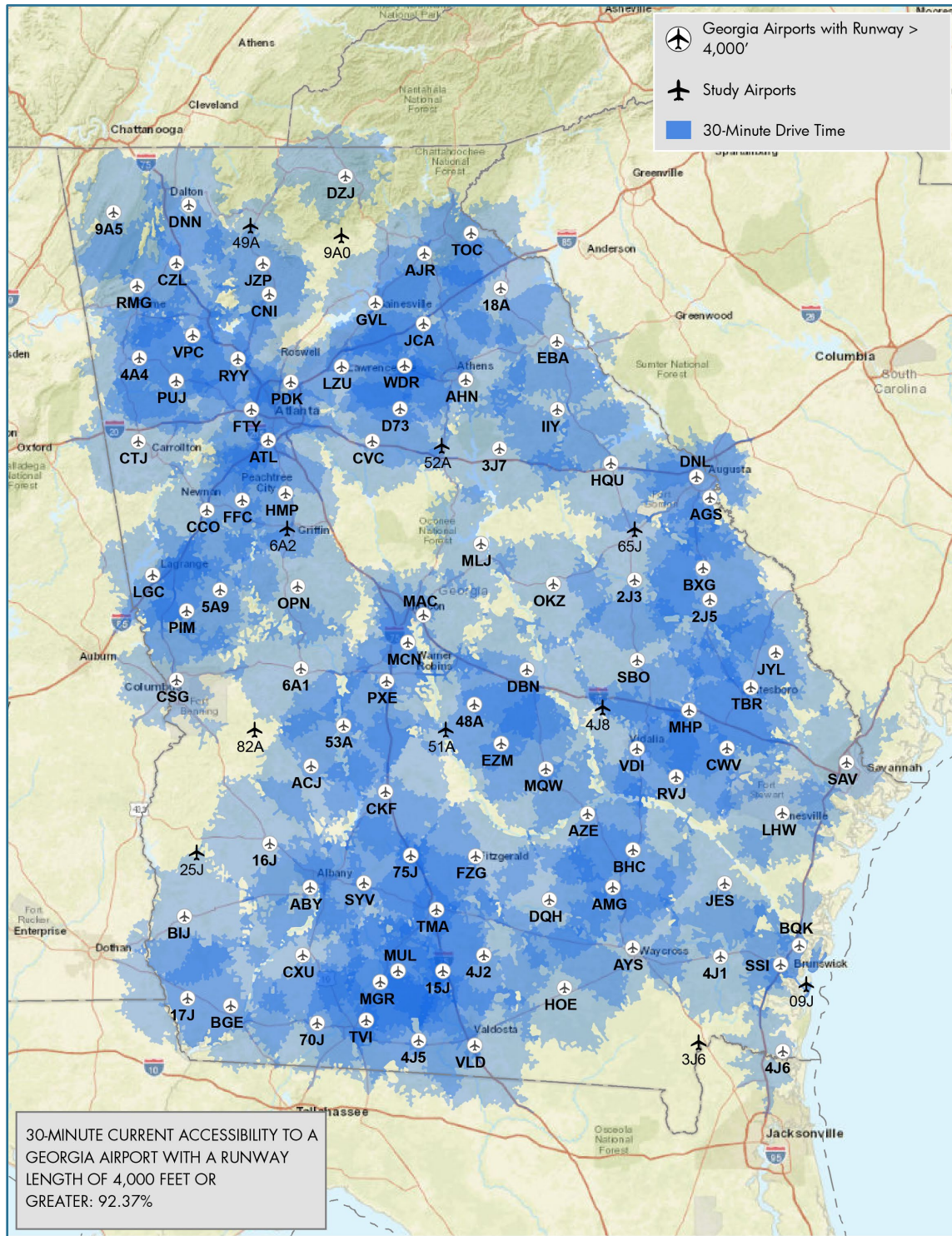
Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation

FIGURE 4-23: 30-MINUTE CURRENT ACCESSIBILITY TO A GEORGIA OR NEARBY AIRPORT WITH A RUNWAY LENGTH OF 4,000 FEET OR GREATER
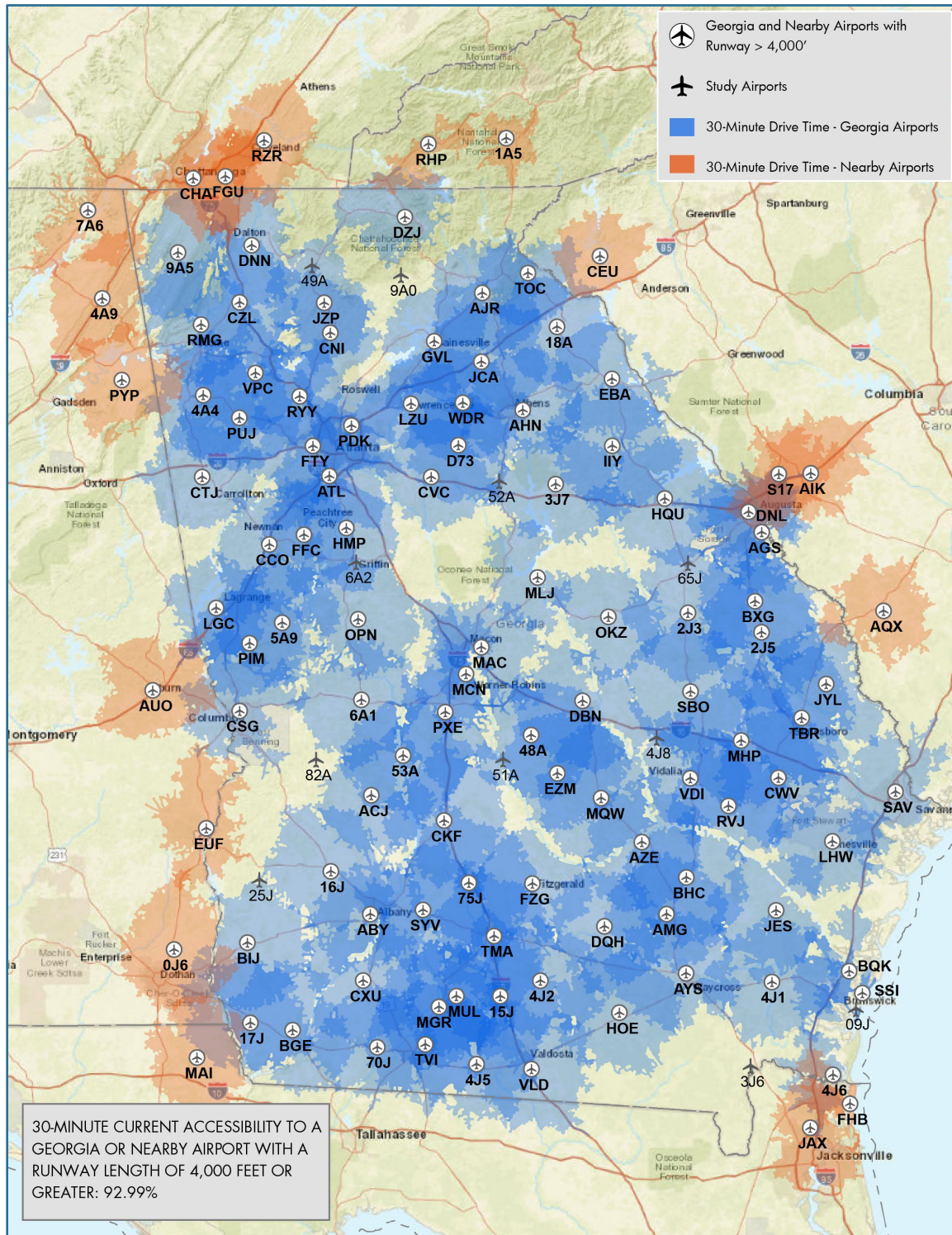
Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation

FIGURE 4-24: 30-MINUTE POTENTIAL ACCESSIBILITY TO A GEORGIA OR NEARBY AIRPORT WITH A RUNWAY LENGTH OF 4,000 FEET OR GREATER

Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation

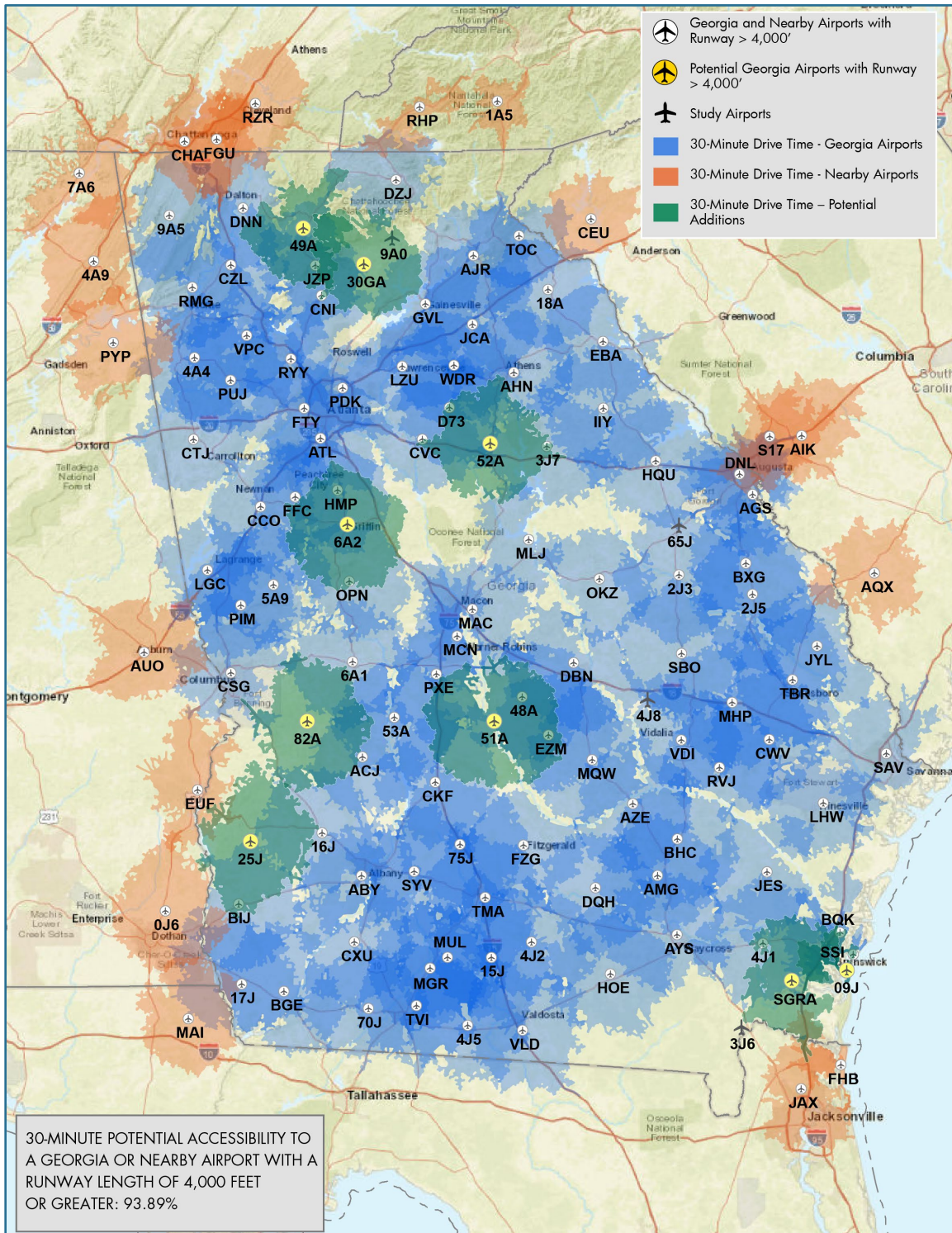## 4.5 30-Minute Accessibility to an Airport with a Runway Length of 5,000 feet or Greater

Facility and service objectives for Georgia airports call for a minimum runway length of 5,000 feet for all Level II airports. It is desirable for all Level II airports to meet the 5,000-foot minimum runway length objective. Currently, there are four study airports in Level II that fail to meet the 5,000-foot minimum runway length objective; all Level III airports meet or exceed the 5,000-foot objective.

As **Figure 4-25** shows, the percentage of system airports meeting the 5,000-foot runway length objective increased between 2002 and 2017 from 50 percent to 78 percent. Although there are four Level II airports that do not meet the minimum 5,000-foot runway objective, since the preparation of the last system plan, many airports have completed extensions, taking their runway to a length of 5,000 feet or greater (see **Table 4-8**). These extensions have been accomplished at airports in Levels I, II, and III. As a result, system performance for the percentage of airports with runways that are 5,000 feet long or longer has increased.

Accessibility, at a 30-minute drive time, to one or more airports with a runway length of 5,000 feet or greater is shown on **Figure 4-26**. As shown, considering a 30-minute drive time, 91 percent of Georgia's residents are within 30 minutes or less of one or more airports that have a runway length of 5,000 feet or more. It is important to note that the accessibility reflected in **Figure 4-26** includes airports where the runway length meets and exceeds the 5,000-foot objective.

FIGURE 4-25: PERCENTAGE OF AIRPORTS WITH A RUNWAY LENGTH OF 5,000 FEET OR GREATER
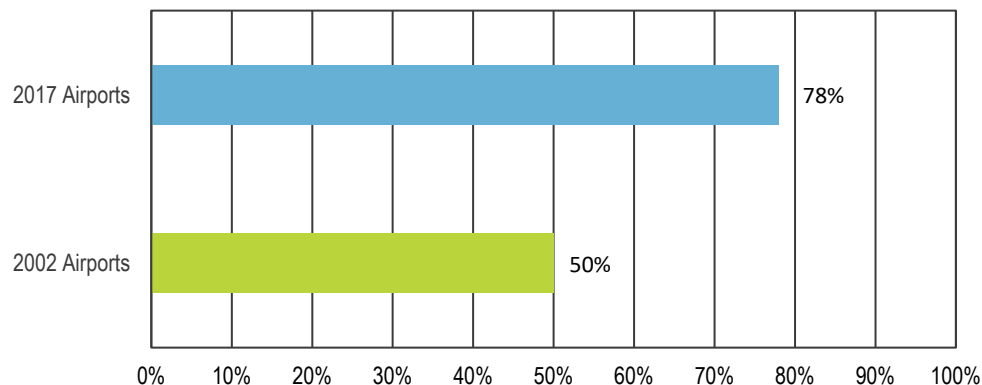
Source: Jviation

TABLE 4-8: AIRPORTS WITH A RUNWAY 5,000 FEET OR LONGER

City Name	Facility Name	FAA ID	Current Level	2002 RWY Greater Than or Equal to 5,000 feet	2016 RWY Greater Than or Equal to 5,000 feet
Commercial Service Airports: Level III					
Albany	Southwest Georgia Regional Airport	ABY	III	Yes	Yes
Athens	Athens-Ben Epps Airport	AHN	III	No	Yes
Augusta	Augusta Regional Airport at Bush Field	AGS	III	Yes	Yes
Brunswick	Brunswick-Golden Isles Airport	BQK	III	Yes	Yes
Columbus	Columbus Airport	CSG	III	Yes	Yes
Macon	Middle Georgia Regional Airport	MCN	III	Yes	Yes

TABLE 4-8: AIRPORTS WITH A RUNWAY 5,000 FEET OR LONGER

City Name	Facility Name	FAA ID	Current Level	2002 RWY Greater Than or Equal to 5,000 feet	2016 RWY Greater Than or Equal to 5,000 feet
Savannah	Savannah/Hilton Head International Airport	SAV	III	Yes	Yes
Valdosta	Valdosta Regional Airport	VLD	III	Yes	Yes
General Aviation Airports: Level III					
Americus	Jimmy Carter Regional Airport	ACJ	III	Yes	Yes
Atlanta	Newnan-Coweta County Airport	CCO	III	Yes	Yes
Atlanta	Covington Municipal Airport	CVC	III	No	Yes
Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	FFC	III	Yes	Yes
Atlanta	Fulton County Airport-Brown Field	FTY	III	Yes	Yes
Atlanta	DeKalb-Peachtree Airport	PDK	III	Yes	Yes
Atlanta	Paulding-Northwest Atlanta Airport*	PUJ	III	NA	Yes
Atlanta	Cobb County International Airport-McCollum Field	RYY	III	Yes	Yes
Bainbridge	Decatur County Industrial Air Park	BGE	III	Yes	Yes
Blairsville	Blairsville Airport	DZJ	III	No	Yes
Blakely	Early County Airport	BIJ	III	Yes	Yes
Calhoun	Tom B. David Field Airport	CZL	III	Yes	Yes
Carrollton	West Georgia Regional Airport-O.V. Gray Field	CTJ	III	Yes	Yes
Cartersville	Cartersville Airport	VPC	III	Yes	Yes
Cornelia	Habersham County Airport	AJR	III	No	Yes
Dalton	Dalton Municipal Airport	DNN	III	Yes	Yes
Douglas	Douglas Municipal Airport	DQH	III	Yes	Yes
Dublin	W.H. "Bud" Barron Airport	DBN	III	Yes	Yes
Eastman	Heart of Georgia Regional Airport	EZM	III	Yes	Yes
Gainesville	Lee Gilmer Memorial Airport	GVL	III	Yes	Yes
Jesup	Jesup-Wayne County Airport	JES	III	Yes	Yes
LaGrange	LaGrange-Callaway Airport	LGC	III	Yes	Yes
Lawrenceville	Gwinnett County Airport-Briscoe Field	LZU	III	Yes	Yes
Louisville	Louisville Municipal Airport	2J3	III	No	Yes
Milledgeville	Baldwin County Airport	MLJ	III	Yes	Yes
Rome	Richard B. Russell Regional Airport - J.H. Towers Field	RMG	III	Yes	Yes
Statesboro	Statesboro-Bulloch County Airport	TBR	III	Yes	Yes
Thomaston	Thomaston-Upson County Airport	OPN	III	Yes	Yes
Thomasville	Thomasville Regional Airport	TVI	III	Yes	Yes
Thomson	Thomson-McDuffie Regional Airport	HQU	III	Yes	Yes
Tifton	Henry Tift Myers Airport	TMA	III	No	Yes
Vidalia	Vidalia Regional Airport	VDI	III	Yes	Yes

