

## 5. AIRPORT ROLES

As part of GDOT's prior airport system plans, criteria were identified to assign each airport in the state system to a role or level. In Georgia, airport levels generally reflect the type of users each airport accommodates and the facilities and services that the airport has in place. Levels also typically reflect the airport's relative importance, as it relates to meeting the state's transportation and economic needs and objectives. Further, airport levels are often matched to the socioeconomic and demographic characteristics of the communities the airport serves.

This chapter of the update to the Georgia Statewide Airport System Plan (GSASP) provides the following:

- Review of current airport roles.
- Comparison of Georgia state airport levels/roles to roles for Georgia airports established by the Federal Aviation Administration (FAA) in their ASSET Study or National Plan of Integrated Airport Systems (NPIAS).
- Discussion of the need to consider change to current airport levels.
- Recommendations for changes to current airport levels.

**Chapter 6, Airport Facility and Service Objectives**, examines the ability of each airport to meet facility and service objectives that are applicable to each airport's recommended level.

### 5.1 Factors That Influence Current Roles for Georgia Airports

Levels for Georgia airports were established in the 2002 GSASP; the following factors were considered in the 2002 system plan to assign Georgia airports to a level:

- **Coverage:** Percentage of the state contained in an airport service area. This factor included the establishment of a 30-minute service area for each airport via a geographic information system (GIS) drive time analysis. Information was collected for each service area to evaluate factors including quantity and quality of roads, number of square miles in each airport service area, and socioeconomic/demographic factors in each service area.
- **Accessibility:** Proximity to the state and federal highway system was reviewed.
- **Sectors Served:** Socioeconomic and demographic factors including population and employment, along with other factors, such as registered pilots and aircraft owners in each service area, were also considered.
- **Based Aircraft:** The number of based aircraft at each airport was considered.
- **Facilities:** Existing facilities at each airport were considered in the role assignment process.
- **Services:** Existing airport services including aircraft fuel, maintenance/repair, flight training, Fixed Based Operators, and other services were also reviewed as roles were initially assigned.
- **Expansion Capabilities:** Role assignments also considered the ability for the airport to expand based on surrounding factors, including manmade or natural obstructions, environmental factors, and other local conditions.

For each factor, indicators that could be assigned a numeric value were identified. Once numeric values were identified, airports were ranked from high to low for each indicator. A Steering Committee, which helped guide the initial airport role assignment process in the 2002 plan, also assigned a relative importance weighting to each of the indicators. The airport's total point value was calculated by multiplying the airport's "raw score" for each indicator by the "importance weighting" assigned to the indicator.

Once each airport's total raw and weighted scores for each indicator were estimated, all scores were summed, and airports were again sorted from high to low. The final step was to assign airports with comparable scores to similar mathematical cohorts. This process helped identify and group airports, assigning the airports with similar scores to Level I, Level II, or Level III.

The "Georgia System Airports and 2002 Airport Roles/Levels" figure in **Chapter 2, Inventory** is a map showing each airport's current level in the Georgia system, as it was assigned when this study started. The "System Plan Role Descriptions" table in **Chapter 2** provides an overview of the general characteristics of Level I, Level II, and Level III airports in the Georgia system.

The next section of this report evaluates and compares state airport roles in relationship to the FAA's NPIAS. While FAA roles are important from a federal standpoint, GDOT did not consider federal airport roles when revisiting role assignments for airports in the state airport system.

## 5.2 FAA Roles for Georgia Airports

FAA uses the NPIAS to classify airports in the United States that are open to the public and eligible for federal funding.

Of the 3,340 existing and proposed airports in the United States included in the NPIAS<sup>1</sup>, 382 provide commercial service. These airports are classified as "Primary" airports and are further defined as large, medium, small, and non-hub airports based on the number of enplanements accommodated at each facility. There are eight airports included in the NPIAS as "proposed" new or replacement airports. The remaining 2,950 landing facilities (which include airports, seaplane bases, and heliports) are referred to as "Nonprimary" airports. Within the Nonprimary category, 127 of the airports are "Nonprimary Commercial Service" airports. Nonprimary Commercial Service airports support scheduled commercial service, but have lower levels of enplanements, ranging between 2,500-10,000 enplanements per year. An additional 259 of the 2,950 airports are classified as "Reliever" airports. Reliever airports are high-activity general aviation airports that provide general aviation operators with alternatives to congested commercial hubs. The remaining 2,564 Nonprimary airports are classified as "general aviation airports."

Recognizing the unique roles played by general aviation airports throughout the United States, FAA conducted a study to further classify the general aviation airports included in the NPIAS. To accomplish this, FAA published *General Aviation Airports: A National Asset (ASSET)* in May 2012. This report documents the importance of the general aviation airport system, the need for new general aviation categories, a description of each of the ASSET categories, and lists showing each airport in the NPIAS identified by FAA ASSET category. A second study was completed by FAA in March 2014 (*ASSET 2: In-Depth Review of the 497 Unclassified Airports*) to further consider classifications for general aviation airports, especially those that fell in the "Unclassified" category.

ASSET notes five key aeronautical functions or types of activity supported by the national general aviation airport system. ASSET identifies classifications for 91 general aviation airports in the Georgia airport system<sup>2</sup>.

Aeronautical functions for airports included in ASSET include:

- Emergency preparedness and response
- Critical community access for remote areas

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<sup>1</sup> FAA's [National Plan of Integrated Airport Systems \(NPIAS\) 2017-2021](#)

<sup>2</sup> There are six additional general aviation airports included in the Georgia airport system that are not included in the NPIAS: Marion County Airport (82A), Lumpkin County-Wimpy's Airport (9A0), Davis Field Airport (3J6), Hawkinsville-Pulaski County Airport (51A), Spence Airport (MUL), and Treutlen County Airport (4J8).

- Commercial, industrial, and economic activity functions
- Access to tourism and special events
- Other aviation-specific functions including corporate flights and flight instruction

As part of *ASSET*, FAA identified five categories to further refine the classification of general aviation airports included in the NPIAS. New categories for general aviation airports included in the NPIAS were developed to provide policy makers with a better understanding of the relative contribution of airports in the nation's vast general aviation system. While more detailed than the previous category designation of general aviation-reliever or general aviation, the new federal categories are still broad. The five new categories for general aviation airports included in the NPIAS and the criteria used to place each airport into a category are presented in **Table 5-1**.