TABLE 4-8: AIRPORTS WITH A RUNWAY 5,000 FEET OR LONGER

City Name	Facility Name	FAA ID	Current Level	2002 RWY Greater Than or Equal to 5,000 feet	2016 RWY Greater Than or Equal to 5,000 feet
Waycross	Waycross-Ware County Airport	AYS	III	Yes	Yes
Winder	Barrow County Airport	WDR	III	Yes	Yes
General Aviation Airports: Level II					
Adel	Cook County Airport	15J	II	No	Yes
Alma	Bacon County Airport	AMG	II	Yes	Yes
Baxley	Baxley Municipal Airport	BHC	II	Yes	Yes
Brunswick	McKinnon-St. Simons Island Airport	SSI	II	Yes	Yes
Butler	Butler Municipal Airport	6A1	II	No	Yes
Camilla	Camilla-Mitchell County Airport	CXU	II	No	Yes
Canton	Cherokee County Airport	CNI	II	No	Yes
Claxton	Claxton-Evans County Airport	CWV	II	Yes	Yes
Cordele	Crisp County-Cordele Airport	CKF	II	Yes	Yes
Dawson	Dawson Municipal Airport	16J	II	No	No
Donalsonville	Donalsonville Municipal Airport	17J	II	Yes	Yes
Fitzgerald	Fitzgerald Municipal Airport	FZG	II	No	Yes
Greensboro	Greene County Regional Airport	3J7	II	Yes	Yes
Griffin	Griffin-Spalding County Airport	6A2	II	No	No
Hampton	Henry County Airport	HMP	II	No	Yes
Hinesville	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	LHW	II	No	Yes
Homerville	Homerville Airport	HOE	II	No	No
Jasper	Pickens County Airport	JZP	II	Yes	Yes
Jefferson	Jackson County Airport	JCA	II	No	Yes
LaFayette	Barwick Lafayette Airport	9A5	II	Yes	Yes
Macon	Macon Downtown Airport	MAC	II	No	No
Monroe	Monroe-Walton County Airport	D73	II	No	Yes
Moultrie	Moultrie Municipal Airport	MGR	II	Yes	Yes
Perry	Perry-Houston County Airport	PXE	II	Yes	Yes
Pine Mountain	Harris County Airport	PIM	II	Yes	Yes
Sandersville	Kaolin Field Airport	OKZ	II	Yes	Yes
St Marys	St Marys Airport	4J6	II	Yes	Yes
Swainsboro	East Georgia Regional Airport	SBO	II	Yes	Yes
Sylvania	Plantation Airpark	JYL	II	Yes	Yes
Toccoa	Toccoa Airport-RG LeTourneau Field	TOC	II	No	Yes
Washington	Washington-Wilkes County Airport	IIY	II	No	No
General Aviation Airports: Level I					

TABLE 4-8: AIRPORTS WITH A RUNWAY 5,000 FEET OR LONGER

City Name	Facility Name	FAA ID	Current Level	2002 RWY Greater Than or Equal to 5,000 feet	2016 RWY Greater Than or Equal to 5,000 feet
Ashburn	Turner County Airport	75J	I	No	Yes
Augusta	Daniel Field Airport	DNL	I	No	No
Buena Vista	Marion County Airport	82A	I	No	No
Cairo	Cairo-Grady County Airport	70J	I	No	No
Canon	Franklin County Airport	18A	I	No	Yes
Cedartown	Polk County Airport-Cornelius Moore Field	4A4	I	No	No
Cochran	Cochran Airport	48A	I	No	No
Cuthbert	Lower Chattahoochee Regional Airport	25J	I	No	No
Dahlonega	Lumpkin County-Wimpy's Airport	9A0	I	No	No
Elberton	Elbert County Airport-Patz Field	EBA	I	No	Yes
Ellijay	Gilmer County Airport	49A	I	No	No
Folkston	Davis Field Airport	3J6	I	No	No
Hawkinsville	Hawkinsville-Pulaski County Airport	51A	I	No	No
Hazlehurst	Hazlehurst Airport	AZE	I	No	Yes
Jekyll Island	Jekyll Island Airport	09J	I	No	No
Madison	Madison Municipal Airport	52A	I	No	No
Mc Rae	Telfair-Wheeler Airport	MQW	I	No	Yes
Metter	Metter Municipal Airport	MHP	I	No	Yes
Millen	Millen Airport	2J5	I	No	Yes
Montezuma	Dr. C.P. Savage, Sr. Airport	53A	I	No	No
Moultrie	Spence Airport	MUL	I	No	No
Nahunta	Brantley County Airport	4J1	I	No	No
Nashville	Berrien County Airport	4J2	I	No	Yes
Quitman	Quitman Brooks County Airport	4J5	I	No	Yes
Reidsville	Swinton Smith Field at Reidsville Municipal Airport	RVJ	I	No	Yes
Soperton	Treutlen County Airport	4J8	I	No	No
Sylvester	Sylvester Airport	SYV	I	No	No
Warm Springs	Roosevelt Memorial Airport	5A9	I	No	Yes
Waynesboro	Burke County Airport	BXG	I	No	No
Wrens	Wrens Memorial Airport	65J	I	No	No

Source: GDOT, FAA
* Paulding-Northwest Atlanta Airport was not opened until after 2002

As with other performance measures used in this evaluation, consideration was also given to the role that airports in nearby states play as it relates to providing accessibility to an airport with a runway that is at least 5,000 feet long. **Figure 4-27** shows additional accessibility that is provided to a runway that is at least 5,000

feet long, at a 30-minute drive time, by airports in nearby states. As noted, accessibility for this measure increases slightly from 91.36 percent to 91.98 percent.

Table 4-9 shows airports in Georgia that currently plan to extend their runway to the 5,000-foot minimum objective, or more. According to plans on file with GDOT, all Level II airports are planning to meet the Level II objective for a 5,000-foot runway. Previously noted airport improvements associated with a replacement airport in Southeast Georgia and a private to public airport conversion also have the potential to increase accessibility for this performance measure.

TABLE 4-9: AIRPORTS WITH PLANS FOR RUNWAY EXTENSIONS TO AT LEAST 5,000 FEET

Associated City	FAA ID	Airport	Current Primary Length	Proposed Length
Augusta	DNL	Daniel Field Airport	4,002	5,001
Cairo	70J	Cairo-Grady County Airport	4,000	5,500
Cedartown	4A4	Polk County Airport-Cornelius Moore Field	4,006	5,060
Cochran	48A	Cochran Airport	4,401	5,000
Cuthbert	25J	Lower Chattahoochee Regional Airport	3,000	5,500
Dawson	16J	Dawson Municipal Airport	4,507	5,500
Ellijay	49A	Gilmer County Airport	3,507	5,000
Griffin	6A2	Griffin-Spalding County Airport	3,701	5,500
Hawkinsville	51A	Hawkinsville-Pulaski County Airport	3,000	5,500
Macon	MAC	Macon Downtown Airport	4,184	5,000
Madison	52A	Madison Municipal Airport	3,806	5,000
Montezuma	53A	Dr. C.P. Savage, Sr. Airport	4,220	5,000
Sylvester	SYV	Sylvester Airport	4,525	5,000
Washington	IIY	Washington-Wilkes County Airport	4,020	5,000

Source: GDOT, Study Airports

Figure 4-28 shows potential changes for the accessibility to a 5,000-foot runway system performance measure. As shown, accessibility for this measure (considering Georgia and nearby airports) could increase from 91.98 percent to 93.67 percent.

Figure 4-28 shows how accessibility to the 5,000-foot runway accessibility measure could change over the next 20 years if all planned runway extensions are successfully implemented. When the GSASP is next updated, it will possible to measure progress that the system made toward this level of potential accessibility.

FIGURE 4-26: 30-MINUTE CURRENT ACCESSIBILITY TO A GEORGIA AIRPORT WITH A RUNWAY 5,000 FEET OR GREATER
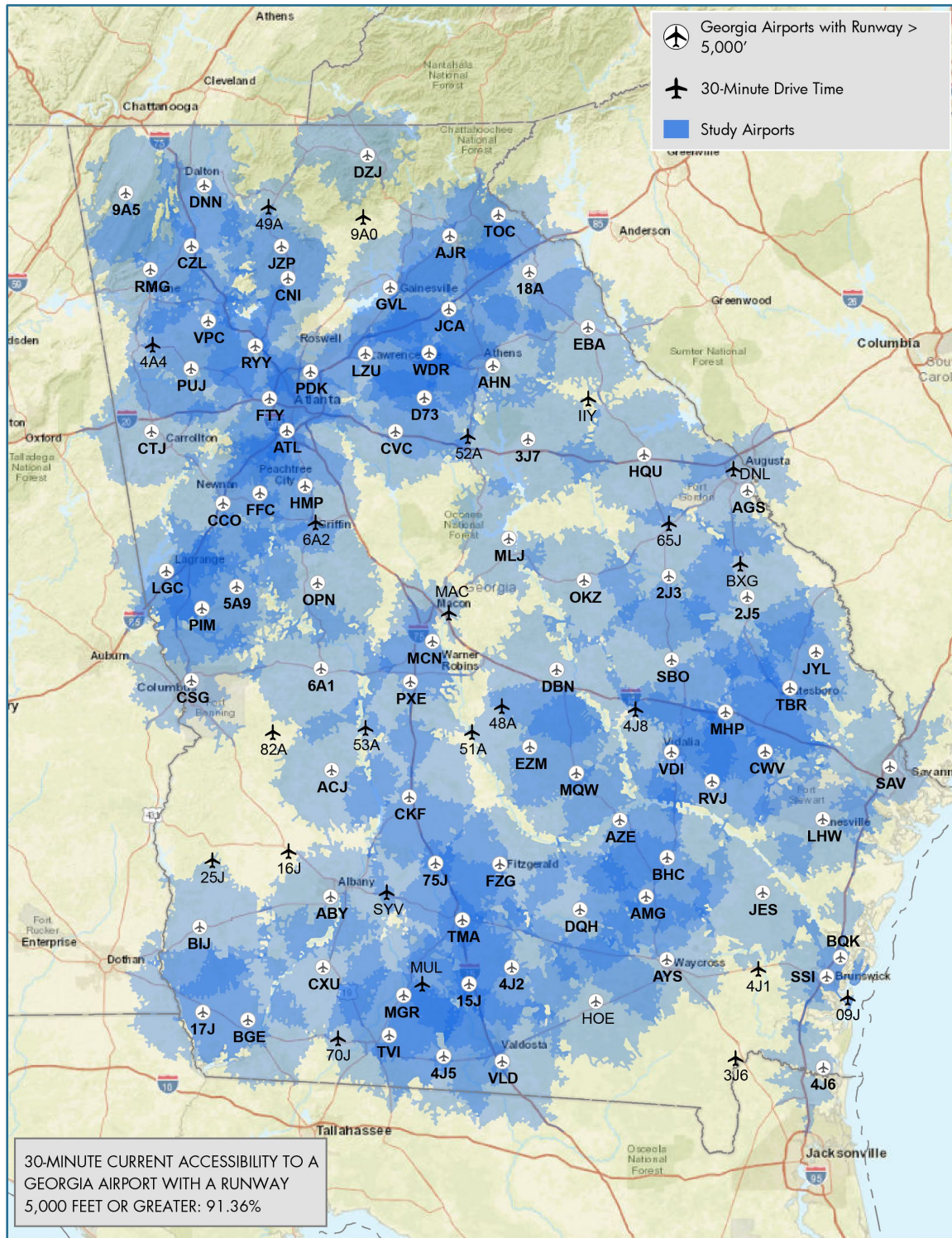
Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation

FIGURE 4-27: 30-MINUTE CURRENT ACCESSIBILITY TO GEORGIA AND NEARBY AIRPORTS WITH A RUNWAY 5,000 FEET OR GREATER

30-MINUTE CURRENT ACCESSIBILITY TO GEORGIA AND NEARBY AIRPORTS WITH A RUNWAY 5,000 FEET OR GREATER: 91.98%
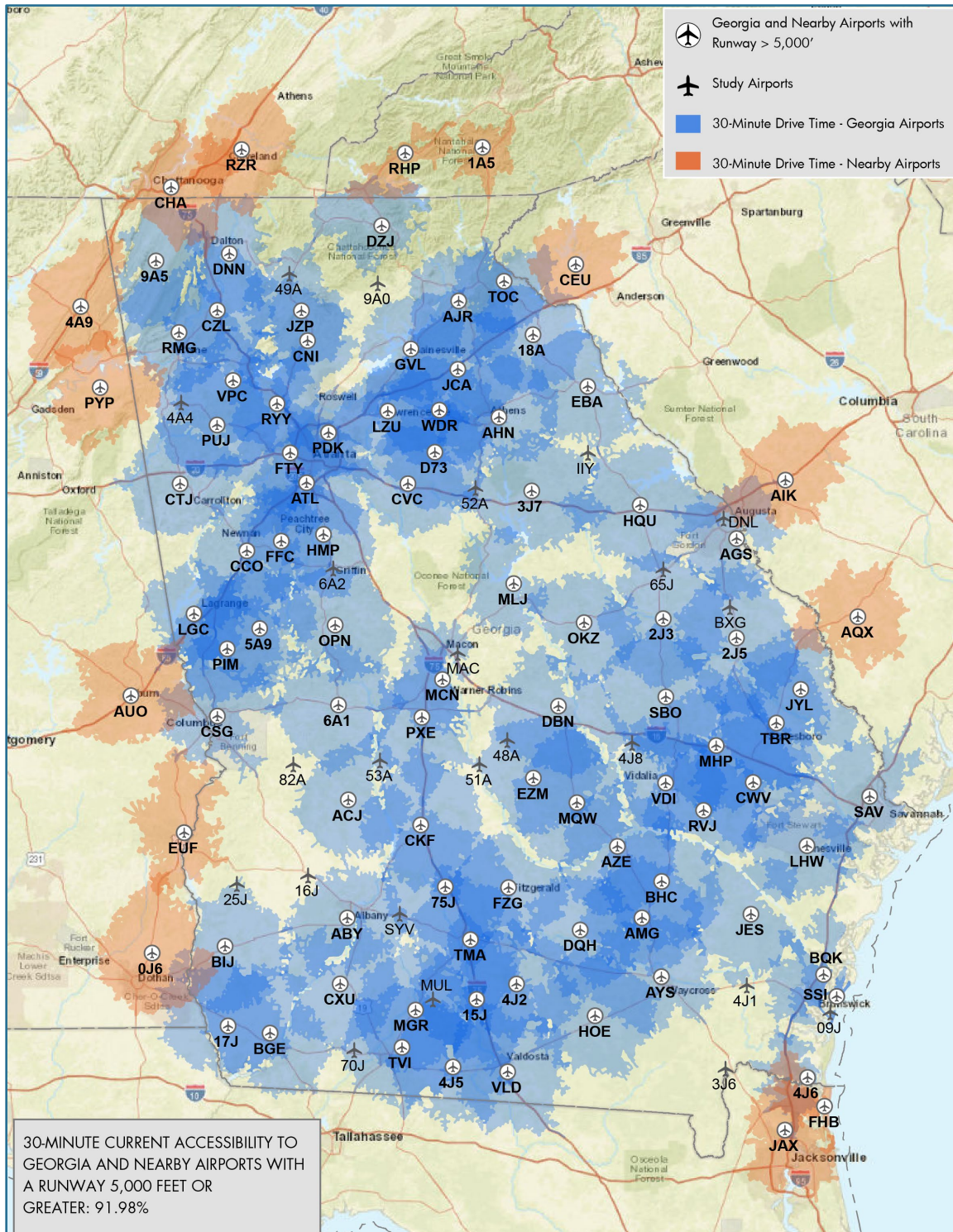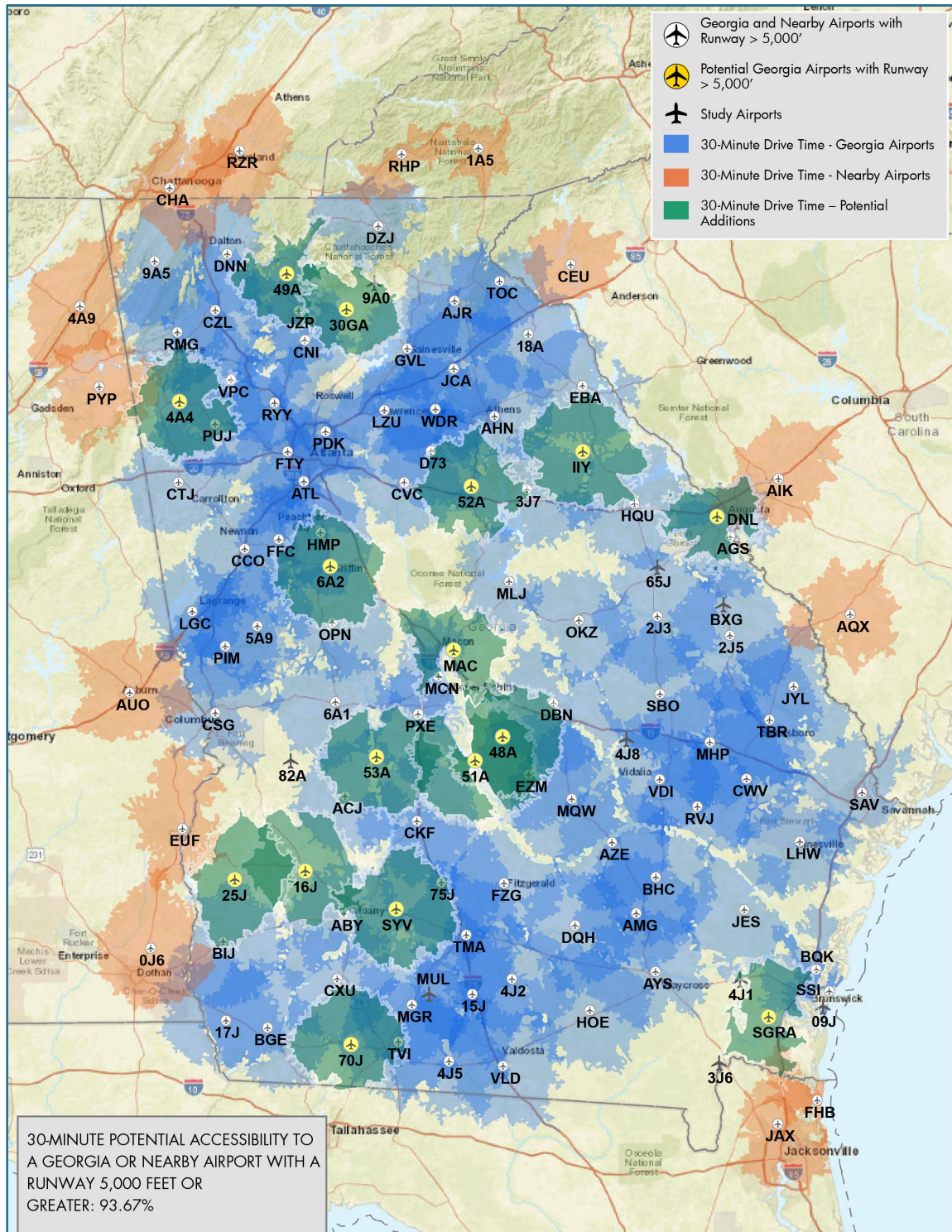
Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation

FIGURE 4-28: 30-MINUTE POTENTIAL ACCESSIBILITY TO A GEORGIA OR NEARBY AIRPORT WITH A RUNWAY 5,000 FEET OR GREATER


Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation

4.6   45-Minute Accessibility to an Airport with a Runway of 5,500 Feet or Greater

Since the preparation of the last GSASP in 2002, the Georgia airport system has also made progress as it relates to airports that have runways that are 5,500 feet long or longer. As **Figure 4-29** shows, in 2002 only 25 percent of all system airports had a 5,500-foot long or longer runway (also see **Table 4-10**). Today, this percentage has increased to 43 percent.

FIGURE 4-29: PERCENTAGE OF AIRPORTS WITH A RUNWAY LENGTH OF 5,500 FEET OR GREATER
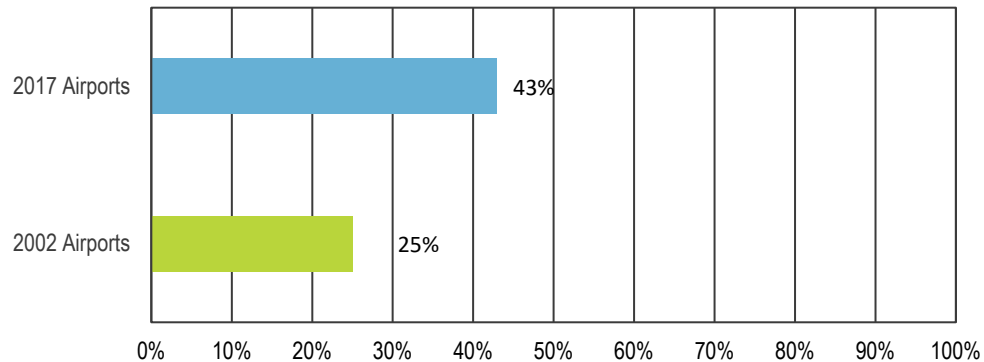
Source: Jviation

TABLE 4-10: AIRPORTS WITH A RUNWAY 5,500 FEET OR LONGER

City Name	Facility Name	FAA ID	Current Level	2002 RWY Greater Than or Equal to 5,500 feet	2016 RWY Greater Than or Equal to 5,500 feet
Commercial Service Airports: Level III					
Albany	Southwest Georgia Regional Airport	ABY	III	Yes	Yes
Athens	Athens-Ben Epps Airport	AHN	III	No	Yes
Augusta	Augusta Regional Airport at Bush Field	AGS	III	Yes	Yes
Brunswick	Brunswick-Golden Isles Airport	BQK	III	Yes	Yes
Columbus	Columbus Airport	CSG	III	Yes	Yes
Macon	Middle Georgia Regional Airport	MCN	III	Yes	Yes
Savannah	Savannah/Hilton Head International Airport	SAV	III	Yes	Yes
Valdosta	Valdosta Regional Airport	VLD	III	Yes	Yes
General Aviation Airports: Level III					
Americus	Jimmy Carter Regional Airport	ACJ	III	Yes	Yes
Atlanta	Newnan-Coweta County Airport	CCO	III	Yes	Yes
Atlanta	Covington Municipal Airport	CVC	III	No	Yes
Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	FFC	III	No	Yes
Atlanta	Fulton County Airport-Brown Field	FTY	III	Yes	Yes
Atlanta	DeKalb-Peachtree Airport	PDK	III	Yes	Yes
Atlanta	Paulding-Northwest Atlanta Airport*	PUJ	III	NA	Yes

TABLE 4-10: AIRPORTS WITH A RUNWAY 5,500 FEET OR LONGER

City Name	Facility Name	FAA ID	Current Level	2002 RWY Greater Than or Equal to 5,500 feet	2016 RWY Greater Than or Equal to 5,500 feet
Atlanta	Cobb County International Airport-McCollum Field	RYY	III	No	Yes
Bainbridge	Decatur County Industrial Air Park	BGE	III	Yes	Yes
Blairsville	Blairsville Airport	DZJ	III	No	No
Blakely	Early County Airport	BIJ	III	Yes	No
Calhoun	Tom B. David Field Airport	CZL	III	No	Yes
Carrollton	West Georgia Regional Airport-O.V. Gray Field	CTJ	III	Yes	Yes
Cartersville	Cartersville Airport	VPC	III	Yes	Yes
Cornelia	Habersham County Airport	AJR	III	No	Yes
Dalton	Dalton Municipal Airport	DNN	III	No	No
Douglas	Douglas Municipal Airport	DQH	III	Yes	Yes
Dublin	W.H. "Bud" Barron Airport	DBN	III	Yes	Yes
Eastman	Heart of Georgia Regional Airport	EZM	III	No	Yes
Gainesville	Lee Gilmer Memorial Airport	GVL	III	No	Yes
Jesup	Jesup-Wayne County Airport	JES	III	Yes	Yes
LaGrange	LaGrange-Callaway Airport	LGC	III	No	Yes
Lawrenceville	Gwinnett County Airport-Briscoe Field	LZU	III	Yes	Yes
Louisville	Louisville Municipal Airport	2J3	III	No	No
Milledgeville	Baldwin County Airport	MLJ	III	Yes	Yes
Rome	Richard B. Russell Regional Airport - J.H. Towers Field	RMG	III	Yes	Yes
Statesboro	Statesboro-Bulloch County Airport	TBR	III	Yes	Yes
Thomaston	Thomaston-Upson County Airport	OPN	III	Yes	Yes
Thomasville	Thomasville Regional Airport	TVI	III	No	No
Thomson	Thomson-McDuffie Regional Airport	HQU	III	No	Yes
Tifton	Henry Tift Myers Airport	TMA	III	No	Yes
Vidalia	Vidalia Regional Airport	VDI	III	Yes	Yes
Waycross	Waycross-Ware County Airport	AYS	III	No	Yes
Winder	Barrow County Airport	WDR	III	Yes	Yes
General Aviation Airports: Level II					
Adel	Cook County Airport	15J	II	No	No
Alma	Bacon County Airport	AMG	II	No	No
Baxley	Baxley Municipal Airport	BHC	II	No	No
Brunswick	McKinnon-St. Simons Island Airport	SSI	II	Yes	Yes
Butler	Butler Municipal Airport	6A1	II	No	No
Camilla	Camilla-Mitchell County Airport	CXU	II	No	No
Canton	Cherokee County Airport	CNI	II	No	No

TABLE 4-10: AIRPORTS WITH A RUNWAY 5,500 FEET OR LONGER

City Name	Facility Name	FAA ID	Current Level	2002 RWY Greater Than or Equal to 5,500 feet	2016 RWY Greater Than or Equal to 5,500 feet
Claxton	Claxton-Evans County Airport	CWV	II	No	No
Cordele	Crisp County-Cordele Airport	CKF	II	No	No
Dawson	Dawson Municipal Airport	16J	II	No	No
Donalsonville	Donalsonville Municipal Airport	17J	II	No	No
Fitzgerald	Fitzgerald Municipal Airport	FZG	II	No	No
Greensboro	Greene County Regional Airport	3J7	II	No	Yes
Griffin	Griffin-Spalding County Airport	6A2	II	No	No
Hampton	Henry County Airport	HMP	II	No	Yes
Hinesville	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	LHW	II	No	No
Homerville	Homerville Airport	HOE	II	No	No
Jasper	Pickens County Airport	JZP	II	No	No
Jefferson	Jackson County Airport	JCA	II	No	No
LaFayette	Barwick Lafayette Airport	9A5	II	No	No
Macon	Macon Downtown Airport	MAC	II	No	No
Monroe	Monroe-Walton County Airport	D73	II	No	No
Moultrie	Moultrie Municipal Airport	MGR	II	No	No
Perry	Perry-Houston County Airport	PXE	II	No	No
Pine Mountain	Harris County Airport	PIM	II	No	No
Sandersville	Kaolin Field Airport	OKZ	II	No	No
St Marys	St Marys Airport	4J6	II	No	No
Swainsboro	East Georgia Regional Airport	SBO	II	No	Yes
Sylvania	Plantation Airpark	JYL	II	No	No
Toccoa	Toccoa Airport-RG LeTourneau Field	TOC	II	No	No
Washington	Washington-Wilkes County Airport	IIY	II	No	No
General Aviation Airports: Level I					
Ashburn	Turner County Airport	75J	I	No	No
Augusta	Daniel Field Airport	DNL	I	No	No
Buena Vista	Marion County Airport	82A	I	No	No
Cairo	Cairo-Grady County Airport	70J	I	No	No
Canon	Franklin County Airport	18A	I	No	No
Cedartown	Polk County Airport-Cornelius Moore Field	4A4	I	No	No
Cochran	Cochran Airport	48A	I	No	No
Cuthbert	Lower Chattahoochee Regional Airport	25J	I	No	No
Dahlonega	Lumpkin County-Wimpy's Airport	9A0	I	No	No
Elberton	Elbert County Airport-Patz Field	EBA	I	No	No

TABLE 4-10: AIRPORTS WITH A RUNWAY 5,500 FEET OR LONGER

City Name	Facility Name	FAA ID	Current Level	2002 RWY Greater Than or Equal to 5,500 feet	2016 RWY Greater Than or Equal to 5,500 feet
Ellijay	Gilmer County Airport	49A	I	No	No
Folkston	Davis Field Airport	3J6	I	No	No
Hawkinsville	Hawkinsville-Pulaski County Airport	51A	I	No	No
Hazlehurst	Hazlehurst Airport	AZE	I	No	No
Jekyll Island	Jekyll Island Airport	09J	I	No	No
Madison	Madison Municipal Airport	52A	I	No	No
Mc Rae	Telfair-Wheeler Airport	MQW	I	No	No
Metter	Metter Municipal Airport	MHP	I	No	No
Millen	Millen Airport	2J5	I	No	No
Montezuma	Dr. C.P. Savage, Sr. Airport	53A	I	No	No
Moultrie	Spence Airport	MUL	I	No	No
Nahunta	Brantley County Airport	4J1	I	No	No
Nashville	Berrien County Airport	4J2	I	No	No
Quitman	Quitman Brooks County Airport	4J5	I	No	No
Reidsville	Swinton Smith Field at Reidsville Municipal Airport	RVJ	I	No	No
Soperton	Treutlen County Airport	4J8	I	No	No
Sylvester	Sylvester Airport	SYV	I	No	No
Warm Springs	Roosevelt Memorial Airport	5A9	I	No	No
Waynesboro	Burke County Airport	BXG	I	No	No
Wrens	Wrens Memorial Airport	65J	I	No	No

Source: GDOT, FAA
* Paulding-Northwest Atlanta Airport was not opened until after 2002

Facility objectives for Georgia airports call for all Level III airports to have a runway that is at least 5,500 feet long. Among the airports that are currently assigned to Level III, only two airports, Louisville Municipal and Blairsville, do not meet this facility objectives. **Figure 4-30** shows current accessibility at a 45-minute drive time to all Georgia airports (regardless of airport role) that have a runway that is 5,500 feet long or longer. As **Figure 4-30** shows, the current accessibility rating for just Georgia airports is 96.71 percent.

When applicable airports in nearby states are also considered (**Figure 4-31**), current accessibility for this system performance measure increases. As shown, accessibility, considering a 45-minute drive time for both Georgia and nearby airports, increases from 96.71 percent to 97.71 percent. This level of coverage is considered excellent. As **Figure 4-31** shows, after years of GDOT investment, there are few areas of the state that continue to be beyond a 45-minute drive time of an airport with a 5,500-foot runway.

As with accessibility measures for 4,000- and 5,000-foot runways, existing airport plans were reviewed to determine how the system might change in the future for this particular accessibility measure. As noted, a replacement airport in Southeast Georgia, if successfully implemented, is planned for a runway that would have a length of 5,500 feet. A private/public airport conversion in Forsyth/Dawson Counties could also have a runway length of 5,500 feet. **Figure 4-32** shows how the addition of a replacement airport in Southeast Georgia

and a private to public airport conversion, along with other planned extensions to 5,500-feet or more (**Table 4-11**) could change future accessibility for this system performance measure.

TABLE 4-11: AIRPORTS WITH PLANS FOR RUNWAY EXTENSIONS TO AT LEAST 5,500 FEET

| Associated City	FAA ID	Airport	Current Primary Length	Proposed Length
Butler	6A1	Butler Municipal Airport	5,002	5,500
Cairo	70J	Cairo-Grady County Airport	4,000	5,500
Cordele	CKF	Crisp County-Cordele Airport	5,001	5,500
Cuthbert	25J	Lower Chattahoochee Regional Airport	3,000	5,500
Dawson	16J	Dawson Municipal Airport	4,507	5,500
Donalsonville	17J	Donalsonville Municipal Airport	5,182	5,502
Fitzgerald	FZG	Fitzgerald Municipal Airport	5,000	5,500
Griffin	6A2	Griffin-Spalding County Airport	3,701	5,500
Hawkinsville	51A	Hawkinsville-Pulaski County Airport	3,000	5,500
Hinesville	LHW	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	5,008	6,500
Mc Rae	MQW	Telfair-Wheeler Airport	5,000	5,500
Moultrie	MGR	Moultrie Municipal Airport	5,192	6,010
Perry	PXE	Perry-Houston County Airport	4,999	6,000
Pine Mountain	PIM	Harris County Airport	5,002	5,502
Sandersville	OKZ	Kaolin Field Airport	5,016	5,501

Source: GDOT, Study Airports

As **Figure 4-32** shows, if all planned improvements are realized, accessibility for this system performance measure would increase from 97.71 percent to 98.65 percent. The next iteration of the GSASP will provide an opportunity to determine how the system actually changed relative to this projected increase in accessibility for this measure.

FIGURE 4-30: 45-MINUTE CURRENT ACCESSIBILITY TO GEORGIA AIRPORTS WITH A RUNWAY OF 5,500 FEET OR GREATER

45-MINUTE CURRENT ACCESSIBILITY TO GEORGIA AIRPORTS WITH A RUNWAY OF 5,500 FEET OR GREATER: 96.71%
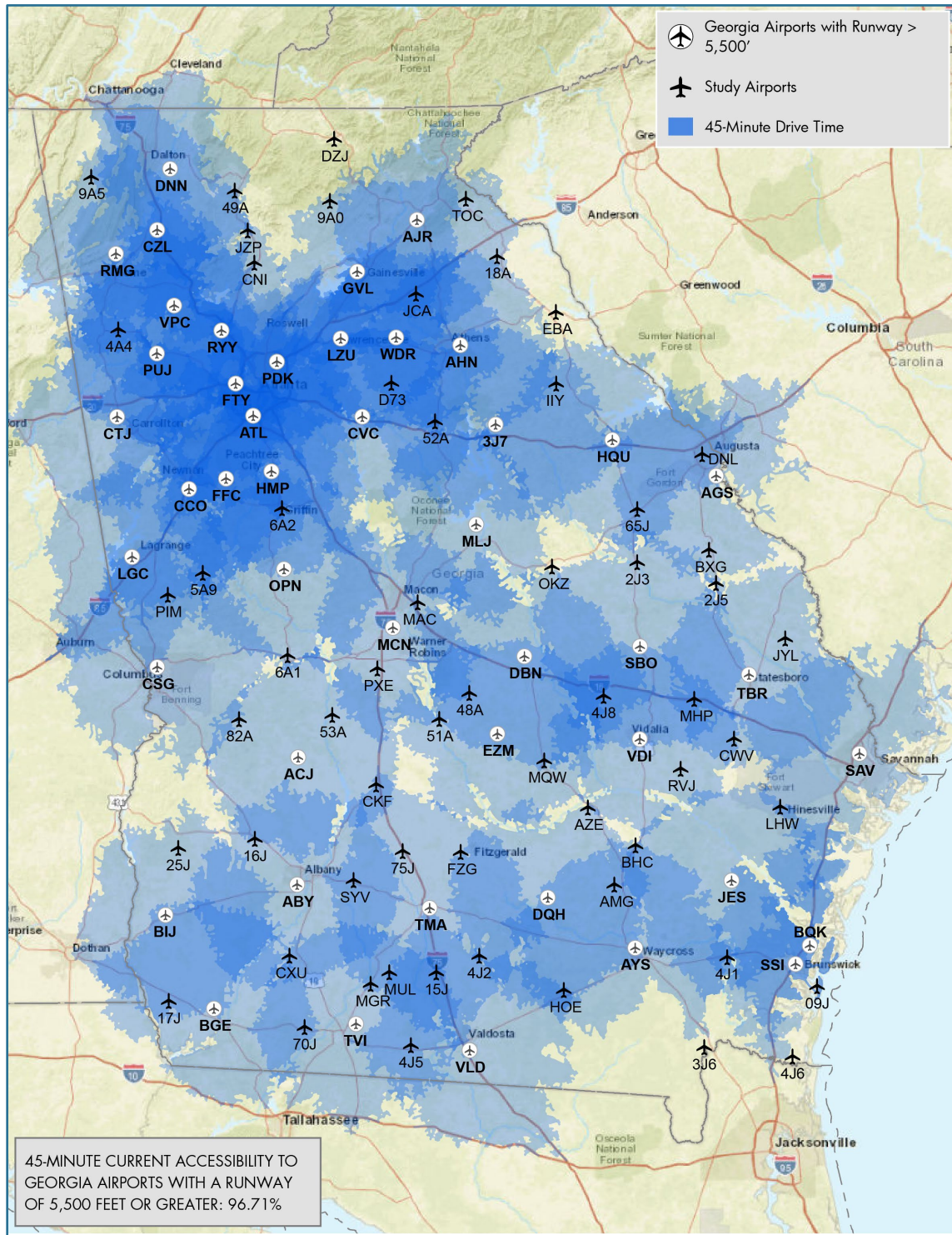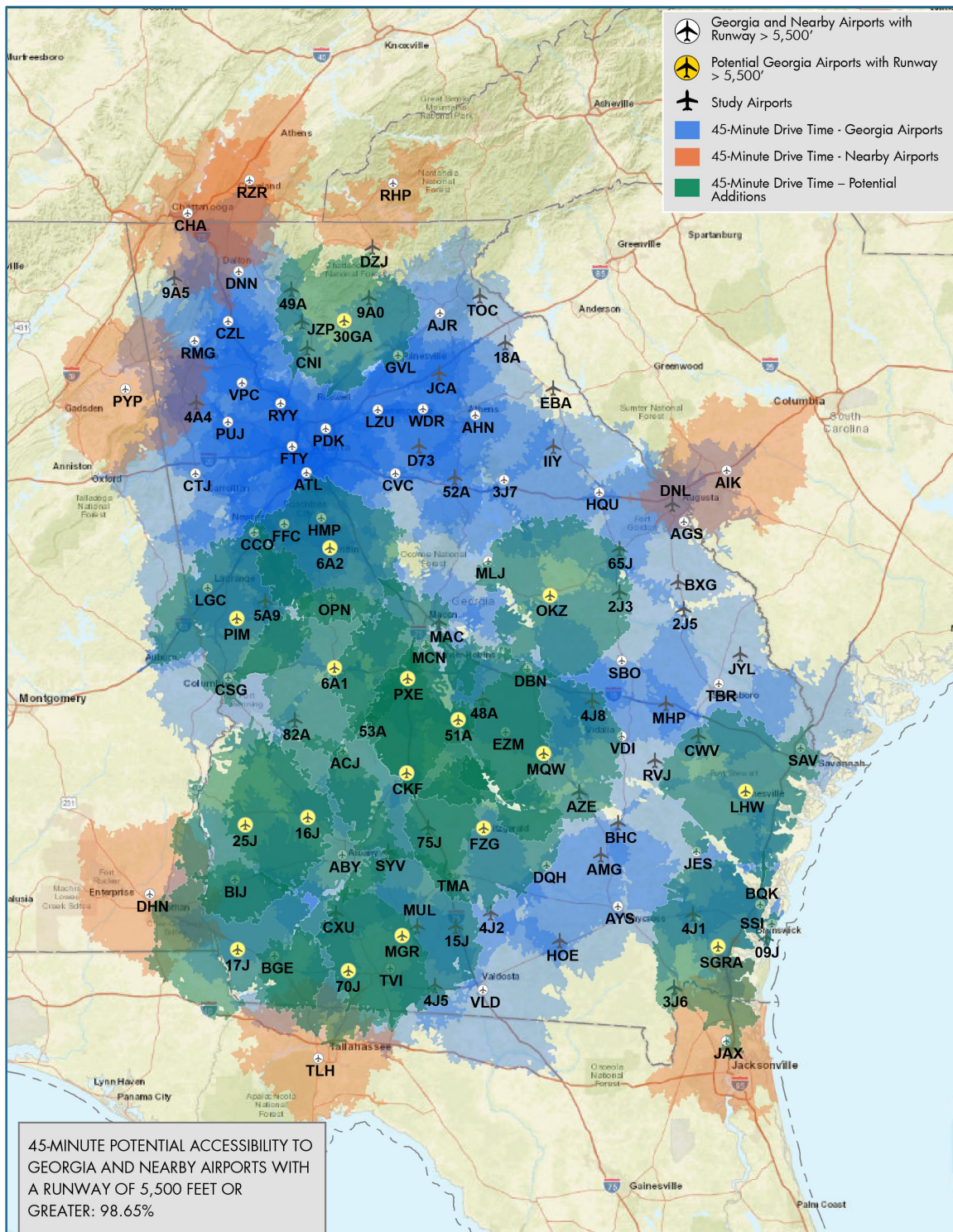
Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation

FIGURE 4-31: 45-MINUTE CURRENT ACCESSIBILITY TO GEORGIA AND NEARBY AIRPORTS WITH A RUNWAY OF 5,500 FEET OR GREATER
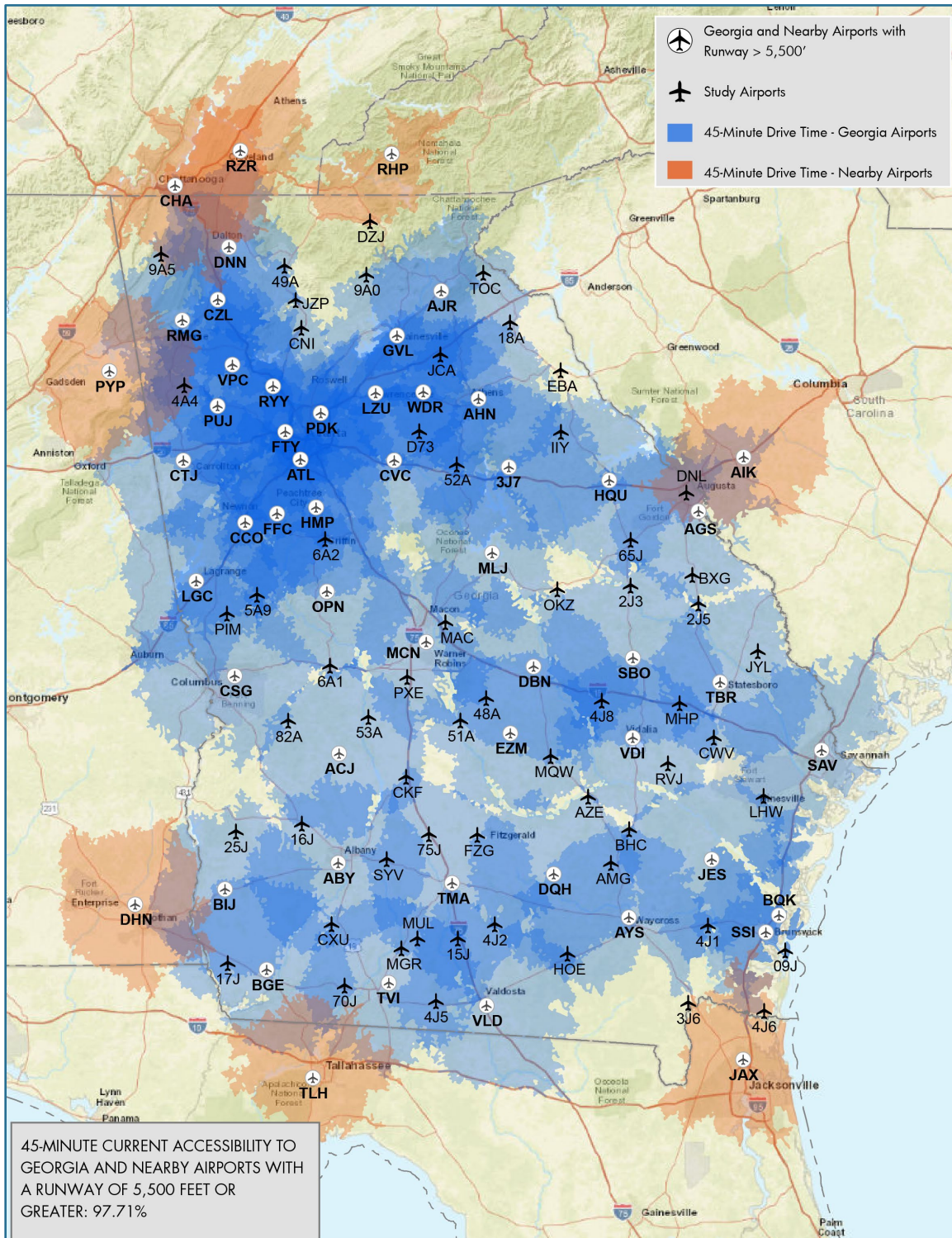
Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation

Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation

4.7   System Performance for Pavement Condition Index

Most of the evaluation, to determine current system performance, was completed using GIS analysis which reported on accessibility to various measures. This system performance measure reviewed the most current (2012) pavement condition index (PCI) for the primary runway at all study airports. Although the Georgia Statewide Airfield Pavement Management Study began in late 2018 to update PCI ratings for primary runway pavement at Georgia airports, 2012 PCI data was the most current available from a consistent source for all Georgia airports included in the GSASP update.

Runway pavements often have a different PCI for various sections of the runway. Therefore, the PCI for the primary runway is established by the lowest reported PCI. As with other system performance measures examined in this chapter, it was important to determine changes in system performance between 2002 and the most current data for the particular measure (in this case, primary runway PCI for 2012). **Figure 4-33** shows this comparison.

As **Figure 4-33** shows, 98 percent of all system airports have a PCI rating of 70 or more on their primary runway. This information includes PCI data from 2012 and from more recent pavement rehab projects. The 2002 rating, at the time of the last update to the GSASP, was about 77 percent. So as for other system performance measures used in this evaluation, performance has improved.

FIGURE 4-33: 2002 VERSUS 2012 PRIMARY RUNWAY PCI COMPARISON
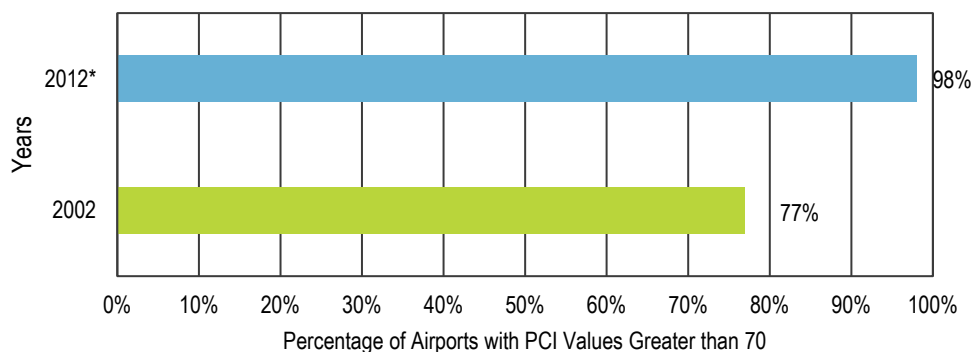
Source: GDOT 2002 and 2012 Pavement Studies (ApTech)
*The 2012 number includes updates from recent pavement rehab projects

Table 4-12 presents PCI ratings for each airport's primary runway in 2002 versus 2012. As noted, PCI ratings will be updated again in 2018 which may change the information reported here.

TABLE 4-12: AIRPORT PRIMARY RUNWAY PCI RATINGS 2002 VERSUS 2012

Associated City	Name	FAA ID	Current Level	PCI-2002	PCI >70	PCI- 2012	PCI> 70
Commercial Service Airports: Level III							
Albany	Southwest Georgia Regional Airport	ABY	III	97	Yes	61*	Yes
Athens	Athens-Ben Epps Airport	AHN	III	74	Yes	60*	Yes
Augusta	Augusta Regional Airport at Bush Field	AGS	III	75	Yes	100	Yes
Brunswick	Brunswick-Golden Isles Airport	BQK	III	80	Yes	68*	Yes
Columbus	Columbus Airport	CSG	III	66	No	67*	Yes

TABLE 4-12: AIRPORT PRIMARY RUNWAY PCI RATINGS 2002 VERSUS 2012

Associated City	Name	FAA ID	Current Level	PCI-2002	PCI >70	PCI- 2012	PCI> 70
Macon	Middle Georgia Regional Airport	MCN	III	73	Yes	100	Yes
Savannah	Savannah/Hilton Head International Airport	SAV	III	96	Yes	69*	Yes
Valdosta	Valdosta Regional Airport	VLD	III	100	Yes	84	Yes
General Aviation Airports: Level III							
Americus	Jimmy Carter Regional Airport	ACJ	III	62	No	81	Yes
Atlanta	Newnan-Coweta County Airport	CCO	III	74	Yes	74	Yes
Atlanta	Covington Municipal Airport	CVC	III	67	No	91	Yes
Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	FFC	III	75	Yes	65*	Yes
Atlanta	Fulton County Airport-Brown Field	FTY	III	57	No	85	Yes
Atlanta	DeKalb-Peachtree Airport	PDK	III	67	No	73	Yes
Atlanta	Paulding-Northwest Atlanta Airport**	PUJ	III	N/A	N/A	100	Yes
Atlanta	Cobb County International Airport-McCollum Field	RYY	III	72	Yes	100	Yes
Bainbridge	Decatur County Industrial Air Park	BGE	III	56	No	86	Yes
Blairsville	Blairsville Airport	DZJ	III	98	Yes	86	Yes
Blakely	Early County Airport	BIJ	III	78	Yes	91	Yes
Calhoun	Tom B. David Field Airport	CZL	III	57	No	92	Yes
Carrollton	West Georgia Regional Airport-O.V. Gray Field	CTJ	III	65	No	72	Yes
Cartersville	Cartersville Airport	VPC	III	81	Yes	64	No
Cornelia	Habersham County Airport	AJR	III	81	Yes	84	Yes
Dalton	Dalton Municipal Airport	DNN	III	86	Yes	81	Yes
Douglas	Douglas Municipal Airport	DQH	III	100	Yes	86	Yes
Dublin	W.H. "Bud" Barron Airport	DBN	III	72	Yes	87	Yes
Eastman	Heart of Georgia Regional Airport	EZM	III	75	Yes	83	Yes
Gainesville	Lee Gilmer Memorial Airport	GVL	III	92	Yes	74	Yes
Jesup	Jesup-Wayne County Airport	JES	III	70	Yes	91	Yes
LaGrange	LaGrange-Callaway Airport	LGC	III	79	Yes	56*	Yes
Lawrenceville	Gwinnett County Airport-Briscoe Field	LZU	III	71	Yes	73	Yes
Louisville	Louisville Municipal Airport	2J3	III	92	Yes	82	Yes
Milledgeville	Baldwin County Airport	MLJ	III	100	Yes	72	Yes
Rome	Richard B. Russell Regional Airport - J.H. Towers Field	RMG	III	100	Yes	82	Yes
Statesboro	Statesboro-Bulloch County Airport	TBR	III	87	Yes	74	Yes
Thomaston	Thomaston-Upson County Airport	OPN	III	100	Yes	73	Yes
Thomasville	Thomasville Regional Airport	TVI	III	95	Yes	60*	Yes
Thomson	Thomson-McDuffie Regional Airport	HQU	III	72	Yes	100	Yes
Tifton	Henry Tift Myers Airport	TMA	III	100	Yes	77	Yes
Vidalia	Vidalia Regional Airport	VDI	III	65	No	81	Yes

TABLE 4-12: AIRPORT PRIMARY RUNWAY PCI RATINGS 2002 VERSUS 2012

Associated City	Name	FAA ID	Current Level	PCI-2002	PCI >70	PCI- 2012	PCI> 70
Waycross	Waycross-Ware County Airport	AYS	III	62	No	80	Yes
Winder	Barrow County Airport	WDR	III	89	Yes	71*	Yes
General Aviation Airports: Level II							
Adel	Cook County Airport	15J	II	100	Yes	81	Yes
Alma	Bacon County Airport	AMG	II	91	Yes	77	Yes
Baxley	Baxley Municipal Airport	BHC	II	77	Yes	89	Yes
Brunswick	McKinnon-St. Simons Island Airport	SSI	II	100	Yes	82	Yes
Butler	Butler Municipal Airport	6A1	II	100	Yes	80	Yes
Camilla	Camilla-Mitchell County Airport	CXU	II	69	No	86	Yes
Canton	Cherokee County Airport	CNI	II	76	Yes	94	Yes
Claxton	Claxton-Evans County Airport	CWV	II	71	Yes	74	Yes
Cordele	Crisp County-Cordele Airport	CKF	II	72	Yes	79	Yes
Dawson	Dawson Municipal Airport	16J	II	96	Yes	75	Yes
Donalsonville	Donalsonville Municipal Airport	17J	II	69	No	83	Yes
Fitzgerald	Fitzgerald Municipal Airport	FZG	II	60	No	83	Yes
Greensboro	Greene County Regional Airport	3J7	II	100	Yes	69*	Yes
Griffin	Griffin-Spalding County Airport	6A2	II	98	Yes	76	Yes
Hampton	Henry County Airport	HMP	II	100	Yes	87	Yes
Hinesville	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	LHW	II	64	No	95	Yes
Homerville	Homerville Airport	HOE	II	74	Yes	56*	Yes
Jasper	Pickens County Airport	JZP	II	100	Yes	81	Yes
Jefferson	Jackson County Airport	JCA	II	100	Yes	80	Yes
LaFayette	Barwick Lafayette Airport	9A5	II	80	Yes	82	Yes
Macon	Macon Downtown Airport	MAC	II	74	Yes	90	Yes
Monroe	Monroe-Walton County Airport	D73	II	65	No	88	Yes
Moultrie	Moultrie Municipal Airport	MGR	II	87	Yes	53*	Yes
Perry	Perry-Houston County Airport	PXE	II	69	No	70	Yes
Pine Mountain	Harris County Airport	PIM	II	64	No	93	Yes
Sandersville	Kaolin Field Airport	OKZ	II	100	Yes	74	Yes
St Marys	St Marys Airport	4J6	II	100	Yes	78	Yes
Swainsboro	East Georgia Regional Airport	SBO	II	61	No	82	Yes
Sylvania	Plantation Airpark	JYL	II	96	Yes	76	Yes
Toccoa	Toccoa Airport-RG LeTourneau Field	TOC	II	86	Yes	81	Yes
Washington	Washington-Wilkes County Airport	IIY	II	87	Yes	70	Yes
General Aviation Airports: Level I							
Ashburn	Turner County Airport	75J	I	91	Yes	67*	Yes

TABLE 4-12: AIRPORT PRIMARY RUNWAY PCI RATINGS 2002 VERSUS 2012

Associated City	Name	FAA ID	Current Level	PCI-2002	PCI >70	PCI- 2012	PCI> 70
Augusta	Daniel Field Airport	DNL	I	82	Yes	70*	Yes
Buena Vista	Marion County Airport	82A	I	85	Yes	63*	Yes
Cairo	Cairo-Grady County Airport	70J	I	75	Yes	85	Yes
Canon	Franklin County Airport	18A	I	100	Yes	76	Yes
Cedartown	Polk County Airport-Cornelius Moore Field	4A4	I	77	Yes	89	Yes
Cochran	Cochran Airport	48A	I	72	Yes	91	Yes
Cuthbert	Lower Chattahoochee Regional Airport	25J	I	69	No	52*	Yes
Dahlonega	Lumpkin County-Wimpy's Airport	9A0	I	100	Yes	79	Yes
Elberton	Elbert County Airport-Patz Field	EBA	I	82	Yes	63*	Yes
Ellijay	Gilmer County Airport	49A	I	72	Yes	87	Yes
Folkston	Davis Field Airport	3J6	I	62	No	56*	Yes
Hawkinsville	Hawkinsville-Pulaski County Airport	51A	I	81	Yes	59	No
Hazlehurst	Hazlehurst Airport	AZE	I	92	Yes	77	Yes
Jekyll Island	Jekyll Island Airport	09J	I	70	Yes	86	Yes
Madison	Madison Municipal Airport	52A	I	100	Yes	56*	Yes
Mc Rae	Telfair-Wheeler Airport	MQW	I	94	Yes	79	Yes
Metter	Metter Municipal Airport	MHP	I	99	Yes	83	Yes
Millen	Millen Airport	2J5	I	73	Yes	100	Yes
Montezuma	Dr. C.P. Savage, Sr. Airport	53A	I	100	Yes	81	Yes
Moultrie	Spence Airport	MUL	I	51	No	78*	Yes
Nahunta	Brantley County Airport	4J1	I	54	No	100	Yes
Nashville	Berrien County Airport	4J2	I	100	Yes	73	Yes
Quitman	Quitman Brooks County Airport	4J5	I	100	Yes	92	Yes
Reidsville	Swinton Smith Field at Reidsville Municipal Airport	RVJ	I	79	Yes	74	Yes
Soperton	Treutlen County Airport	4J8	I	100	Yes	85	Yes
Sylvester	Sylvester Airport	SYV	I	100	Yes	81	Yes
Warm Springs	Roosevelt Memorial Airport	5A9	I	89	Yes	100	Yes
Waynesboro	Burke County Airport	BXG	I	65	No	48*	Yes
Wrens	Wrens Memorial Airport	65J	I	97	Yes	79	Yes

Source: GDOT 2002 and 2012 Pavement Studies (ApTech)
*Airports have completed rehab projects since last pavement study. Current PCI unknown.
** Paulding-Northwest Atlanta Airport was not opened until after 2002

As the table reflects, in 2002, 79 of the airports had a PCI of 70 or greater on their primary runway; by 2012, this number increased to 83 airports. Because of recent pavement rehab projects, only two airports in Georgia have a PCI below 70. Ideally, all paved primary runways in the Georgia system should have a PCI of 70 or greater.

4.8   System Performance Runway Safety Areas

As part of this update to the GSASP, the system was reviewed to determine if there have been changes related to the number of airports that have runway safety areas (RSAs) on their primary runways that meet applicable FAA designated standards. RSAs are located on each runway end; the size of the RSA is determined by FAA guidelines based on the wingspan and approach speed for the design or critical aircraft that uses each runway on a regular basis. The RSA is a cleared and stabilized area that is in place to reduce damage to aircraft in the event they undershoot, overshoot, or have some other type of excursion off the runway end.