TABLE 5-1: FAA ASSET AIRPORT CATEGORIES AND CRITERIA

| ASSET Category (# of NPIAS Airports in the US assigned to the category)  | Criteria  |
|--|---|
| <b>National (89):</b> Supports national and state airport systems by providing communities with access to national and international markets in multiple states and throughout the United States | 1. 5,000+ instrument operations, 11+ based jets, 20+ international flights, or 500+ interstate departures<br>2. 10,000+ enplanements OR<br>3. 500+ million pounds of landed cargo   |
| <b>Regional (530):</b> Supports regional economies connecting communities to statewide and interstate markets.   | 1. Metropolitan Statistical Area (MSA) and 10+ domestic flights of 500 miles, 1,000 instrument ops, 1+ based jet, or 100+ based aircraft<br>2. Located in a MSA and meets definition of commercial service  |
| <b>Local (1,262):</b> Supplements local communities by providing access to intrastate and some interstate markets.   | 1. 10+ instrument operations and 15+ based aircraft OR<br>2. 2,500+ passengers  |
| <b>Basic (813):</b> Links the community with national airport system and supports general aviation activities.   | 1. 10+ based aircraft; OR<br>2. 4+ based helicopters; OR<br>3. Located 30+ miles from nearest NPIAS airport; OR<br>4. Used by US Forest Service, or US Marshalls, or US Customs and Border Protection, or US Postal Service, or has Essential Air Service; OR<br>5. New or replacement airport activated after 1/1/01 |
| <b>Unclassified (256):</b> Tends to have limited activity.   | Airports that do not meet the criteria of the Basic category  |

Source: FAA NPIAS 2017-2021, *General Aviation Airports: A National Asset (ASSET)*, and *ASSET 2: In-Depth Review of the 497 Unclassified Airports*

The FAA uses general aviation categories to “provide a baseline from which to measure changes in operations and needs.” ASSET airport categories are incorporated into future NPIAS reports to Congress, which determine five-year development and funding needs. The FAA reexamines and updates the roles of Nonprimary airports biennially, in conjunction with the NPIAS Report to Congress. This was last completed in 2015, in preparation of the 2017 NPIAS report.

Thirteen of the Nonprimary airports in Georgia were re-categorized from the original ASSET study based on a review of the criteria shown in **Table 5-1**. Within the next several years, the FAA will further evaluate airport criteria for inclusion in the NPIAS, compare historic funding levels by new general aviation funding category, and look at other funding considerations.

As shown in **Table 5-1**, the criteria used to place airports in various ASSET roles are largely driven by operational activity at an airport (based aircraft and operations). In comparison, roles for Georgia airports established in the GSASP (Level I, Level II, and Level III) are influenced by the following:

- Ability of the airport to accommodate future growth
- Proximity of the airport to major population and business centers

- Proximity to aircraft owners and registered pilots
- Current airport infrastructure, facilities, and services
- Accessibility and geographic coverage
- Aviation activity levels

It is important to note the difference in the factors used to establish FAA roles for general aviation airports in Georgia, when compared to the more comprehensive list of factors used to assign airport roles within the state airport system.

The 256 US airports in the NPIAS that do not currently fall into one of the four original ASSET categories described in **Table 5-1** are considered “Unclassified;” eight of these airports are in Georgia. The main determinant for assigning airports to this category is that the airport has less than 10 based aircraft. It was noted in *ASSET* that Unclassified airports have seen an erosion of based aircraft and activity due to population decreases, economic shifts, or recession.

The general aviation airports in the Georgia airport system are listed by their ASSET/NPIAS role in **Table 5-2**. For comparison, current Georgia airport roles are also shown in the table. Descriptions of Georgia airport levels are presented in **Chapter 2, Inventory**.

TABLE 5-2: GEORGIA SYSTEM AIRPORTS BY ASSET/NPIAS ROLE COMPARED TO CURRENT STATE ROLE

| City          | Airport  | FAA ID | Current GSASP Role | ASSET/NPIAS Category |
|---------------|--|--------|--------------------|----------------------|
| Albany        | Southwest Georgia Regional Airport                     | ABY    | Level III CS*      | Commercial           |
| Augusta       | Augusta Regional Airport at Bush Field                 | AGS    | Level III CS       | Commercial           |
| Brunswick     | Brunswick-Golden Isles Airport                         | BQK    | Level III CS       | Commercial           |
| Columbus      | Columbus Airport                                       | CSG    | Level III CS       | Commercial           |
| Savannah      | Savannah/Hilton Head International Airport             | SAV    | Level III CS       | Commercial           |
| Valdosta      | Valdosta Regional Airport                              | VLD    | Level III CS       | Commercial           |
| Atlanta       | Cobb County International Airport-McCollum Field       | RYY    | Level III          | National             |
| Atlanta       | DeKalb-Peachtree Airport                               | PDK    | Level III          | National             |
| Atlanta       | Fulton County Airport-Brown Field                      | FTY    | Level III          | National             |
| Lawrenceville | Gwinnett County Airport-Briscoe Field                  | LZU    | Level III          | National             |
| Atlanta       | Atlanta Regional Airport-Falcon Field (Peachtree City) | FFC    | Level III          | Regional             |
| Atlanta       | Newnan-Coweta County Airport                           | CCO    | Level III          | Regional             |
| Brunswick     | McKinnon-St. Simons Island Airport                     | SSI    | Level II           | Regional             |
| Canton        | Cherokee County Airport                                | CNI    | Level II           | Regional             |
| Carrollton    | West Georgia Regional Airport-O.V. Gray Field          | CTJ    | Level III          | Regional             |
| Cartersville  | Cartersville Airport                                   | VPC    | Level III          | Regional             |
| Gainesville   | Lee Gilmer Memorial Airport                            | GVL    | Level III          | Regional             |
| Griffin       | Griffin-Spalding County Airport                        | 6A2    | Level II           | Regional             |
| Hampton       | Henry County Airport                                   | HMP    | Level II           | Regional             |
| LaGrange      | LaGrange-Callaway Airport                              | LGC    | Level III          | Regional             |
| Macon         | Middle Georgia Regional Airport                        | MCN    | Level III          | Regional             |
| Milledgeville | Baldwin County Airport                                 | MLJ    | Level III          | Regional             |