The total number of study airports that that now meet appropriate FAA RSA standards appears to remain unchanged since the 2002 GSASP evaluation. In part, systemwide performance has not changed because of Runway Design Code (RDC) revisions for some study airports. As **Figure 4-34** shows, 84 percent of system airports met their RSA standards in 2002; the percentage remained at 84 percent in 2017.

FIGURE 4-34: 2002 VERSUS 2017 RUNWAY SAFETY AREA COMPLIANCE FOR PRIMARY RUNWAYS
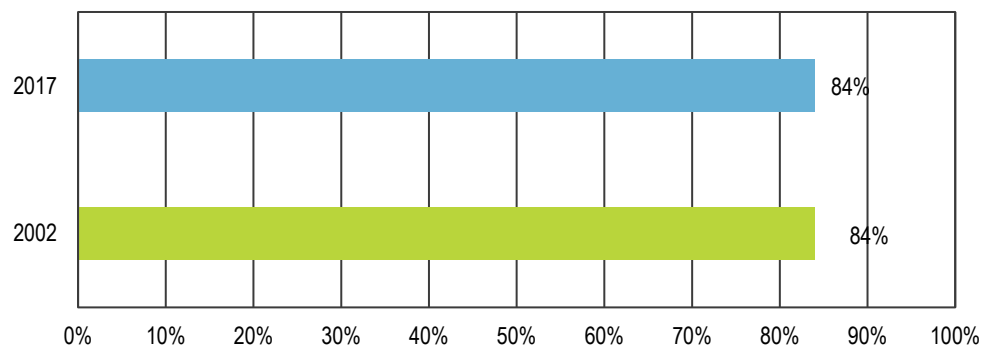
Source: GDOT

Table 4-13 presents runway safety area data for each airport's primary runway in 2002 versus 2017.

TABLE 4-13: AIRPORT PRIMARY RUNWAY SAFETY AREAS

Associated City	Name	FAA ID	Airport Level	ARC/ RSA Standard	2002 Met	ARC/ RSA Standard	2017 Met
Commercial Service Airports							
Albany	Southwest Georgia Regional Airport	ABY	III	D-III 1000 x 500	Yes	D-IV 1000 x 500	Yes
Augusta	Augusta Regional Airport at Bush Field	AGS	III	C-III 1000 x 500	Yes	D-III 1000 x 500	Yes
Athens	Athens-Ben Epps Airport	AHN	III	C-II 1000 x 500	Yes	C-II 1000 x 500	Yes
Brunswick	Brunswick-Golden Isles Airport	BQK	III	D-IV 1000 x 500	Yes	D-IV 1000 x 500	Yes
Columbus	Columbus Airport	CSG	III	C-III 1000 x 500	Yes	C-III 1000 x 500	Yes
Macon	Middle Georgia Regional Airport	MCN	III	C-III 1000 x 500	Yes	D-III 1000 x 500	Yes
Savannah	Savannah/Hilton Head International Airport	SAV	III	C-III 1000 x 500	Yes	D-IV 1000 x 500	Yes
Valdosta	Valdosta Regional Airport	VLD	III	C-IV 1000 x 500	Yes	C-II 1000 x 500	Yes

TABLE 4-13: AIRPORT PRIMARY RUNWAY SAFETY AREAS

Associated City	Name	FAA ID	Airport Level	ARC/ RSA Standard	2002 Met	ARC/ RSA Standard	2017 Met
General Aviation Airports							
Adel	Cook County Airport	15J	II	B-II 300 x 150	No	B-II 300 x 150	No
Alma	Bacon County Airport	AMG	II	B-II 300 x 150	No	B-II 300 x 150	No
Americus	Jimmy Carter Regional Airport	ACJ	III	C-II 1000 x 500	Yes	C-II 1000 x 500	Yes
Ashburn	Turner County Airport	75J	I	B-I 240 x 120	Yes	B-II 300 x 150	Yes
Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	FFC	III	C-II 1000 x 500	No	C-II 1000 x 500	Yes
Atlanta	Cobb County International Airport-McCollum Field	RYY	III	B-II 300 x 150	Yes	C-II 1000 x 500	Yes
Atlanta	Covington Municipal Airport	CVC	III	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Atlanta	DeKalb-Peachtree Airport	PDK	III	C-II 1000 x 500	Yes	C-II 1000 x 500	Yes
Atlanta	Fulton County Airport-Brown Field	FTY	III	D-I 1000 x 500	No	D-III 1000 x 500	No
Atlanta	Newnan-Coweta County Airport	CCO	III	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Atlanta	Paulding-Northwest Atlanta Airport	PUJ	III	Not Open	N/A	B-II 300 x 150	Yes
Augusta	Daniel Field Airport	DNL	I	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Bainbridge	Decatur County Industrial Air Park	BGE	III	B-II 300 x 150	Yes	C-II 1000 x 500	Yes
Baxley	Baxley Municipal Airport	BHC	II	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Blairsville	Blairsville Airport	DZJ	III	A-II 300 x 150	Yes	B-II 300 x 150	Yes
Blakely	Early County Airport	BIJ	III	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Brunswick	McKinnon-St. Simons Island Airport	SSI	II	C-II 1000 x 500	No	B-II 300 x 150	Yes
Buena Vista	Marion County Airport	82A	I	B-I 240 x 120	Yes	A-I Small 240 x 120	Yes
Butler	Butler Municipal Airport	6A1	II	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Cairo	Cairo-Grady County Airport	70J	I	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Calhoun	Tom B. David Field Airport	CZL	III	B-II 300 x 150	Yes	B-II 300 x 150	No
Camilla	Camilla-Mitchell County Airport	CXU	II	B-II 300 x 150	No	B-II 300 x 150	Yes
Canon	Franklin County Airport	18A	I	B-I 240 x 120	Yes	B-II 300 x 150	Yes

TABLE 4-13: AIRPORT PRIMARY RUNWAY SAFETY AREAS

Associated City	Name	FAA ID	Airport Level	ARC/ RSA Standard	2002 Met	ARC/ RSA Standard	2017 Met
Canton	Cherokee County Airport	CNI	II	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Carrollton	West Georgia Regional Airport-O.V. Gray Field	CTJ	III	C-II 1000 x 500	No	C-II 1000 x 500	Yes
Cartersville	Cartersville Airport	VPC	III	B-II 300 x 150	Yes	C-II 1000 x 500	No
Cedartown	Polk County Airport-Cornelius Moore Field	4A4	I	B-I 240 x 120	Yes	B-II 300 x 150	No
Claxton	Claxton-Evans County Airport	CWV	II	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Cochran	Cochran Airport	48A	I	A-I 240 x 120	Yes	B-I 300 x 150	Yes
Cordele	Crisp County-Cordele Airport	CKF	II	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Cornelia	Habersham County Airport	AJR	III	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Cuthbert	Lower Chattahoochee Regional Airport	25J	I	A-1 240 x 120	No	A-I 240 x 120	No
Dahlonega	Lumpkin County-Wimpy's Airport	9A0	I	A-I 240 x 120	Yes	A-I 240 x 120	Yes
Dalton	Dalton Municipal Airport	DNN	III	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Dawson	Dawson Municipal Airport	16J	II	A-I 240 x 120	Yes	A-I 240 x 120	Yes
Donalsonville	Donalsonville Municipal Airport	17J	II	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Douglas	Douglas Municipal Airport	DQH	III	B-I 240 x 120	Yes	C-II 1000 x 500	Yes
Dublin	W.H. "Bud" Barron Airport	DBN	III	D-II 1000 x 500	No	D-II 1000 x 500	Yes
Eastman	Heart of Georgia Regional Airport	EZM	III	B-I 240 x 120	Yes	C-II 1000 x 500	Yes
Elberton	Elbert County Airport-Patz Field	EBA	I	B-I 240 x 120	Yes	B-II 300 x 150	Yes
Ellijay	Gilmer County Airport	49A	I	A-I 240 x 120	Yes	B-I 240 x 120	No
Fitzgerald	Fitzgerald Municipal Airport	FZG	II	B-II 300 x 150	Yes	B-II 300 x 150	No
Folkston	Davis Field Airport	3J6	I	A-I 240 x 120	Yes	A-I 240 x 120	Yes
Gainesville	Lee Gilmer Memorial Airport	GVL	III	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Greensboro	Greene County Regional Airport	3J7	II	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Griffin	Griffin-Spalding County Airport	6A2	II	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Hampton	Henry County Airport	HMP	II	B-II 300 x 150	Yes	B-II 300 x 150	Yes

TABLE 4-13: AIRPORT PRIMARY RUNWAY SAFETY AREAS

Associated City	Name	FAA ID	Airport Level	ARC/ RSA Standard	2002 Met	ARC/ RSA Standard	2017 Met
Hawkinsville	Hawkinsville-Pulaski County Airport	51A	I	B-I 240 x 120	Yes	A-I 240 x 120	Yes
Hazlehurst	Hazlehurst Airport	AZE	I	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Hinesville	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	LHW	II	B-I 240 x 120	Yes	C-II 1000 x 500	Yes
Homerville	Homerville Airport	HOE	II	B-I 240 x 120	Yes	B-II 300 x 150	Yes
Jasper	Pickens County Airport	JZP	II	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Jefferson	Jackson County Airport	JCA	II	B-I 240 x 120	No	B-I 240 x 120	Yes
Jekyll Island	Jekyll Island Airport	09J	I	B-I 240 x 120	No	B-I 240 x 120	No
Jesup	Jesup-Wayne County Airport	JES	III	B-II 300 x 150	Yes	B-II 300 x 150	No
LaFayette	Barwick Lafayette Airport	9A5	II	A-I 240 x 120	No	A-I 240 x 120	No
LaGrange	Lagrange-Callaway Airport	LGC	III	C-I 1000 x 500	Yes	C-II 1000 x 500	Yes
Lawrenceville	Gwinnett County Airport-Briscoe Field	LZU	III	D-II 1000 x 500	Yes	C-II 1000 x 500	Yes
Louisville	Louisville Municipal Airport	2J3	III	A-II 300 x 150	No	B-II 300 x 150	No
Macon	Macon Downtown Airport	MAC	II	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Madison	Madison Municipal Airport	52A	I	B-II 300 x 150	Yes	B-I 240 x 120	Yes
Mc Rae	Telfair-Wheeler Airport	MQW	I	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Metter	Metter Municipal Airport	MHP	I	B-I 240 x 120	Yes	B-II 300 x 150	Yes
Milledgeville	Baldwin County Airport	MLJ	III	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Millen	Millen Airport	2J5	I	B-I 240 x 120	Yes	B-II 300 x 150	Yes
Monroe	Monroe-Walton County Airport	D73	II	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Montezuma	Dr. C.P. Savage, Sr. Airport	53A	I	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Moultrie	Moultrie Municipal Airport	MGR	II	C-II 1000 x 500	Yes	B-II 300 x 150	No
Moultrie	Spence Airport	MUL	I	B-I 240 x 120	Yes	A-I 240 x 120	Yes
Nahunta	Brantley County Airport	4J1	I	A-I 240 x 120	Yes	A-II 300 x 150	Yes
Nashville	Berrien County Airport	4J2	I	B-II 300 x 150	Yes	B-II 300 x 150	Yes

TABLE 4-13: AIRPORT PRIMARY RUNWAY SAFETY AREAS

| Associated City	Name	FAA ID	Airport Level	ARC/ RSA Standard	2002 Met	ARC/ RSA Standard	2017 Met
Perry	Perry-Houston County Airport	PXE	II	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Pine Mountain	Harris County Airport	PIM	II	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Quitman	Quitman Brooks County Airport	4J5	I	A-I 240 x 120	Yes	B-I Small 240 x 120	No
Reidsville	Swinton Smith Field At Reidsville Municipal Airport	RVJ	I	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Rome	Richard B. Russell Regional Airport - J.H. Towers Field	RMG	III	C-II 1000 x 500	Yes	C-II 1000 x 500	Yes
St Marys	St Marys Airport	4J6	II	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Sandersville	Kaolin Field Airport	OKZ	II	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Soperton	Treutlen County Airport	4J8	I	B-I 240 x 120	No	A-I 240 x 120	No
Statesboro	Statesboro-Bulloch County Airport	TBR	III	B-II 300 x 150	Yes	C-II 1000 x 500	Yes
Swainsboro	East Georgia Regional Airport	SBO	II	B-II 300 x 150	Yes	C-II 1000 x 500	Yes
Sylvania	Plantation Airpark	JYL	II	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Sylvester	Sylvester Airport	SYV	I	A-I 240 x 120	Yes	B-II 300 x 150	Yes
Thomaston	Thomaston-Upson County Airport	OPN	III	B-II<3/4 mile 600 x 300	No	C-II 1000 x 500	Yes
Thomasville	Thomasville Regional Airport	TVI	III	C-II 1000 x 500	Yes	B-II 300 x 150	Yes
Thomson	Thomson-McDuffie Regional Airport	HQU	III	B-II 300 x 150	Yes	C-I 1000 x 500	Yes
Tifton	Henry Tift Myers Airport	TMA	III	B-II<3/4 mile 600 x 300	Yes	B-II 300 x 150	Yes
Toccoa	Toccoa Airport-RG LeTourneau Field	TOC	II	B-II 300 x 150	No	B-II 300 x 150	Yes
Vidalia	Vidalia Regional Airport	VDI	III	B-II 300 x 150	Yes	C-II 1000 x 500	Yes
Warm Springs	Roosevelt Memorial Airport	5A9	I	B-I 240 x 120	Yes	B-II 300 x 150	Yes
Washington	Washington-Wilkes County Airport	IIY	II	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Waycross	Waycross-Ware County Airport	AYS	III	C-II 1000 x 500	Yes	C-II 1000 x 500	Yes
Waynesboro	Burke County Airport	BXG	I	B-I 240 x 120	Yes	B-II 300 x 150	Yes
Winder	Barrow County Airport	WDR	III	B-II 300 x 150	Yes	B-II 300 x 150	Yes
Wrens	Wrens Memorial Airport	65J	I	B-I 240 x 120	Yes	A-I Small 240 x 120	Yes

Source: GDOT

As the table reflects, in 2002, 86 of the 102 airports met Runway Safety Area Standards on their primary runway; for 2017, this number changed to 87 of 103. Ideally, all runway safety areas in the Georgia system should meet standards.

4.9   System Performance for Runway Separation Standards

The 2002 system plan reviewed runway to taxiway separation distances for airports that had a parallel taxiway system. FAA design standards are set for runway and parallel taxiway separations (centerline to centerline) based on the airport's critical or design aircraft. The Georgia airport system has made progress as it relates to meeting runway/taxiway separation standards. In 2002, at the time of the last GSASP, 59 system airports had a parallel taxiway system. Of those 59, 44 airports (75 percent of all system airports) met FAA prescribed runway/taxiway separation standards. Today, 81 system airports have a parallel taxiway system, and 74 of these system airports (91 percent) meet their applicable runway/taxiway separation standards. **Figure 4-35** shows how the system has improved between reporting periods.

FIGURE 4-35: 2002 VERSUS 2017 RUNWAY TO TAXIWAY SEPARATION STANDARDS
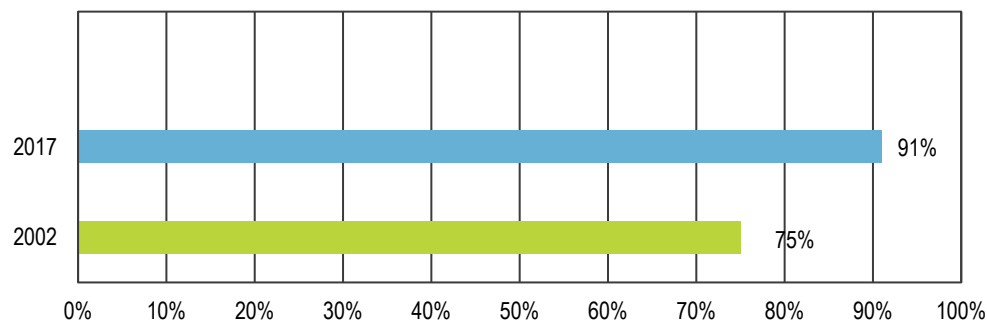
Source: GDOT

Table 4-14 presents runway to taxiway separation data for each airport's primary runway in 2002 versus 2017. It is important to note that standards in this category apply only to airports that have a parallel taxiway.