TABLE 5-2: GEORGIA SYSTEM AIRPORTS BY ASSET/NPIAS ROLE COMPARED TO CURRENT STATE ROLE

| City        | Airport   | FAA ID | Current GSASP Role | ASSET/NPIAS Category |
|-------------|---|--------|--------------------|----------------------|
| Rome        | Richard B. Russell Regional Airport-J.H. Towers Field         | RMG    | Level III          | Regional             |
| Thomasville | Thomasville Regional Airport                                  | TVI    | Level III          | Regional             |
| Thomson     | Thomson-McDuffie Regional Airport                             | HQU    | Level III          | Regional             |
| Toccoa      | Toccoa Airport-RG LeTourneau Field                            | TOC    | Level II           | Regional             |
| Waycross    | Waycross-Ware County Airport                                  | AYS    | Level III          | Regional             |
| Winder      | Barrow County Airport   | WDR    | Level III          | Regional             |
| Adel        | Cook County Airport   | 15J    | Level II           | Local                |
| Americus    | Jimmy Carter Regional Airport                                 | ACJ    | Level III          | Local                |
| Athens      | Athens-Ben Epps Airport                                       | AHN    | Level III          | Local                |
| Atlanta     | Covington Municipal Airport                                   | CVC    | Level III          | Local                |
| Augusta     | Daniel Field Airport  | DNL    | Level I            | Local                |
| Bainbridge  | Decatur County Industrial Air Park                            | BGE    | Level III          | Local                |
| Blairsville | Blairsville Airport   | DZJ    | Level III          | Local                |
| Cairo       | Cairo-Grady County Airport                                    | 70J    | Level I            | Local                |
| Calhoun     | Tom B. David Field Airport                                    | CZL    | Level III          | Local                |
| Camilla     | Camilla-Mitchell County Airport                               | CXU    | Level II           | Local                |
| Canon       | Franklin County Airport                                       | 18A    | Level I            | Local                |
| Cedartown   | Polk County Airport-Cornelius Moore Field                     | 4A4    | Level I            | Local                |
| Cochran     | Cochran Airport   | 48A    | Level I            | Local                |
| Cordele     | Crisp County-Cordele Airport                                  | CKF    | Level II           | Local                |
| Cornelia    | Habersham County Airport                                      | AJR    | Level III          | Local                |
| Dalton      | Dalton Municipal Airport                                      | DNN    | Level III          | Local                |
| Dawson      | Dawson Municipal Airport                                      | 16J    | Level II           | Local                |
| Douglas     | Douglas Municipal Airport                                     | DQH    | Level III          | Local                |
| Dublin      | W.H. "Bud" Barron Airport                                     | DBN    | Level III          | Local                |
| Eastman     | Heart of Georgia Regional Airport                             | EZM    | Level III          | Local                |
| Elberton    | Elbert County Airport-Patz Field                              | EBA    | Level I            | Local                |
| Fitzgerald  | Fitzgerald Municipal Airport                                  | FZG    | Level II           | Local                |
| Greensboro  | Greene County Regional Airport                                | 3J7    | Level II           | Local                |
| Hazlehurst  | Hazlehurst Airport  | AZE    | Level I            | Local                |
| Hinesville  | Wright Army Airfield (Fort Stewart)/MidCoast Regional Airport | LHW    | Level II           | Local                |
| Jasper      | Pickens County Airport  | JZP    | Level II           | Local                |
| Jefferson   | Jackson County Airport  | JCA    | Level II           | Local                |
| LaFayette   | Barwick LaFayette Airport                                     | 9A5    | Level II           | Local                |
| Macon       | Macon Downtown Airport  | MAC    | Level II           | Local                |
| Madison     | Madison Municipal Airport                                     | 52A    | Level I            | Local                |
| Metter      | Metter Municipal Airport                                      | MHP    | Level I            | Local                |
| Monroe      | Monroe-Walton County Airport                                  | D73    | Level II           | Local                |

TABLE 5-2: GEORGIA SYSTEM AIRPORTS BY ASSET/NPIAS ROLE COMPARED TO CURRENT STATE ROLE

| City          | Airport   | FAA ID | Current GSASP Role | ASSET/NPIAS Category |
|---------------|---|--------|--------------------|----------------------|
| Moultrie      | Moultrie Airport                                    | MGR    | Level II           | Local                |
| Perry         | Perry-Houston County Airport                        | PXE    | Level II           | Local                |
| Pine Mountain | Harris County Airport                               | PIM    | Level II           | Local                |
| Quitman       | Quitman Brooks County Airport                       | 4J5    | Level I            | Local                |
| Sandersville  | Kaolin Field Airport                                | OKZ    | Level II           | Local                |
| St Marys      | St Marys Airport                                    | 4J6    | Level II           | Local                |
| Statesboro    | Statesboro-Bulloch County Airport                   | TBR    | Level III          | Local                |
| Sylvania      | Plantation Airpark                                  | JYL    | Level II           | Local                |
| Thomaston     | Thomaston-Upson County Airport                      | OPN    | Level III          | Local                |
| Vidalia       | Vidalia Regional Airport                            | VDI    | Level III          | Local                |
| Washington    | Washington-Wilkes County Airport                    | IYY    | Level II           | Local                |
| Alma          | Bacon County Airport                                | AMG    | Level II           | Basic                |
| Atlanta       | Paulding-Northwest Atlanta Airport                  | PUJ    | Level II           | Basic                |
| Baxley        | Baxley Municipal Airport                            | BHC    | Level II           | Basic                |
| Blakely       | Early County Airport                                | BIJ    | Level III          | Basic                |
| Butler        | Butler Municipal Airport                            | 6A1    | Level II           | Basic                |
| Claxton       | Claxton-Evans County Airport                        | CWV    | Level II           | Basic                |
| Donalsonville | Donalsonville Municipal Airport                     | 17J    | Level II           | Basic                |
| Ellijay       | Gilmer County Airport                               | 49A    | Level I            | Basic                |
| Jesup         | Jesup-Wayne County Airport                          | JES    | Level III          | Basic                |
| Louisville    | Louisville Municipal Airport                        | 2J3    | Level III          | Basic                |
| Mc Rae        | Telfair-Wheeler Airport                             | MQW    | Level I            | Basic                |
| Montezuma     | Dr. C.P. Savage, Sr. Airport                        | 53A    | Level I            | Basic                |
| Nashville     | Berrien County Airport                              | 4J2    | Level I            | Basic                |
| Reidsville    | Swinton Smith Field at Reidsville Municipal Airport | RVJ    | Level I            | Basic                |
| Swainsboro    | East Georgia Regional Airport                       | SBO    | Level II           | Basic                |
| Tifton        | Henry Tift Myers Airport                            | TMA    | Level III          | Basic                |
| Warm Springs  | Roosevelt Memorial Airport                          | 5A9    | Level I            | Basic                |
| Waynesboro    | Burke County Airport                                | BXG    | Level I            | Basic                |
| Ashburn       | Turner County Airport                               | 75J    | Level I            | Unclassified         |
| Cuthbert      | Lower Chattahoochee Regional Airport                | 25J    | Level I            | Unclassified         |
| Homerville    | Homerville Airport                                  | HOE    | Level II           | Unclassified         |
| Jekyll Island | Jekyll Island Airport                               | 09J    | Level I            | Unclassified         |
| Millen        | Millen Airport                                      | 2J5    | Level I            | Unclassified         |
| Nahunta       | Brantley County Airport                             | 4J1    | Level I            | Unclassified         |
| Sylvester     | Sylvester Airport                                   | SYV    | Level I            | Unclassified         |
| Wrens         | Wrens Memorial Airport                              | 65J    | Level I            | Unclassified         |
| Buena Vista   | Marion County Airport                               | 82A    | Level I            | Non-NPIAS            |

TABLE 5-2: GEORGIA SYSTEM AIRPORTS BY ASSET/NPIAS ROLE COMPARED TO CURRENT STATE ROLE

| City         | Airport                             | FAA ID | Current GSASP Role | ASSET/NPIAS Category |
|--------------|-------------------------------------|--------|--------------------|----------------------|
| Dahlonega    | Lumpkin County-Wimpy's Airport      | 9A0    | Level I            | Non-NPIAS            |
| Folkston     | Davis Field Airport                 | 3J6    | Level I            | Non-NPIAS            |
| Hawkinsville | Hawkinsville-Pulaski County Airport | 51A    | Level I            | Non-NPIAS            |
| Moultrie     | Spence Airport                      | MUL    | Level I            | Non-NPIAS            |
| Soperton     | Treutlen County Airport             | 4J8    | Level I            | Non-NPIAS            |

Source: FAA National Plan of Integrated Airport Systems (NPIAS) 2017-2021, 2001 GSASP

\* CS = Commercial Service

**Table 5-3** presents a summary of FAA ASSET/NPIAS roles compared to the existing GSASP airport roles. As shown, four of the Georgia airports (four percent) are classified by FAA as National Airports, 18 (17 percent) are classified as Regional Airports, 43 (42 percent) are Local Airports, 18 (17 percent) are Basic Airports, and eight (eight percent) are unclassified. Of the remaining airports, six (six percent) are commercial airports and six (six percent) are non-NPIAS airports.

For comparison, according to the FAA (NPIAS 2017-2021) [https://www.faa.gov/airports/planning\\_capacity/npias/reports/media/NPIAS-Report-2017-2021-Narrative.pdf](https://www.faa.gov/airports/planning_capacity/npias/reports/media/NPIAS-Report-2017-2021-Narrative.pdf), three percent of the general aviation airports in the United States included in the NPIAS fall in the National ASSET category, 16 percent are Regional Airports, 38 percent are Local Airports, and eight percent are Unclassified.

TABLE 5-3: SUMMARY COMPARISON OF NPIAS/ASSET AND CURRENT GSASP ROLES

| NPIAS/ASSET Category               | 2017 GSASP Roles |             |             | Georgia Total | United States NPIAS Total |
|------------------------------------|------------------|-------------|-------------|---------------|---------------------------|
|                                    | Level III        | Level II    | Level I     |               |                           |
| Commercial Service                 | 6                | -           | -           | 6             | 382                       |
| National                           | 4                | -           | -           | 4             | 89                        |
| Regional                           | 13               | 5           | -           | 18            | 530                       |
| Local                              | 14               | 19          | 10          | 43            | 1,262                     |
| Basic                              | 4                | 7           | 7           | 18            | 813                       |
| Unclassified                       | -                | 1           | 7           | 8             | 256                       |
| Non-NPIAS                          | -                | -           | 6           | 6             | -                         |
| <b>Total</b>                       | <b>41</b>        | <b>32</b>   | <b>30</b>   | <b>103</b>    | <b>3,332*</b>             |
| <b>Percentage of Georgia Total</b> |                  |             |             |               |                           |
| Commercial Service                 | 15%              | -           | -           | 6%            | 11%                       |
| National                           | 10%              | -           | -           | 4%            | 3%                        |
| Regional                           | 32%              | 16%         | -           | 17%           | 16%                       |
| Local                              | 34%              | 59%         | 33%         | 42%           | 38%                       |
| Basic                              | 10%              | 22%         | 23%         | 17%           | 24%                       |
| Unclassified                       | -                | 3%          | 23%         | 8%            | 8%                        |
| Non-NPIAS                          | -                | -           | 20%         | 6%            | -                         |
| <b>Total</b>                       | <b>100%</b>      | <b>100%</b> | <b>100%</b> | <b>100%</b>   | <b>100%</b>               |



Sources: [FAA National Plan of Integrated Airport Systems \(NPIAS\) 2017-2021](#), GDOT

Note: \*This number differs from the total of 3,340 because it excludes eight proposed new or replacement airports included in the NPIAS.

### 5.2.1 Unclassified Airports

The eight Georgia NPIAS airports in the Unclassified ASSET category are listed in **Table 5-4**. A brief analysis of these airports was performed to see if they now meet the criteria to move into the “Basic” ASSET category. To be included in the Basic category, an airport must have 10 or more based aircraft, or four or more based helicopters, or be more than 30 miles away from another NPIAS airport. If an airport is served by the US Forest Service, US Marshal, US Customs and Border Protection, or US Postal Service, it can also be considered for the inclusion in FAA’s Basic category.

The based aircraft data in **Table 5-4** was collected during the inventory effort of the GSASP. As shown, none of the Unclassified airports have 10 or more based aircraft. Wrens Memorial Airport is close with nine based aircraft and should be monitored to see if the airport attracts additional based aircraft. None of the eight airports have a based helicopter. Two airports are more than 30 miles from the nearest NPIAS airport. Homerville and Brantley County Airports are more than 30 miles from the nearest NPIAS airport; GDOT should work with these two airports if and when they reach the critical threshold of 10 based aircraft.

TABLE 5-4: ASSET/NPIAS UNCLASSIFIED AIRPORT SUMMARY

| City          | Airport                              | FAA ID | Based Aircraft | Based Helicopters | Miles to Nearest NPIAS Airport |
|---------------|--------------------------------------|--------|----------------|-------------------|--------------------------------|
| Ashburn       | Turner County Airport                | 75J    | 3              | 0                 | 23                             |
| Cuthbert      | Lower Chattahoochee Regional Airport | 25J    | 3              | 0                 | 26                             |
| Homerville    | Homerville Airport                   | HOE    | 1              | 0                 | 34                             |
| Jekyll Island | Jekyll Island Airport                | 09J    | 5              | 0                 | 21                             |
| Millen        | Millen Airport                       | 2J5    | 0              | 0                 | 13                             |
| Nahunta       | Brantley County Airport              | 4J1    | 0              | 0                 | 31                             |
| Sylvester     | Sylvester Airport                    | SYV    | 2              | 0                 | 20                             |
| Wrens         | Wrens Memorial Airport               | 65J    | 9              | 0                 | 18                             |

Source: GSASP, FAA 5010, Google Maps

### 5.2.2 NPIAS Candidate Airport Analysis

Six airports were analyzed for their ability to meet NPIAS candidacy: Marion County Airport, Lumpkin County-Wimpy’s Airport, Davis Field Airport, Hawkinsville-Pulaski County Airport, Spence Airport, and Treutlen County Airport. While these airports are included in Georgia’s state airport system, they are not included in NPIAS.

The FAA’s criteria for an airport’s inclusion in the NPIAS are based on a variety of factors such as operational demand, geographic location, airport sponsorship, as well as other criteria. The following criteria are considered by FAA for an airport’s inclusion in the NPIAS:

- Airport formerly in the NPIAS
- Airport’s location in relation to the nearest NPIAS airport (serves a community located is within a 30-minute drive from the nearest existing or proposed NPIAS airport)
- Reliever airport
- Airports receiving US Mail Service



- Airports with a National Defense Role

An existing or proposed airport not meeting the criteria above may be included in the NPIAS if it meets all the following:

- It is included in the state airport system plan
- It serves a community more than 30 minutes from the nearest NPIAS airport
- It is forecast to have 10 or more based aircraft within the short-term planning period (five years)
- There is an eligible public sponsor willing to undertake the ownership and development of the airport

Airports that do not meet any of the previously discussed entry criteria may be considered for inclusion in the NPIAS based on a special justification. This justification must show that there is a significant national interest in the airport. Special justifications include:

- A determination that the benefits of the airport will exceed its development costs (not included in this analysis)
- Written documentation describing isolation
- Airports serving the needs of Native American communities
- Airports needed to support recreational areas
- Airports needed to develop or protect important national resources

**Table 5-5** presents a summary of how the six non-NPIAS airports in Georgia meet or do not meet the FAA's criteria for entry into the NPIAS. Lumpkin County-Wimpy's Airport appears to meet the criteria for based aircraft and distance from an existing NPIAS airport, however, the airport is sub-standard when it comes to meeting FAA design criteria and could not be improved to meet applicable FAA development guidelines. Marion County Airport meets the distance from nearest NPIAS airport criteria, but currently has no based aircraft. The other four airports would not be considered for inclusion at this time due mainly to the low numbers of existing and projected based aircraft. NPIAS inclusion or exclusion has limited or no bearing on the airport's role/level in the state airport system.