TABLE 4-14: AIRPORT RUNWAY TO TAXIWAY SEPARATION STANDARDS

Associated City	Name	FAA ID	Role Level	ARC/Standard	2002 Met	ARC/ Standard	2017 Met
Commercial Service Airports							
Albany	Southwest Georgia Regional Airport	ABY	III	D-III/400	Yes	D-IV/400	Yes
Augusta	Augusta Regional Airport at Bush Field	AGS	III	C-III/400	Yes	D-III/400	Yes
Athens	Athens-Ben Epps Airport	AHN	III	C-II/300	Yes	C-II/300	Yes
Brunswick	Brunswick-Golden Isles Airport	BQK	III	D-IV/400	Yes	D-IV/400	Yes
Columbus	Columbus Airport	CSG	III	C-III/400	No	C-III/400	Yes
Macon	Middle Georgia Regional Airport	MCN	III	C-III/400	Yes	D-III/400	Yes
Savannah	Savannah/Hilton Head International Airport	SAV	III	C-III/400	Yes	D-IV/400	Yes
Valdosta	Valdosta Regional Airport	VLD	III	C-IV/400	Yes	C-II/300	Yes
General Aviation Airports							
Adel	Cook County Airport	15J	II	B-II/240	N/A	B-II/240	Yes
Alma	Bacon County Airport	AMG	II	B-II/240	No	B-II/240	Yes

TABLE 4-14: AIRPORT RUNWAY TO TAXIWAY SEPARATION STANDARDS

Associated City	Name	FAA ID	Role Level	ARC/Standard	2002 Met	ARC/ Standard	2017 Met
Americus	Jimmy Carter Regional Airport	ACJ	III	C-II/300	Yes	C-II/300	Yes
Ashburn	Turner County Airport	75J	I	B-I/150	N/A	B-II/240	N/A
Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	FFC	III	C-II/300	Yes	C-II/300	Yes
Atlanta	Cobb County International Airport-McCollum Field	RYY	III	B-II/240	Yes	C-II/300	No
Atlanta	Covington Municipal Airport	CVC	III	B-II/240	Yes	B-II/240	Yes
Atlanta	DeKalb-Peachtree Airport	PDK	III	C-II/300	Yes	C-II/300	Yes
Atlanta	Fulton County Airport-Brown Field	FTY	III	D-I/300	Yes	D-III/400	Yes
Atlanta	Newnan-Coweta County Airport	CCO	III	B-II/240	Yes	B-II/240	Yes
Atlanta	Paulding-Northwest Atlanta Airport	PUJ	III	Not Open	N/A	B-II/240	Yes
Augusta	Daniel Field Airport	DNL	I	B-II/240	Yes	B-II/240	Yes
Bainbridge	Decatur County Industrial Air Park	BGE	III	B-II/240	Yes	C-II/300	Yes
Baxley	Baxley Municipal Airport	BHC	II	B-II/240	N/A	B-II/240	Yes
Blairsville	Blairsville Airport	DZJ	III	A-II/240	N/A	B-II/240	Yes
Blakely	Early County Airport	BIJ	III	B-II/240	No	B-II/240	No
Brunswick	McKinnon-St. Simons Island Airport	SSI	II	C-II/300	Yes	B-II/240	Yes
Buena Vista	Marion County Airport	82A	I	B-I/150	N/A	A-IS/150	Yes
Butler	Butler Municipal Airport	6A1	II	B-II/240	N/A	B-II/240	N/A
Cairo	Cairo-Grady County Airport	70J	I	B-II/240	N/A	B-II/240	Yes
Calhoun	Tom B. David Field Airport	CZL	III	B-I/240	Yes	B-II/240	Yes
Camilla	Camilla-Mitchell County Airport	CXU	II	B-II/240	N/A	B-II/240	Yes
Canon	Franklin County Airport	18A	I	B-I/150	N/A	B-II/240	N/A
Canton	Cherokee County Airport	CNI	II	B-II/240	N/A	B-II/240	Yes
Carrollton	West Georgia Regional Airport-O.V. Gray Field	CTJ	III	C-II/300	Yes	C-II/300	Yes
Cartersville	Cartersville Airport	VPC	III	B-II/240	No	C-II/300	Yes
Cedartown	Polk County Airport-Cornelius Moore Field	4A4	I	B-I/150	N/A	B-II/240	N/A
Claxton	Claxton-Evans County Airport	CWV	II	B-II/240	N/A	B-II/240	Yes
Cochran	Cochran Airport	48A	I	A-I/150	N/A	B-II/240	Yes
Cordele	Crisp County-Cordele Airport	CKF	II	B-II/240	Yes	B-II/240	Yes
Cornelia	Habersham County Airport	AJR	III	B-II/240	Yes	B-II/240	Yes
Cuthbert	Lower Chattahoochee Regional Airport	25J	I	A-I/150	N/A	A-I/225	Yes
Dahlonega	Lumpkin County-Wimpy's Airport	9A0	I	A-I/150	N/A	A-I/225	N/A
Dalton	Dalton Municipal Airport	DNN	III	B-II/240	No	B-II/240	Yes
Dawson	Dawson Municipal Airport	16J	II	A-I/225	N/A	A-I/225	N/A
Donalsonville	Donalsonville Municipal Airport	17J	II	B-II/240	Yes	B-II/240	Yes
Douglas	Douglas Municipal Airport	DQH	III	B-I/225	Yes	C-II/300	Yes

TABLE 4-14: AIRPORT RUNWAY TO TAXIWAY SEPARATION STANDARDS

Associated City	Name	FAA ID	Role Level	ARC/Standard	2002 Met	ARC/ Standard	2017 Met
Dublin	W.H. "Bud" Barron Airport	DBN	III	D-II/300	Yes	D-II/300	Yes
Eastman	Heart Of Georgia Regional Airport	EZM	III	B-I/225	Yes	C-II/300	Yes
Elberton	Elbert County Airport-Patz Field	EBA	I	B-I/225	N/A	B-II/240	Yes
Ellijay	Gilmer County Airport	49A	I	A-I/150	N/A	A-I/225	N/A
Fitzgerald	Fitzgerald Municipal Airport	FZG	II	B-II/240	No	B-II/240	No
Folkston	Davis Field Airport	3J6	I	A-I/150	N/A	A-I/225	N/A
Gainesville	Lee Gilmer Memorial Airport	GVL	III	B-II/240	No	B-II/240	Yes
Greensboro	Greene County Regional Airport	3J7	II	B-II/240	N/A	B-II/240	Yes
Griffin	Griffin-Spalding County Airport	6A2	II	B-II/240	No	B-II/240	No
Hampton	Henry County Airport	HMP	II	B-II/240	Yes	B-II/240	Yes
Hawkinsville	Hawkinsville-Pulaski County Airport	51A	I	B-I/150	N/A	A-I/225	N/A
Hazlehurst	Hazlehurst Airport	AZE	I	B-II/240	N/A	B-II/240	Yes
Hinesville	Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport	LHW	II	B-I/225	N/A	C-II/300	Yes
Homerville	Homerville Airport	HOE	II	B-I/225	Yes	B-II/240	Yes
Jasper	Pickens County Airport	JZP	II	B-II/240	Yes	B-II/240	Yes
Jefferson	Jackson County Airport	JCA	II	B-I/225	Yes	B-I/225	Yes
Jekyll Island	Jekyll Island Airport	09J	I	B-I/150	Yes	B-I/225	Yes
Jesup	Jesup-Wayne County Airport	JES	III	B-II/240	N/A	B-II/240	N/A
LaFayette	Barwick Lafayette Airport	9A5	II	A-I/225	N/A	A-I/225	Yes
LaGrange	Lagrange-Callaway Airport	LGC	III	C-I/300	No	C-II/300	Yes
Lawrenceville	Gwinnett County Airport-Briscoe Field	LZU	III	D-II/400	Yes	D-II/400	Yes
Louisville	Louisville Municipal Airport	2J3	III	A-II/240	N/A	B-II/240	N/A
Macon	Macon Downtown Airport	MAC	II	B-II/240	No	B-II/240	No
Madison	Madison Municipal Airport	52A	I	B-II/240	N/A	B-I/225	N/A
Mc Rae	Telfair-Wheeler Airport	MQW	I	B-II/240	N/A	B-II/240	N/A
Metter	Metter Municipal Airport	MHP	I	B-I/225	N/A	B-II/240	Yes
Milledgeville	Baldwin County Airport	MLJ	III	B-II/240	No	B-II/240	No
Millen	Millen Airport	2J5	I	B-I/150	N/A	B-II/240	N/A
Monroe	Monroe-Walton County Airport	D73	II	B-II/240	N/A	B-II/240	Yes
Montezuma	Dr. C.P. Savage, Sr. Airport	53A	I	B-II/240	N/A	B-II/240	N/A
Moultrie	Moultrie Municipal Airport	MGR	II	C-II/300	Yes	B-II/240	Yes
Moultrie	Spence Airport	MUL	I	B-I/150	Yes	A-I/225	Yes
Nahunta	Brantley County Airport	4J1	I	A-I/150	N/A	B-II/240	Yes
Nashville	Berrien County Airport	4J2	I	150	N/A	B-II/240	N/A
Perry	Perry-Houston County Airport	PXE	II	B-II/240	No	B-II/240	Yes
Pine Mountain	Harris County Airport	PIM	II	B-II/240	No	B-II/240	Yes

TABLE 4-14: AIRPORT RUNWAY TO TAXIWAY SEPARATION STANDARDS

Associated City	Name	FAA ID	Role Level	ARC/Standard	2002 Met	ARC/ Standard	2017 Met
Quitman	Quitman Brooks County Airport	4J5	I	A-I/150	Yes	B-II/240	No
Reidsville	Swinton Smith Field At Reidsville Municipal Airport	RVJ	I	B-II/240	N/A	B-II/240	Yes
Rome	Richard B. Russell Regional Airport - J.H. Towers Field	RMG	III	C-II/400	Yes	C-II/300	Yes
St Marys	St Marys Airport	4J6	II	B-II/240	Yes	B-II/240	Yes
Sandersville	Kaolin Field Airport	OKZ	II	B-II/240	N/A	B-II/240	Yes
Soperton	Treutlen County Airport	4J8	I	B-I/150	N/A	A-I/225	N/A
Statesboro	Statesboro-Bulloch County Airport	TBR	III	B-II/240	Yes	C-II/300	Yes
Swainsboro	East Georgia Regional Airport	SBO	II	B-II/240	No	C-II/300	Yes
Sylvania	Plantation Airpark	JYL	II	B-II/240	N/A	B-II/240	N/A
Sylvester	Sylvester Airport	SYV	I	A-I/150	N/A	B-II/240	N/A
Thomaston	Thomaston-Upson County Airport	OPN	III	B-II/300	Yes	C-II/300	Yes
Thomasville	Thomasville Regional Airport	TVI	III	C-II/300	Yes	B-II/240	Yes
Thomson	Thomson-McDuffie Regional Airport	HQU	III	B-II/240	Yes	C-II/300	Yes
Tifton	Henry Tift Myers Airport	TMA	III	B-II/300	Yes	B-II/240	Yes
Toccoa	Toccoa Airport-RG LeTourneau Field	TOC	II	B-II/240	No	B-II/240	Yes
Vidalia	Vidalia Regional Airport	VDI	III	B-II/240	Yes	C-II/300	Yes
Warm Springs	Roosevelt Memorial Airport	5A9	I	B-I/150	N/A	B-II/240	N/A
Washington	Washington-Wilkes County Airport	IIY	II	B-II/240	N/A	B-II/240	Yes
Waycross	Waycross-Ware County Airport	AYS	III	C-II/400	Yes	C-II/300	Yes
Waynesboro	Burke County Airport	BXG	I	B-I/225	N/A	B-II/240	N/A
Winder	Barrow County Airport	WDR	III	B-II/240	Yes	B-II/240	Yes
Wrens	Wrens Memorial Airport	65J	I	B-1/150	N/A	A-IS/150	N/A

Source: GDOT
Note: 2002 standards for Group I varied if airport was for small aircraft exclusively.

Ideally, all runway to taxiway separations in the Georgia system should meet applicable standards.

4.10   Results from Other System Evaluation Analysis

4.10.1   Statewide Runway Protection Zone Analysis

As part of the GSASP inventory, work was undertaken to determine which RPZs are and which are not under airport control. In addition, work was completed to identify and categorize all uses in any RPZ area not under airport control. Each airport's Individual Airport Report provides specific information on reported RPZ control, incompatible uses in each RPZ as they were identified, and a cost estimate for resolving land use incompatibilities in the airport's RPZs, as applicable.

Runway protection zones are trapezoidal areas off runway ends that enhance the protection of people and property on the ground in the event an aircraft lands or crashes beyond the runway end. The size of the RPZ

on each runway end is determined by the runway approach type and the airport's critical/design aircraft. Airports must have sufficient interest to control their RPZs to protect them from obstructions that penetrate air space and incompatible land use. Airport sponsors can obtain interest in their RPZs through fee simple acquisition or the purchase of easements. Adequate zoning ordinances should be enacted even if fee simple or easement control is in place. The FAA expects airport sponsors to take all possible measures to protect against and remove or mitigate incompatible land use in their RPZs.

In 2012, the FAA published a memorandum, "Interim Guidance on Land Uses within a Runway Protection Zone," that addresses land use within an RPZ. Coordination with the FAA's National Airport Planning and Environmental Division is needed when any of the items listed in **Table 4-15** are in an RPZ as a result of:

- An airfield project
- An increase in the RPZ dimensions and resulting acreage (from a new or modified approach procedure or a change in the critical design aircraft)
- A proposal of development within the RPZ (new or reconfigured)
- A change in design standards

TABLE 4-15: LAND USES IN AN RPZ REQUIRING FAA COORDINATION

– Buildings and structures
– Recreational land use
– Transportation facilities (railroads, public roads, parking facilities)
– Fuel storage facilities
– Hazardous material storage
– Wastewater treatment facility
– Above-ground utility infrastructure

Source: FAA

The RPZs for each airport runway end for airports in the Georgia airport system were reviewed for acreage controlled by the airport and acreage not currently under airport control. Incompatible land uses within each RPZ at each airport were identified during the GSASP inventory effort. This review was accomplished in part by using Airport Land Use Maps (from ALPs) and other airport documents on file with GDOT. Airports also provided RPZ land use and ownership information when airport site visits were conducted during the inventory effort.

Once acreage not under airport control was established and types of use or uses in uncontrolled acreage was identified, the cost to acquire any uncontrolled RPZ land was estimated. Costs were estimated using standardized statewide land values per acre by land use type. Cost estimates related to obtaining control over all RPZs for the 103 study airports are presented in the final chapter of the GSASP. The following seven categories of land use types were identified:

- Urban Land
- Rural Land
- Residential Property
- Commercial Property
- Paved Road
- Unpaved Road
- Railroad

A total of 280 RPZs were analyzed at 103 airports throughout Georgia; GSASP analysis determined that only 30 percent of the 280 RPZs are currently under full airport control.

FIGURE 4-36: GEORGIA RPZS UNDER AND NOT UNDER AIRPORT CONTROL

0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%

■ RPZs Under Airport Control (83)
■ RPZs Not Under Airport Control (197)
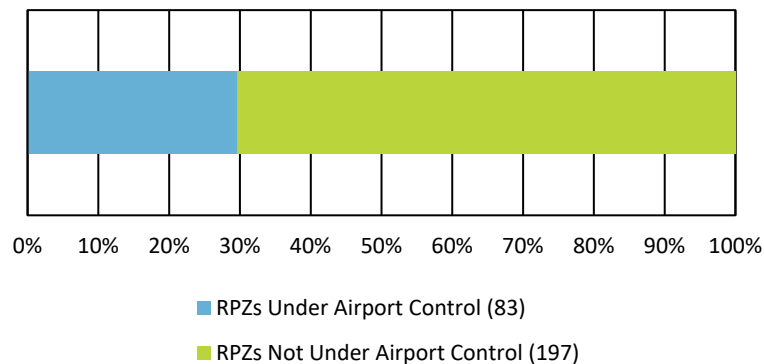
Source: Moffatt & Nichol

Based on analysis of the 280 RPZs at the 103 study airports, it was determined that 1,597 acres of land out of 6,468 total RPZ acres are currently not under airport control. This comprises 24 percent of all RPZ acreage; 569 acres of all uncontrolled acres are classified as Urban Land and 1028 acres as Rural Land. The GSASP RPZ analysis indicates that statewide, 112 properties in RPZs are zoned residential and 179 properties are designated as commercial property.

Figure 4-37 displays the statewide results on RPZs with incompatible land use and those with no incompatible land use; 117 RPZs have no incompatible land use, while 163 do have some type of incompatible land use.

FIGURE 4-37: AIRPORTS WITH AND WITHOUT INCOMPATIBLE LAND USE

0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%

■ RPZs with Incompatible Land Use (163)
■ RPZs with No Incompatible Land Use (117)
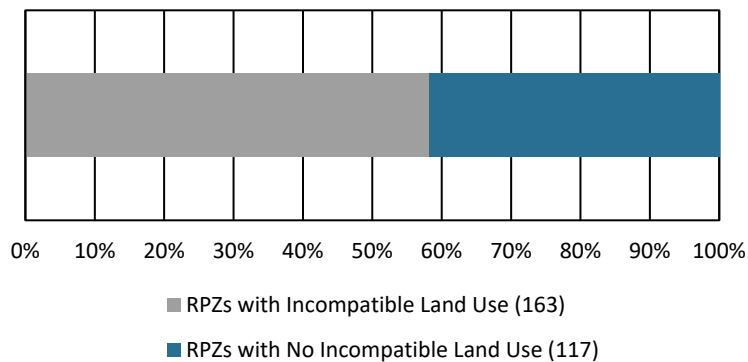
Source: Moffatt & Nichol

On a statewide basis, **Figure 4-38** depicts the type of land uses that were found in RPZs not controlled by Georgia airports. While actual costs to gain control over all RPZs at Georgia airports are discussed later in this report, **Figure 4-38** presents information that shows, on a relative basis, costs that could be incurred, by land use type, to bring all RPZs under airport control. As **Figure 4-38** shows, percentage wise, bringing uncontrolled properties in the RPZs related to commercial development would have the highest potential costs.

The remaining sections of this summary provide information by airport role/level on uncontrolled areas in the RPZs at study airports. It is important to note that this analysis considers current and not future airport roles or RPZs. Each airport's Individual Airport Report provides information on incompatible land use in RPZs and on potential costs that could be incurred to bring the airport's RPZs under airport control.

FIGURE 4-38: STATEWIDE PERCENTAGE OF COST TO GAIN CONTROL OVER LAND USE TYPES WITHIN AIRPORT RPZS
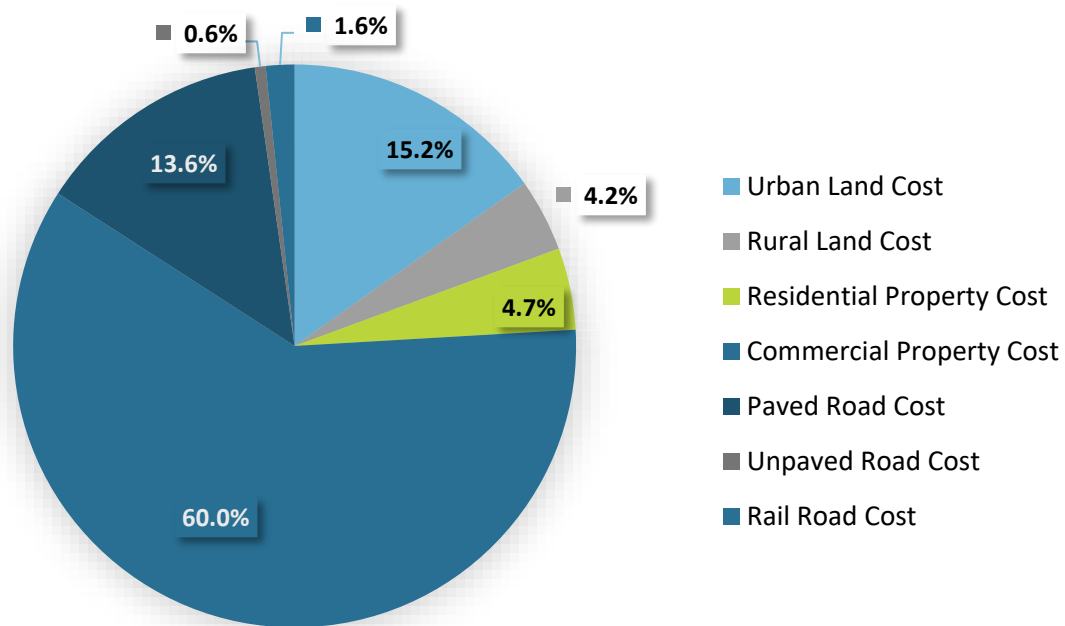
Source: Moffatt & Nichol

Level III Airports

Level III consists of 41 airports with a total of 132 RPZs. Of all Level III airports, 807 acres out of 3,734 RPZ acres are outside airport control. This equates to over 20 percent of all RPZ acreage, or 100 RPZs not under control at Level III airports. Urban and Rural Land in the uncontrolled RPZ areas at Level III is split, 51 percent and 49 percent, respectively. Level III RPZ acreage not under airport control, consists of 113 Commercial Properties and 40 Residential Properties. For Level III airports, 92 RPZs include Transportation Facilities which are mostly Roadways, but also include Railroads that dissect some RPZs.

Figure 4-39 shows, for Level III airports, the number of all RPZs that are fully under airport control versus those not fully under control.

Figure 4-40 shows, again for Level III airports, the percentage of all RPZs with reported incompatible land use versus those that have no reported incompatible land use.