Although none of the six non-NPIAS airports currently meet eligibility requirements to be included in the NPIAS at this time, they remain important to the state's system and will continue to be supported by GDOT.

TABLE 5-5: ELIGIBILITY REVIEW FOR NON-NPIAS AIRPORTS

|                      | Marion County Airport (82A) | Lumpkin County-Wimpy's Airport (9A0) | Davis Field Airport (3J6) | Hawkinsville-Pulaski County Airport (51A) | Spence Airport (MUL) | Treutlen County Airport (4J8) |
|----------------------|-----------------------------|--------------------------------------|---------------------------|---|----------------------|-------------------------------|
| <b>FACILITY DATA</b> |                             |                                      |                           |   |                      |                               |
| RW Length (feet)     | 3,200                       | 3,090                                | 2,500                     | 3,000                                     | 4,500                | 3,000                         |
| RW Width (feet)      | 75                          | 50                                   | 50                        | 60  | 75                   | 50                            |
| RW Surface           | Asphalt                     | Asphalt                              | Asphalt                   | Asphalt                                   | Concrete             | Asphalt                       |
| Approach Type        | Visual                      | Visual                               | Visual                    | Visual                                    | Visual               | Visual                        |
| <b>ACTIVITY DATA</b> |                             |                                      |                           |   |                      |                               |
| 2016 Based Aircraft  | 0                           | 20                                   | 5                         | 2   | 3                    | 0                             |
| 2021 Based Aircraft  | 0                           | 20                                   | 5                         | 2   | 3                    | 0                             |
| 2016 Operations      | 500                         | 5,000                                | 2,059                     | 745                                       | 1,100                | 0                             |

TABLE 5-5: ELIGIBILITY REVIEW FOR NON-NPIAS AIRPORTS

|   | Marion County Airport (82A) | Lumpkin County-Wimpy's Airport (9A0) | Davis Field Airport (3J6)  | Hawkinsville-Pulaski County Airport (51A) | Spence Airport (MUL)     | Treutlen County Airport (4J8) |
|---|-----------------------------|--------------------------------------|----------------------------|---|--------------------------|-------------------------------|
| 2021 Operations                                     | 500                         | 5,400                                | 2,100                      | 800                                       | 1,100                    | 0                             |
| <b>NPIAS ENTRY CRITERIA</b>                         |                             |                                      |                            |   |                          |                               |
| Closest NPIAS Airport                               | Butler Municipal (6A1)      | Lee Gilmer Memorial (GVL)            | Hilliard Airpark, FL (01J) | Cochran (48A)                             | Moultrie Municipal (MGR) | Vidalia Regional (VDI)        |
| Mileage   | 29                          | 28                                   | 16                         | 16  | 10                       | 20                            |
| Drive-Time (minutes)                                | 37                          | 45                                   | 21                         | 23  | 17                       | 28                            |
| Reliever Airport                                    | No                          | No                                   | No                         | No  | No                       | No                            |
| Receives US Mail                                    | No                          | No                                   | No                         | No  | No                       | No                            |
| National Defense Role                               | No                          | No                                   | No                         | No  | No                       | No                            |
| <b>ELIGIBLE FOR NPIAS INCLUSION IF YES TO ALL</b>   |                             |                                      |                            |   |                          |                               |
| Part of GSASP?                                      | Yes                         | Yes                                  | Yes                        | Yes                                       | Yes                      | Yes                           |
| More than 30 minutes from nearest NPIAS Airport?    | Yes                         | Yes                                  | No                         | No  | No                       | No                            |
| Forecast more than 10 based aircraft in short term? | No                          | Yes                                  | No                         | No  | No                       | No                            |
| Is there a willing sponsor?                         | Yes                         | Yes                                  | Yes                        | Yes                                       | Yes                      | Yes                           |
| <b>ELIGIBLE FOR NPIAS INCLUSION IF YES TO ANY</b>   |                             |                                      |                            |   |                          |                               |
| Do the airport benefits outweigh costs?             | Unknown                     | Cost higher than benefit             | Unknown                    | Unknown                                   | Unknown                  | Unknown                       |
| <b>Does Airport serve needs of:</b>                 |                             |                                      |                            |   |                          |                               |
| Remote/isolated community                           | No                          | No                                   | No                         | No  | No                       | No                            |
| Native American community                           | No                          | No                                   | No                         | No  | No                       | No                            |
| Recreational area                                   | No                          | No                                   | No                         | No  | No                       | No                            |
| Protecting natural resources                        | No                          | No                                   | No                         | No  | No                       | No                            |

Sources: 2017 GSASP, FAA 5010, Google Maps, Georgia DOT

### 5.3 System Accessibility/Coverage Objectives

Previous Georgia system plans established objectives for system coverage/accessibility to help ensure that areas of the state and its residents and businesses were being provided with adequate access to the state airport system. GDOT determined that those previously established coverage objectives remain satisfactory for current conditions, and these objectives were maintained for this system plan update.

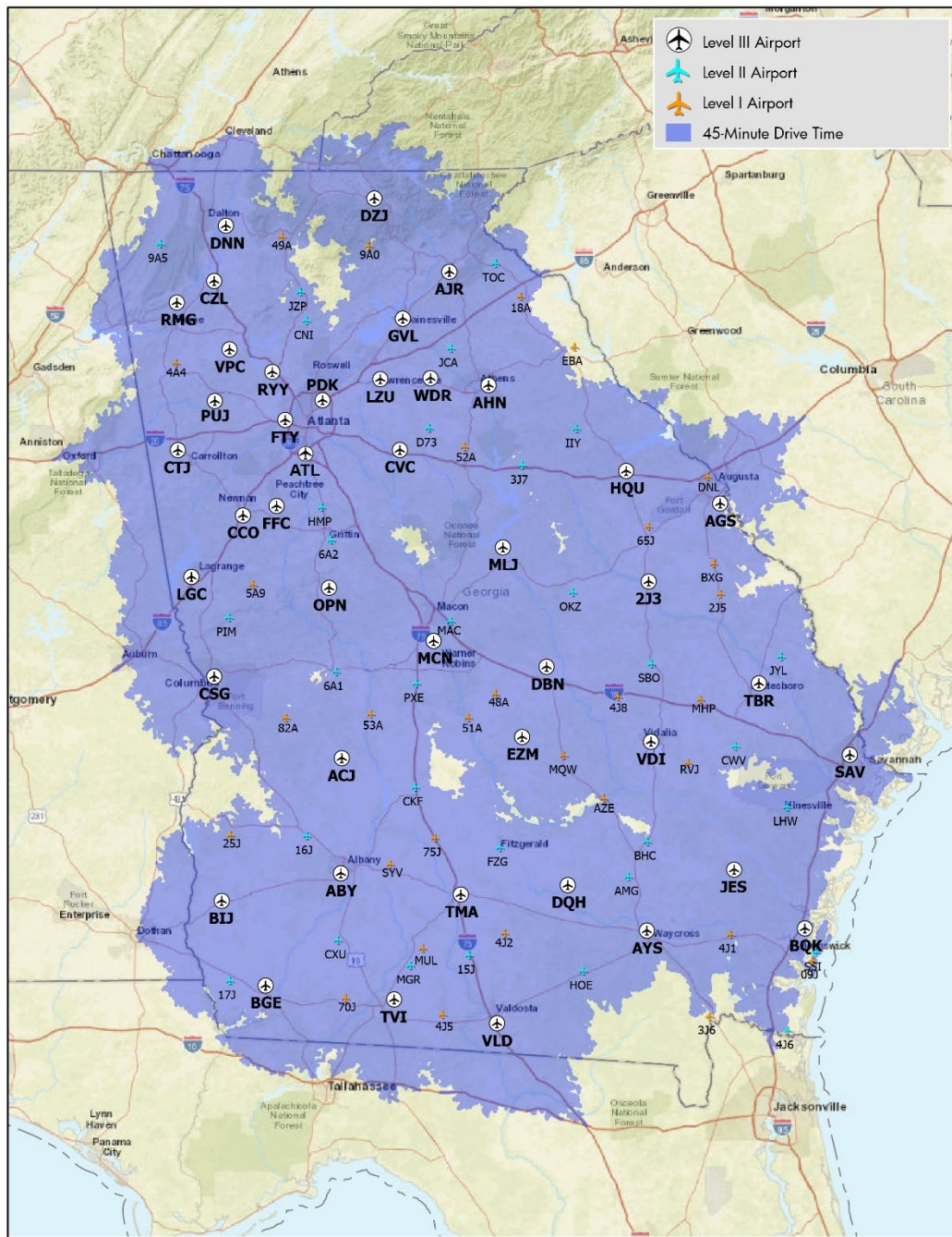
The GDOT system coverage/accessibility objectives established in the previous system plan and adopted for use in this system plan update include:

- All of the state within a 45-minute drive time of a Level III airport and/or 60-minute drive time of a commercial service airport.
- All of the state within a service area for an airport.

This portion of the GSASP update mirrored the system accessibility analysis from the prior GSASP. The 45- and 60-minute service areas were used to determine coverage/accessibility afforded by Level III airports.

**Figure 5-1** shows all Level III general aviation and commercial airports with a 45-minute drive time service area. To be consistent with the accessibility analysis from the prior GSASP, once these service areas were established, 60-minute service areas for commercial airports, both in state and in neighboring states, were considered. The combined 45-minute and 60-minute service areas are shown in **Figure 5-2**.

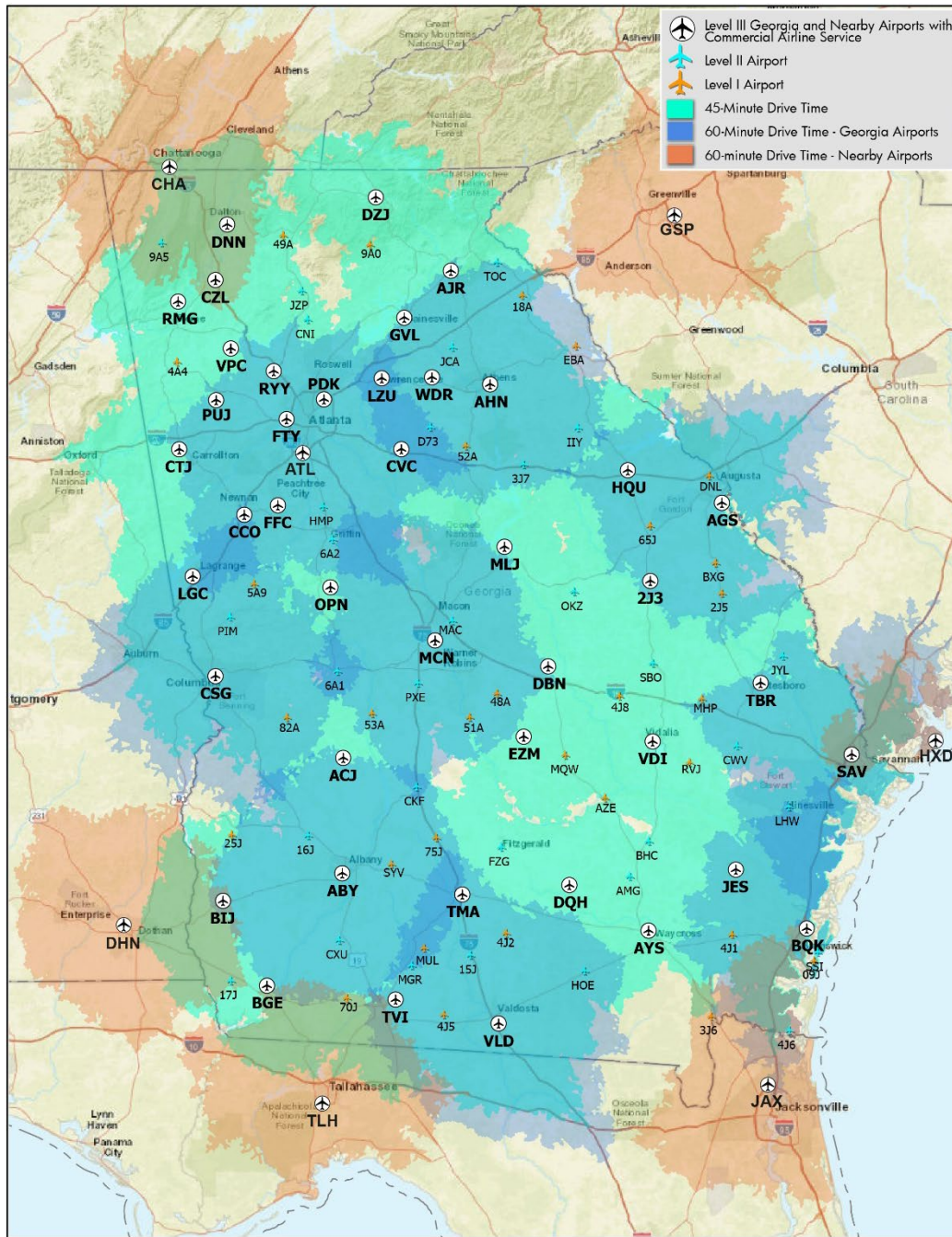
FIGURE 5-1: 45-MINUTE SERVICE AREAS FOR LEVEL III AIRPORTS



Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation



FIGURE 5-2: 45-MINUTE SERVICE AREAS FOR LEVEL III AND 60-MINUTE SERVICE AREAS FOR COMMERCIAL AIRPORTS



Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation

## 5.4 Recommended System

While GDOT's objective is to have all of the state within the 45/60-minute service areas shown on **Figure 5-2**, in some instances lack of population and employment, the presence of various water features, or the location

of state/federal parks and wildlife management areas do not produce a need or demand for coverage in these areas.