FIGURE 4-39: LEVEL III RPZS FULLY UNDER AND NOT FULLY UNDER AIRPORT CONTROL

■ RPZs Under Airport Control (32)
■ RPZs Not Under Airport Control (100)
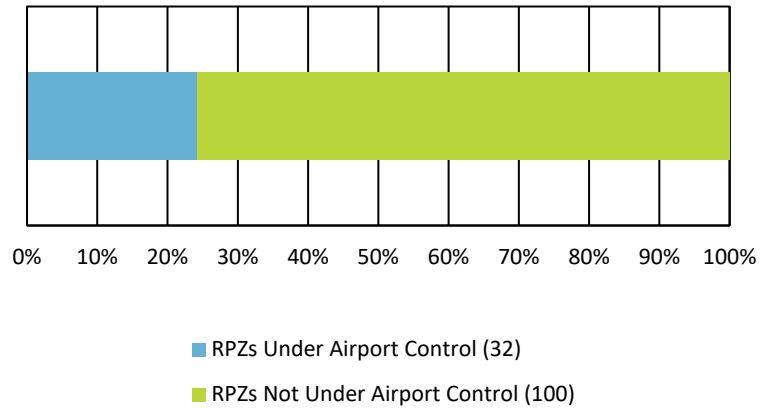
Source: Moffatt & Nichol

FIGURE 4-40: LEVEL III RPZS WITH AND WITHOUT INCOMPATIBLE LAND USES

■ RPZs with Incompatible Land Use (92)
■ RPZs with No Incompatible Land Use (40)
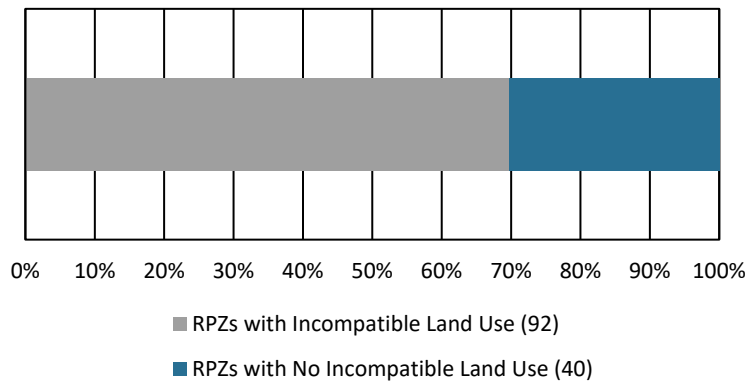
Source: Moffatt & Nichol

Implied cost percentages to bring RPZs for all Level III airports under airport control are shown in **Figure 4-41**. Commercial property costs are estimated to be the highest for Level III airports.

FIGURE 4-41: PERCENTAGE OF TOTAL COST BY CATEGORY TO CONTROL ALL RPZS AT LEVEL III AIRPORTS
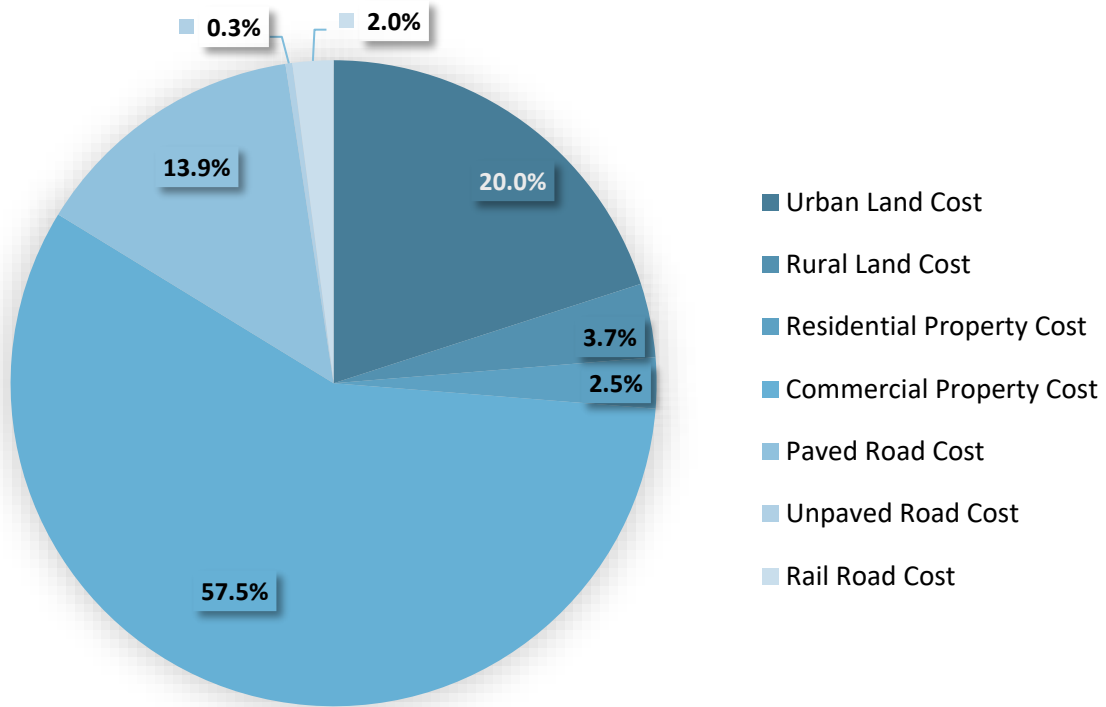
Source: Moffatt & Nichol

Level II Airports

Level II consists of 32 airports with a total of 84 RPZs. For all Level II airports, 593 acres of the total 1,779 acres are outside airport control. The number of RPZs under airport control is 26, or 31 percent of the total. Of the 593 acres, 481 acres are classified as Rural Land and 112 acres are classified as Urban Land.

Figure 4-42 shows the percentage of all Level II airport RPZs that are fully or not fully under airport control.

FIGURE 4-42: LEVEL II RPZS FULLY AND NOT FULLY UNDER AIRPORT CONTROL
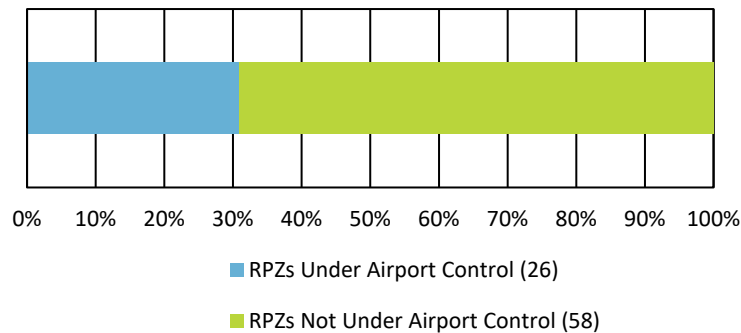
Source: Moffatt & Nichol

For Level II airports, 50 percent (42 RPZs) of all RPZs have some type of incompatible development; much of this development is residential or commercial/industrial development, often times both. Approximately 44 percent of all RPZs at Level II airports include some Residential Property, and over 60 percent include Commercial or Industrial Property. **Figure 4-43** summarizes incompatible RPZ land use information for Level II airports.

FIGURE 4-43: LEVEL II RPZS WITH AND WITHOUT INCOMPATIBLE LAND USES

- RPZs with Incompatible Land Use (42)
- RPZs with No Incompatible Land Use (42)
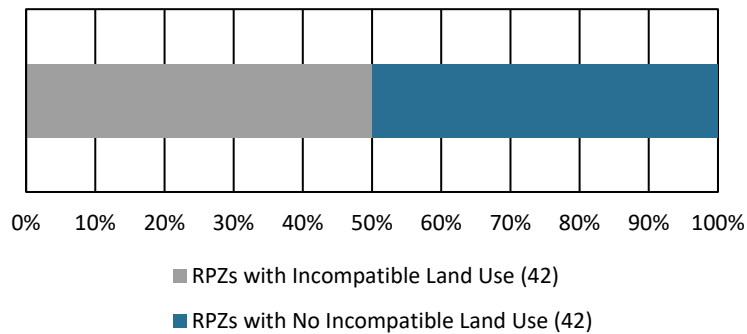
Source: Moffatt & Nichol

For Level II airports, over 69 percent of the total cost to bring all RPZs under airport control is for Paved Roads and Commercial Properties. The remaining percentages can be found in **Figure 4-44.**

FIGURE 4-44: PERCENT OF TOTAL COST BY CATEGORY TO CONTROL ALL RPZS AT LEVEL II AIRPORTS

0.7% 1.2% 4.4%
5.9%
12.4%
6.4%
69.1%

- Urban Land Cost
- Rural Land Cost
- Residential Property Cost
- Commercial Property Cost
- Paved Road Cost
- Unpaved Road Cost
- Rail Road Cost
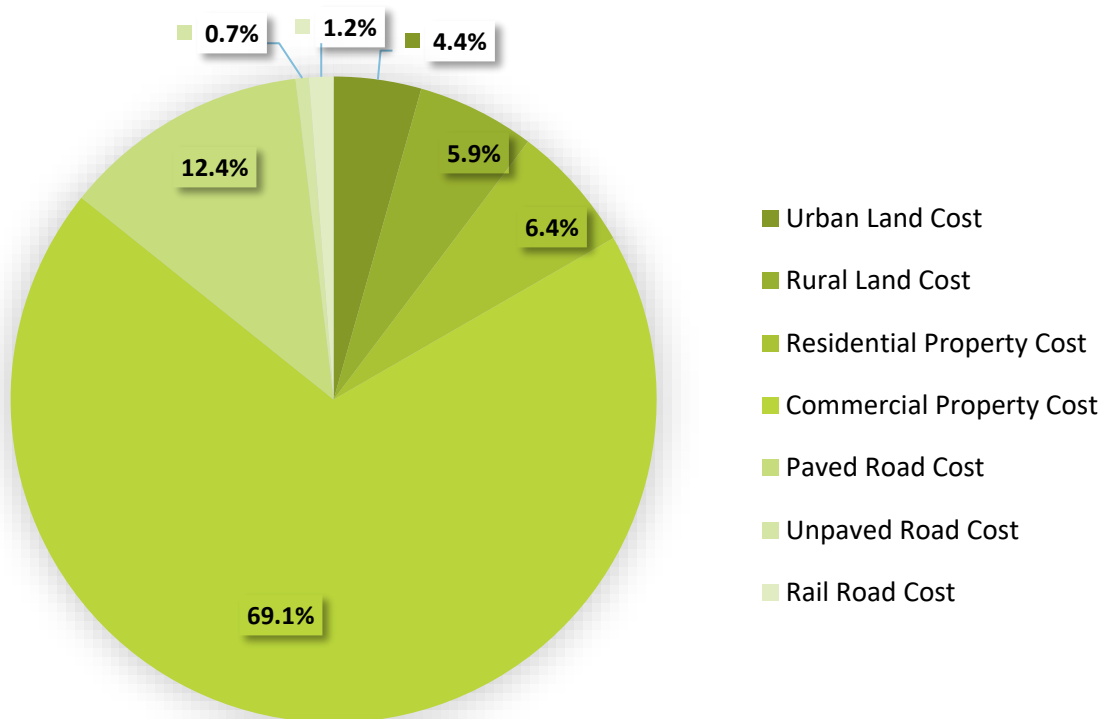
Source: Moffatt & Nichol

Level I Airports

Level I consists of 30 airports that have 64 RPZs. For Level I airports, 45 percent of the RPZs are reported to have incompatible land use. The majority of the incompatible use is from roads, but a few RPZs also have sports facilities. Of all Level I airports, 25 RPZs are outside airport control; the remaining 39 RPZs are reportedly under airport control. This information is depicted graphically in **Figure 4-45.**

RPZs at Level I airports contain 955 acres, 197 of which are not airport controlled. Rural Land is approximately 80 percent of the uncontrolled acreage, while the other 20 percent of the uncontrolled acreage is Urban Land. There are 16 Commercial Properties and 35 Residential Properties located within RPZs, not under airport control, at the Level I airports. This information is depicted graphically in **Figure 4-46**.

FIGURE 4-45: LEVEL I RPZS UNDER AND NOT UNDER AIRPORT CONTROL

■ RPZs under airport control (25)

■ RPZs not under airport control (39)
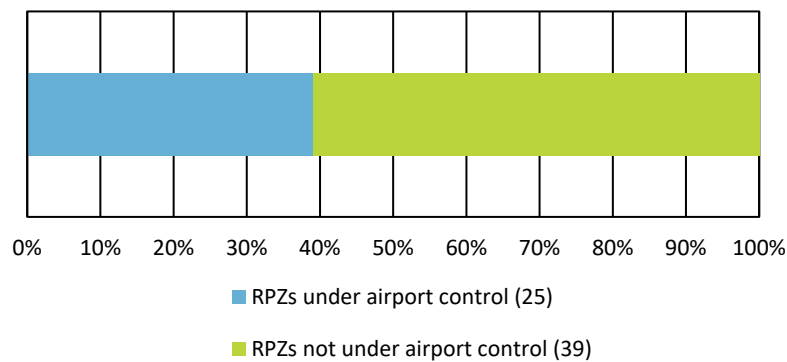
Source: Moffatt & Nichol

FIGURE 4-46: LEVEL I RPZS WITH AND WITHOUT INCOMPATIBLE LAND USES

■ RPZs with Incompatible Land Use (29)

■ RPZs with No Incompatible Land Use (35)
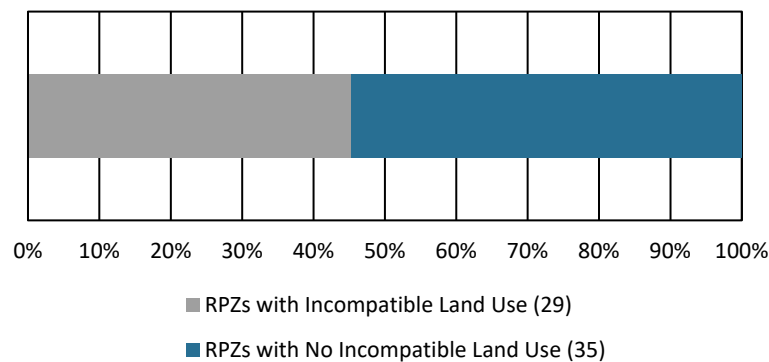
Source: Moffatt & Nichol

For the Level I airport RPZs, the highest percentage of costs associated with bringing all airport RPZs under airport control falls under the Commercial Property land category. **Figure 4-47** displays the breakdown for each land use category in the uncontrolled RPZs for Level I airports.

FIGURE 4-47: PERCENTAGE OF TOTAL COST BY CATEGORY - LEVEL I AIRPORTS

FIGURE 4-47: PERCENTAGE OF TOTAL COST BY CATEGORY - LEVEL I AIRPORTS
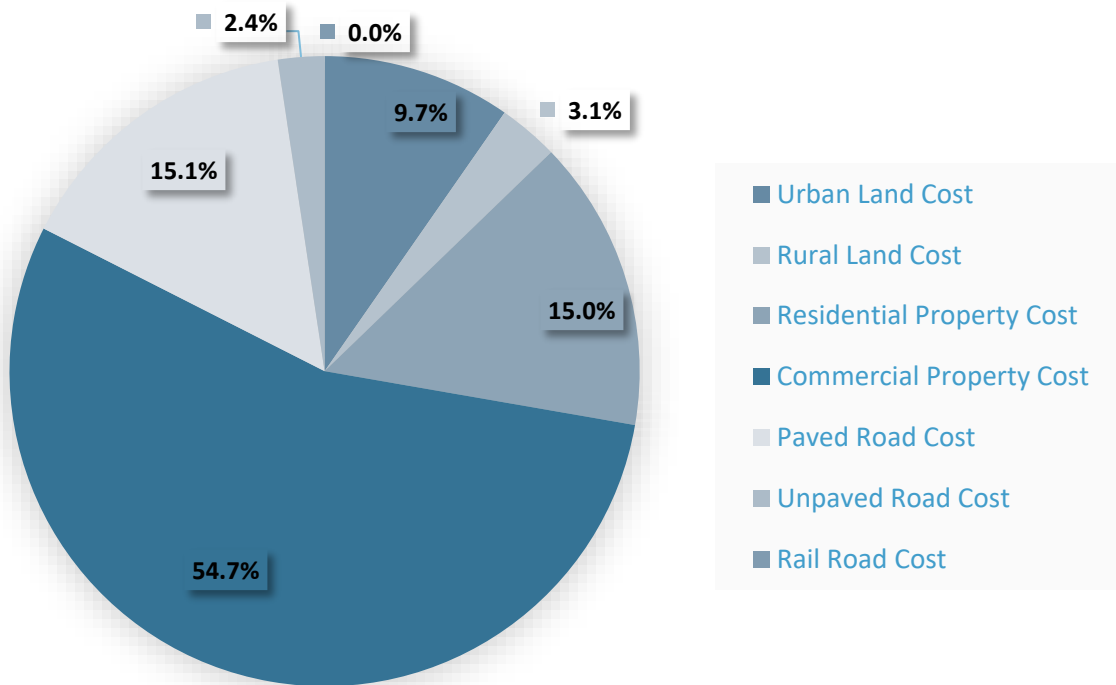
Source: Moffatt & Nichol

All Georgia airports should have control over the land in their RPZs, and all airports should take steps to resolve any incompatible land use within their existing and future RPZs. The Statewide Airport Compatible Land Use Assessment Report provides information on the costs needed to resolve all RPZ incompatibilities. Costs shown in the Statewide Airport Compatible Land Use Assessment Report are based on current airport roles; these costs were updated in **Chapter 7** as necessary to reflect recommended role changes.

4.10.2   Statewide Land Use Analysis

Airports receiving grants from the FAA and GDOT are obligated to comply with federal and state grant assurances. As part of these assurances, the airport sponsors must ensure that the land and airspace around the airport are protected from incompatible uses that may pose operational constraints and from height obstructions that pose safety hazards to aircraft operations. Airports should be vigilant and work with neighboring local governments to guard against land uses and other development or activity that conflict with the use of the airport. It is important to note that local governments, not the airport themselves, have control over what development takes place in the airport environs. Model zoning ordinances to control land use and the height of objects in the airport environs can be obtained from GDOT.

To protect airports in Georgia, various levels of planning and zoning should be adopted and enforced by local governments surrounding each airport. While planning and zoning are related, they are different. Planning sets policy objectives for a local government, but often lacks legal enforcement mechanisms. Zoning is the regulatory or enforcement tool that is used to implement planning. Not only is it important for local governments to develop planning objectives and zoning ordinances, but all local governments need to implement and enforce the necessary ordinances, codes, policies, standards, rules, and regulations to help

protect each airport. A lack of appropriate control can directly impact an airport's ability to comply with FAA/state grant assurances. Violation of grant assurances may jeopardize an airport's future funding eligibility.