Information shown in **Figure 5-2**, along with recommendations from the prior system plan, were considered to determine if any role adjustments were appropriate. GDOT review and input resulted in the following recommendations:

- There continues to be a need for an additional Level III airport to serve growing population and employment centers in the Dawson/Forsyth counties areas north of Atlanta. As **Figure 5-2** shows, there is a coverage gap in this area. Both counties are expected to have among the highest rates of employment growth in the state, with average annual rates of increase ranging from two percent to three percent<sup>3</sup>. As development continues to push north out of the Atlanta metro area, opportunities for securing the acreage needed to support an airport capable of supporting business needs are becoming more scarce. The prior GSASP recommends an additional airport to serve this part of the state, and this analysis continues to support that recommendation.
- As recommended in the prior GSASP, continued consideration should be given to changing Wright Army Airfield to a Level III airport so that it can ultimately serve as a Reliever for Savannah/Hilton Head International Airport. Savannah/Hilton Head International is one of the fastest growing airports in Georgia, particularly its commercial airline operations<sup>4</sup>, and there are currently no Level III airports within its 45-minute service area. In terms of its airfield characteristics, Wright Army Airfield currently meets objectives for a Level III airport; this analysis supports the prior recommendation that Wright Army Airfield be moved to the Level III category.

Based on GDOT input, all other airports remain in the current role. **Table 5-6** shows the recommended role for all study airports. There are 44 recommended Level III airports (this includes eight Commercial Service Airports), 30 Level II airports, and 30 Level I airports.

TABLE 5-6: RECOMMENDED AIRPORT ROLES

| City        | Airport  | FAA ID | Recommended Role |
|-------------|--|--------|------------------|
| Albany      | Southwest Georgia Regional Airport                     | ABY    | III              |
| Americus    | Jimmy Carter Regional Airport                          | ACJ    | III              |
| Athens      | Athens-Ben Epps Airport                                | AHN    | III              |
| Atlanta     | Atlanta Regional Airport-Falcon Field (Peachtree City) | FFC    | III              |
| Atlanta     | Cobb County International Airport-McCollum Field       | RYY    | III              |
| Atlanta     | Covington Municipal Airport                            | CVC    | III              |
| Atlanta     | DeKalb-Peachtree Airport                               | PDK    | III              |
| Atlanta     | Fulton County Airport-Brown Field                      | FTY    | III              |
| Atlanta     | Newnan-Coweta County Airport                           | CCO    | III              |
| Atlanta     | Paulding-Northwest Atlanta Airport                     | PUJ    | III              |
| Augusta     | Augusta Regional Airport At Bush Field                 | AGS    | III              |
| Bainbridge  | Decatur County Industrial Air Park                     | BGE    | III              |
| Blairsville | Blairsville Airport                                    | DZJ    | III              |

<sup>3</sup> Governor's Office of Planning and Budget

<sup>4</sup> FAA Passenger Boarding and All-Cargo Data. Enplanements 2016: Airport records, Commercial Service Operations: Bureau of Transportation Statistics T-100 Segment data

TABLE 5-6: RECOMMENDED AIRPORT ROLES

| City          | Airport   | FAA ID | Recommended Role |
|---------------|---|--------|------------------|
| Blakely       | Early County Airport  | BIJ    | III              |
| Brunswick     | Brunswick-Golden Isles Airport                                | BQK    | III              |
| Calhoun       | Tom B. David Field Airport                                    | CZL    | III              |
| Carrollton    | West Georgia Regional Airport-O.V. Gray Field                 | CTJ    | III              |
| Cartersville  | Cartersville Airport  | VPC    | III              |
| Columbus      | Columbus Airport  | CSG    | III              |
| Cornelia      | Habersham County Airport                                      | AJR    | III              |
| Dalton        | Dalton Municipal Airport                                      | DNN    | III              |
|               | Dawson/Forsyth County (Proposed)                              |        | III              |
| Douglas       | Douglas Municipal Airport                                     | DQH    | III              |
| Dublin        | W.H. "Bud" Barron Airport                                     | DBN    | III              |
| Eastman       | Heart Of Georgia Regional Airport                             | EZM    | III              |
| Gainesville   | Lee Gilmer Memorial Airport                                   | GVL    | III              |
| Hinesville    | Wright Army Airfield (Fort Stewart)/Midcoast Regional Airport | LHW    | III              |
| Jesup         | Jesup-Wayne County Airport                                    | JES    | III              |
| LaGrange      | Lagrange-Callaway Airport                                     | LGC    | III              |
| Lawrenceville | Gwinnett County Airport-Briscoe Field                         | LZU    | III              |
| Louisville    | Louisville Municipal Airport                                  | 2J3    | III              |
| Macon         | Middle Georgia Regional Airport                               | MCN    | III              |
| Milledgeville | Baldwin County Airport  | MLJ    | III              |
| Rome          | Richard B. Russell Regional Airport - J.H. Towers Field       | RMG    | III              |
| Savannah      | Savannah/Hilton Head International Airport                    | SAV    | III              |
| Statesboro    | Statesboro-Bulloch County Airport                             | TBR    | III              |
| Thomaston     | Thomaston-Upson County Airport                                | OPN    | III              |
| Thomasville   | Thomasville Regional Airport                                  | TVI    | III              |
| Thomson       | Thomson-McDuffie Regional Airport                             | HQU    | III              |
| Tifton        | Henry Tift Myers Airport                                      | TMA    | III              |
| Valdosta      | Valdosta Regional Airport                                     | VLD    | III              |
| Vidalia       | Vidalia Regional Airport                                      | VDI    | III              |
| Waycross      | Waycross-Ware County Airport                                  | AYS    | III              |
| Winder        | Barrow County Airport   | WDR    | III              |
| Adel          | Cook County Airport   | 15J    | II               |
| Alma          | Bacon County Airport  | AMG    | II               |
| Baxley        | Baxley Municipal Airport                                      | BHC    | II               |
| Brunswick     | McKinnon-St. Simons Island Airport                            | SSI    | II               |
| Butler        | Butler Municipal Airport                                      | 6A1    | II               |
| Camilla       | Camilla-Mitchell County Airport                               | CXU    | II               |
| Canton        | Cherokee County Airport                                       | CNI    | II               |

TABLE 5-6: RECOMMENDED AIRPORT ROLES

| City          | Airport  | FAA ID | Recommended Role |
|---------------|--|--------|------------------|
| Claxton       | Claxton-Evans County Airport   | CWV    | II               |
| Cordele       | Crisp County-Cordele Airport   | CKF    | II               |
| Dawson        | Dawson Municipal Airport   | 16J    | II               |
| Donalsonville | Donalsonville Municipal Airport  | 17J    | II               |
| Fitzgerald    | Fitzgerald Municipal Airport   | FZG    | II               |
| Greensboro    | Greene County Regional Airport   | 3J7    | II               |
| Griffin       | Griffin-Spalding County Airport  | 6A2    | II               |
| Hampton       | Henry County Airport   | HMP    | II               |
| Homerville    | Homerville Airport   | HOE    | II               |
| Jasper        | Pickens County Airport   | JZP    | II               |
| Jefferson     | Jackson County Airport   | JCA    | II               |
| LaFayette     | Barwick Lafayette Airport  | 9A5    | II               |
| Macon         | Macon Downtown Airport   | MAC    | II               |
| Monroe        | Monroe-Walton County Airport   | D73    | II               |
| Moultrie      | Moultrie Municipal Airport   | MGR    | II               |
| Perry         | Perry-Houston County Airport   | PXE    | II               |
| Pine Mountain | Harris County Airport  | PIM    | II               |
| Sandersville  | Kaolin Field Airport   | OKZ    | II               |
| St Marys      | Southeast Georgia Regional Airport (Replacement for St. Marys Airport) | 4J6    | II               |
| Swainsboro    | East Georgia Regional Airport  | SBO    | II               |
| Sylvania      | Plantation Airpark   | JYL    | II               |
| Toccoa        | Toccoa Airport-RG LeTourneau Field                                     | TOC    | II               |
| Washington    | Washington-Wilkes County Airport                                       | IY     | II               |
| Ashburn       | Turner County Airport  | 75J    | I                |
| Augusta       | Daniel Field Airport   | DNL    | I                |
| Buena Vista   | Marion County Airport  | 82A    | I                |
| Cairo         | Cairo-Grady County Airport   | 70J    | I                |
| Canon         | Franklin County Airport  | 18A    | I                |
| Cedartown     | Polk County Airport-Cornelius Moore Field                              | 4A4    | I                |
| Cochran       | Cochran Airport  | 48A    | I                |
| Cuthbert      | Lower Chattahoochee Regional Airport                                   | 25J    | I                |
| Dahlonega     | Lumpkin County-Wimpy's Airport   | 9A0    | I                |
| Elberton      | Elbert County Airport-Patz Field                                       | EBA    | I                |
| Ellijay       | Gilmer County Airport  | 49A    | I                |
| Folkston      | Davis Field Airport  | 3J6    | I                |
| Hawkinsville  | Hawkinsville-Pulaski County Airport                                    | 51A    | I                |
| Hazlehurst    | Hazlehurst Airport   | AZE    | I                |
| Jekyll Island | Jekyll Island Airport  | 09J    | I                |