For the GSASP update, study airports identified a total of 196 local governments (cities or counties) that are in proximity to one of the 103 study airports. In part, with information provided by study airports, the 196 local governments were examined to determine if they have existing land use controls in place. This included identifying cities or counties that have: land use zoning ordinances, specific airport zoning or overlay districts, land use maps that include the airport, and/or height zoning ordinances. Multiple sources were searched for city and county ordinances, plans, and land use maps. From GSASP research, **Figure 4-48** displays the percentage of local governments with various land use controls and zoning tools in place. Each airport's Individual Airport Report identifies which local governments were identified as being near each airport and what actions these local governments reported to have or to have not taken to enforce land use compatibility in the airport environs.

Statewide research conducted as part of the GSASP Update produced the following findings:

- Of the 196 local governments that were examined, 55 percent of all local governments were found to have some type of adopted zoning in place.
- Only 20 percent of the 196 local governments, however, have some type of specific airport overlay or zoning district.
- 71 percent of the 196 local governments have some type of land use map that includes the airport and its location; these maps, however, do not control land use in airport vicinity, they only identify the land use types.
- Of the 196 local governments, 52 percent have some type of height related zoning; some, but not all, of these height zoning ordinances should protect airports (if they are enforced) from the development of structures/towers that are in conflict with areas around Georgia airports that need to be protected from tall structures that impede safe aircraft operations. Not all height zoning ordinances that have been adopted by local governments in Georgia follow height restriction guidelines outlined by FAA in FAR Part 77.

The complete Statewide Airport Compatible Land Use Assessment Report is available from GDOT, and each airport's Individual Airport Report provides information on the status land use controls for local governments that are in proximity to the airport. It is worth noting that there are over 550 local governments in Georgia. The 196 local governments included in this analysis were identified by the study airports. It is quite possible that there are other local governments that are in proximity to the 103 study airports that were omitted from this review.

Since only 20 percent of the 196 local governments (39 local governments) have specific airport zoning, it is clear that additional work is needed throughout the state to increase the number of local governments that are taking steps to protect airport resources in Georgia.

FIGURE 4-48: LOCAL GOVERNMENTS WITH LAND USE CONTROLS AND ZONING TOOLS IN PLACE
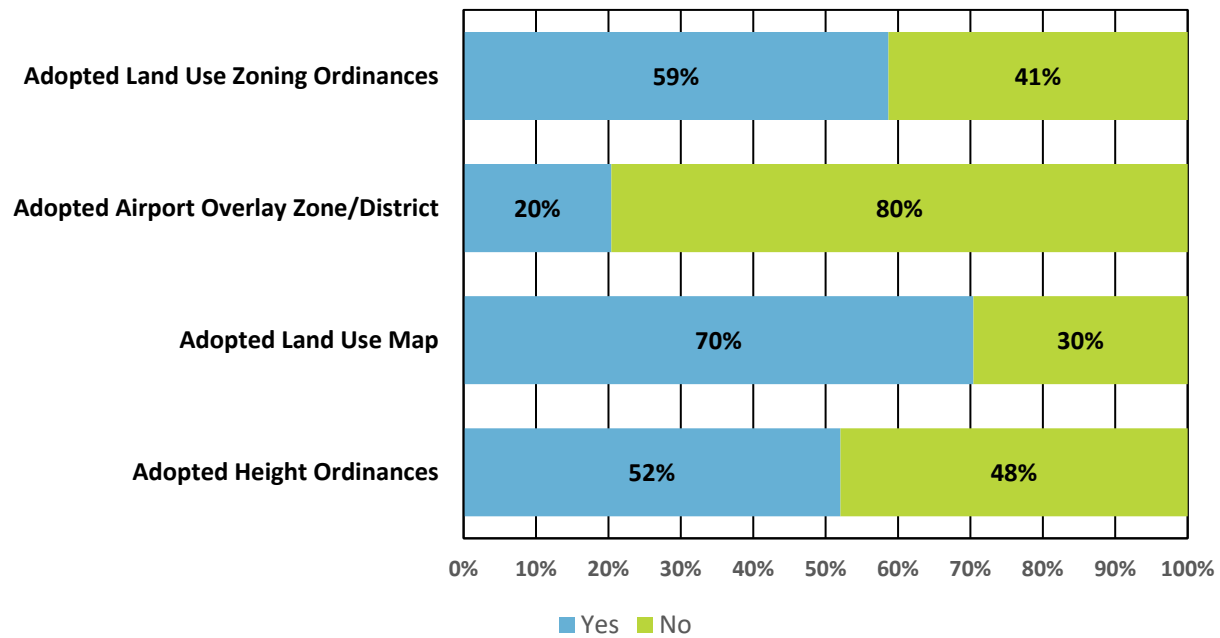
Source: Marr Arnold

4.10.3 Statewide Through-the-Fence Analysis

During the GSASP's inventory phase, airport managers and sponsors were asked to report the existence of through-the-fence (TTF) activities at their airport; TTF operations are defined as individuals or businesses operating adjacent to but off airport property. TTF arrangements give businesses and individuals access to an airport's taxiways and runways. Based on data from the Transportation Research Board's Airport Cooperative Research Program, TTF operations can be broken down into five categories:

- Residential
- Commercial Aeronautical
- Non-commercial Aeronautical
- Non-aeronautical
- Government/military

Because TTF activities are outside airport property, they are not always under the airport's control. Often times this results in the airport not collecting rent or fees from TTF operators, or fees can be different than those charged to similar on-airport businesses. The absence of a legal agreement between the TTF operator and the airport can result in the off-airport operators not being held to same standard as on-airport operators. All airports should have a written agreement with all TTF operators. Many publications exist to assist in guiding TTF agreements, including:

- FAA Policy Regarding Access to Airports from Residential Property in the Federal Register (Vol. 78, No. 136, Page 42419)
- Order 5190.6B: Airport Compliance Manual (Guidance)

- Compliance Guidance Letter 2013-1: FAA Review of Existing and Proposed Residential TTF Access Arrangements

Each TTF operator, reported during the inventory phase, was examined to determine the type of activity, the fees associated with each operator, and if there is an official agreement in place with the TTF operator. Results indicated that 17 of Georgia's 103 system airports have TTF operators. **Table 4-16** identifies the airports with TTF activity, and the number of TTF operators located at each. The full TTF report is available from the Office of Aviation Programs.

TABLE 4-16: AIRPORTS IN GEORGIA WITH THROUGH-THE-FENCE ACCESS

Airport Name	Associated City	FAA ID	No. of Operators with TTF Access
Southwest Georgia Regional Airport	Albany	ABY	1
Atlanta Regional Airport-Falcon Field (Peachtree City)	Atlanta	FFC	3
Decatur County Industrial Air Park	Bainbridge	BGE	6
Early County Airport	Blakely	BIJ	1
Cochran Airport	Cochran	48A	1
Heart of Georgia Regional Airport	Eastman	EZM	1
Davis Field Airport	Folkston	3J6	2
Henry County Airport	Hampton	HMP	4
Hawkinsville-Pulaski County Airport	Hawkinsville	51A	1
Pickens County Airport	Jasper	JZP	1
Barwick Lafayette Airport	LaFayette	9A5	1
Macon Downtown Airport	Macon	MAC	1
Telfair-Wheeler Airport	Mc Rae	MQW	1
Spence Airport	Moultrie	MUL	4
Quitman Brooks County Airport	Quitman	4J5	1
Savannah/Hilton Head International Airport	Savannah	SAV	1
Burke County Airport	Waynesboro	BXG	1

Source: GSASP Inventory

Statewide research conducted as part of the GSASP update produced the following findings:

- 42 percent of the TTF operators in Georgia provide commercial aeronautical TTF activities; 29 percent offer non-commercial aeronautical TTF activities; 13 percent of the TTF operations are government or military users; and 16 percent are identified as non-aeronautical operators. This information can be found in **Figure 4-49**.

FIGURE 4-49: TYPES OF TTF ACTIVITIES AT GEORGIA AIRPORTS
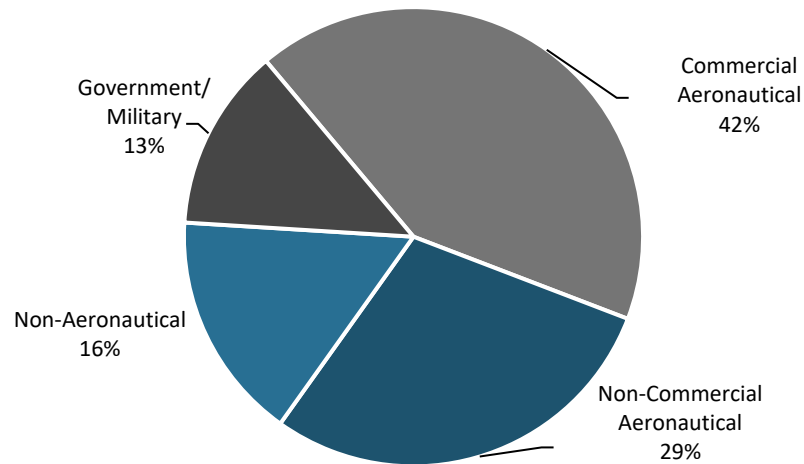
Source: GSASP Inventory

- Seven of the 17 airports (41 percent) reported having TTF access agreements in place with all their TTF operators. Seven airports (41 percent) do not have agreements in place.
- TTF access agreements are in place for 14 of the 31 operators (45 percent), 14 of the 31 TTF operators (45 percent) do not have an access agreement with the airport, it is unclear for three of the operators (10 percent) if an agreement is in place. **Figure 4-50** displays each of these conditions.

FIGURE 4-50: OPERATORS WITH TTF AGREEMENTS IN PLACE AT GEORGIA AIRPORTS
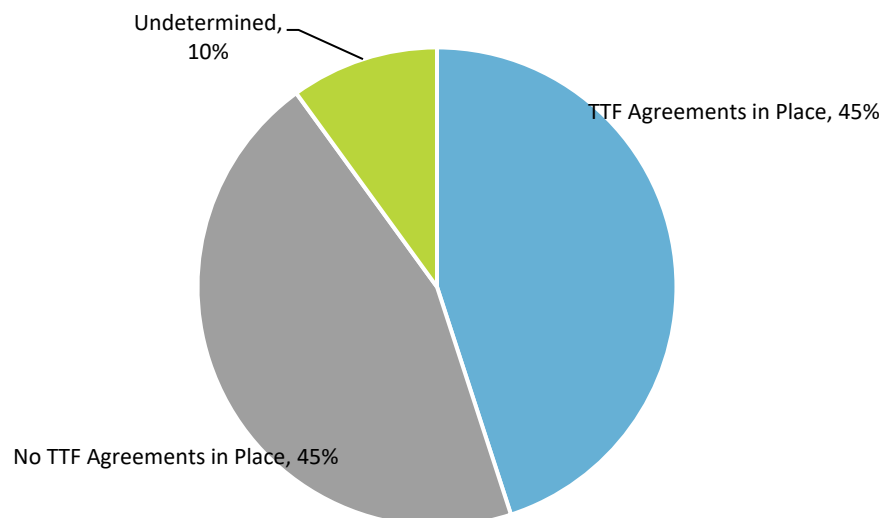
Source: GSASP Inventory

- The majority of the airports (12 of 17 or 71 percent) provide TTF access to just one adjacent TTF operator.
- 14 of the 31 TTF operators in Georgia are currently paying a fee to the airport where they are located, as **Figure 4-51** shows.

FIGURE 4-51: GEORGIA AIRPORTS COLLECTING AND NOT COLLECTING TTF FEES
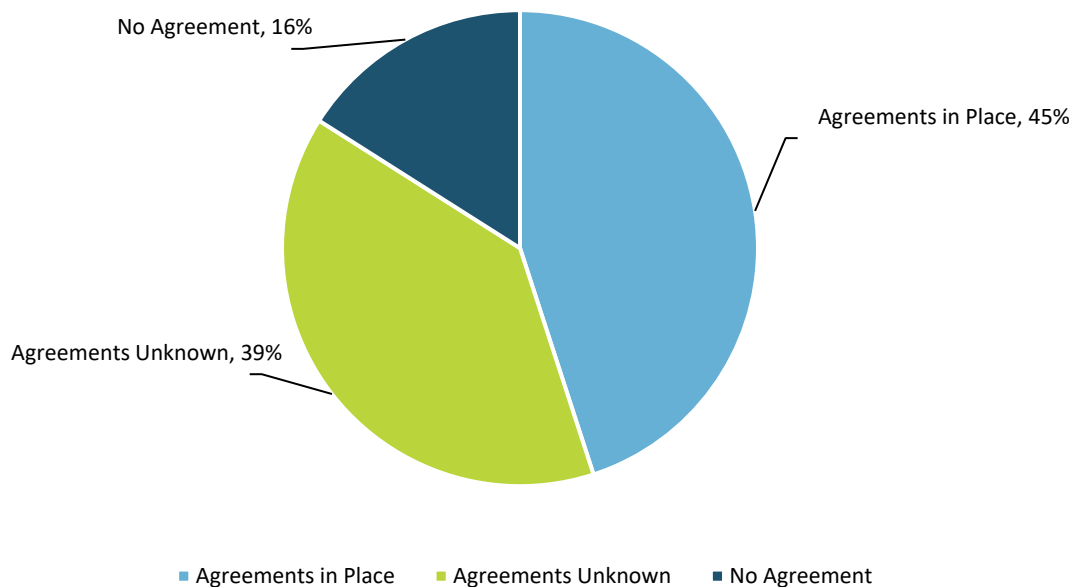
Source: GSASP Inventory

The majority of the best practices for TTF agreements focus on safety and security for the airport, having a formal agreement between the airport and the TTF operator, and developing a fee for airport access. Every airport is different, so protocols regarding TTF activity will vary. Information on best practices and model operating agreements for TTF activities are available from GDOT.

4.11   Summary of System Performance

This chapter provides important information showing how the Georgia airport system improved between the last GSASP (2002) and this update (2017). For some measures, 2002 system performance data was not available. As a result of state, federal, and local investment, the system made tremendous strides between 2002 and 2017 for almost all system performance measures.

The system performance evaluation shows that Georgia's current accessibility for each of the established measures is excellent. Even if no further improvements to the system were accomplished (which will not be the case), the system is already preforming at a very high level for all the established performance measures.

Accessibility currently exceeds 90 percent for all accessibility performance measures, with the exception of commercial airport access at a 60-minute drive time. According to information provided by Hartsfield-Jackson Atlanta International Airport, the airport considers its service area to be 180 minutes (a three-hour drive), not the 60 minutes used in the system plan evaluation. If a 180-minute drive time service area were used for Hartsfield, as opposed to 60 minutes, the accessibility rating for commercial airport accessibility would increase to over 90 percent.

Table 4-17 provides a summary of current and future system performance for each of the measures. Future system performance, as noted in this chapter, is based on airports implementing planned improvements. Justification for all planned improvements continues to be bottom-up from the individual airport level, rather than top-down from the GSASP. Planned improvements considered during the system evaluation process were further considered in the GSASP to analyze facility and service objectives by airport role.

TABLE 4-17: CURRENT AND FUTURE PERFORMANCE MEASURES

Performance Measure	Georgia Residents in Service Area
60-Minute Accessibility to an Airport with Scheduled Commercial Airline Service	
– 60-Minute Current Accessibility to Georgia Commercial Airports	80.68%
– 60-Minute Current Accessibility to Georgia and Nearby Commercial Airports	85.10%
– 60-Minute Accessibility to a Georgia Commercial Airport Excluding Macon and Athens	69.41%
– 60-Minute Accessibility to a Georgia Commercial Airports with More than One Scheduled Carrier	58.27%
30-Minute Accessibility to an Airport	
– 30-Minute Current Accessibility to A Georgia Airport	93.40%
– 30-Minute Current Accessibility to a Georgia or Nearby Airport	93.72%
– 30-Minute Potential Accessibility to a Georgia or Nearby Airport	93.89%
30-Minute Accessibility to an Airport with a Published Approach	
– 30-Minute Current Accessibility to A Georgia Airport with a Published Approach	92.31%
– 30-Minute Current Accessibility to a Georgia or Nearby Airport with a Published Approach	93.08%
– 30-Minute Target Accessibility if All Georgia Airports Have a Published Approach	94.27%
– 30-Minute Accessibility to a Proposed/Pending Published Approach	93.20%
45-Minute Accessibility to an Airport with a Vertical Guidance Approach	
– 45-Minute Current Accessibility to a Georgia Airport with a Vertical Guidance Approach	98.27%
– 45-Minute Current Accessibility to a Georgia or Nearby Airport with a Vertical Guidance Approach	98.90%
– 45-Minute Potential Accessibility to a Georgia or Nearby Airport with a Vertical Guidance Approach from System Upgrades	99.43%
30-Minute Accessibility to an Airport with On-Site Weather Reporting Equipment	
– 30-Minute Current Accessibility to a Georgia Airport with On-Site Weather Reporting Equipment	90.48%
– 30-Minute Current Accessibility to Georgia or Nearby Airport with On-Site Weather Reporting Equipment	91.34%
– 30-Minute Potential Accessibility to Georgia or Nearby Airport with On-Site Weather Reporting Equipment	93.13%
30-Minute Accessibility to an Airport with a Runway Length of 4,000 feet or Greater	
– 30-Minute Current Accessibility to a Georgia Airport with a Runway Length of 4,000 feet or Greater	92.37%
– 30-Minute Current Accessibility to a Georgia or Nearby Airport with a Runway Length of 4,000 feet or Greater	92.99%
– 30-Minute Potential Accessibility to a Georgia or Nearby Airport with a Runway Length of 4,000 feet or Greater	93.89%
30-Minute Accessibility to an Airport with a Runway Length of 5,000 feet or Greater	
– 30-Minute Current Accessibility to a Georgia Airport with a Runway 5,000 feet or Greater	91.36%
– 30-Minute Current Accessibility to Georgia and Nearby Airports with a Runway 5,000 feet or Greater	91.98%
– 30-Minute Potential Accessibility to a Georgia or Nearby Airport with a Runway 5,000 feet or Greater	93.67%
45-Minute Accessibility to an Airport with a Runway of 5,500 Feet or Greater	

TABLE 4-17: CURRENT AND FUTURE PERFORMANCE MEASURES

Performance Measure	Georgia Residents in Service Area
− 45-Minute Current Accessibility to Georgia Airports with a Runway of 5,500 Feet or Greater	96.71%
− 45-Minute Current Accessibility to Georgia and Nearby Airports with a Runway of 5,500 Feet or Greater	97.71%
− 45-Minute Potential Accessibility to Georgia and Nearby Airports with a Runway of 5,500 Feet or Greater	98.65%
Primary Runway PCI of 70 or Greater	
− 2002 System Performance	77%
− 2012 System Performance	98%
Primary Runway Meeting Runway Safety Area Standards	
− 2002 Performance	84%
− 2017 Performance	84%
Applicable Runways Meeting Runway/Taxiway Separation Standards	
− 2002 Performance	91%
− 2017 Performance	75%
Runway Protection Zones Under Airport Control	
− 2017 Performance	29.3%
Runway Protection Zones without Incompatible Land Use	
− 2017 Performance	41.8%
Land Use Controls	
− 2017 Local governments with Zoning	55%
− 2017 Local governments the Airport Overlay Zoning/District	20%
− 2017 Local governments with Land Use Map that Includes Airport	71%
− 2017 Local governments with Height Zoning	52%

Source: Jviation