TABLE 5-6: RECOMMENDED AIRPORT ROLES

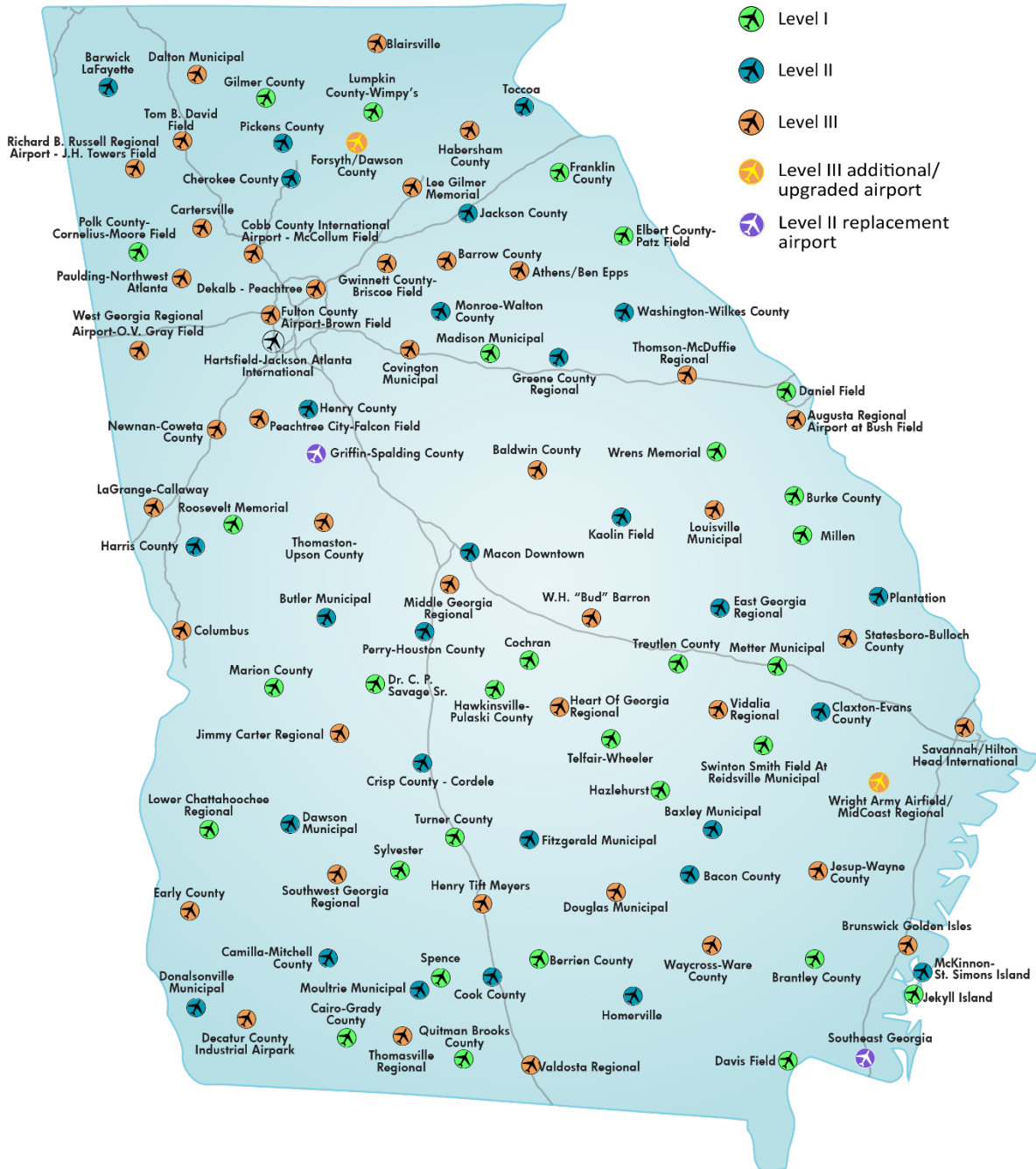
| City         | Airport   | FAA ID | Recommended Role |
|--------------|---|--------|------------------|
| Madison      | Madison Municipal Airport                           | 52A    | I                |
| Mc Rae       | Telfair-Wheeler Airport                             | MQW    | I                |
| Metter       | Metter Municipal Airport                            | MHP    | I                |
| Millen       | Millen Airport                                      | 2J5    | I                |
| Montezuma    | Dr. C.P. Savage, Sr. Airport                        | 53A    | I                |
| Moultrie     | Spence Airport                                      | MUL    | I                |
| Nahunta      | Brantley County Airport                             | 4J1    | I                |
| Nashville    | Berrien County Airport                              | 4J2    | I                |
| Quitman      | Quitman Brooks County Airport                       | 4J5    | I                |
| Reidsville   | Swinton Smith Field At Reidsville Municipal Airport | RVJ    | I                |
| Soperton     | Treutlen County Airport                             | 4J8    | I                |
| Sylvester    | Sylvester Airport                                   | SYV    | I                |
| Warm Springs | Roosevelt Memorial Airport                          | 5A9    | I                |
| Waynesboro   | Burke County Airport                                | BXG    | I                |
| Wrens        | Wrens Memorial Airport                              | 65J    | I                |

Source: 2018 GSASP Update Analysis

Airports shown in **Table 5-6**, for the most part, are existing system airports. Exceptions are Southeast Georgia Regional Airport and Dawson/Forsyth County. Southeast Georgia Regional Airport is a replacement for the St. Marys Airport (a former existing system airport), which closed in September 2017. The replacement Southeast Georgia Regional Airport is expected to be built and remain in the same role, Level II. There continues to be a need for an additional system airport in the Dawson/Forsyth county area. It is recommended that this additional airport be developed to have the facility and service characteristics of a Level III airport.

The recommended Georgia airport system is shown in **Figure 5-3**.

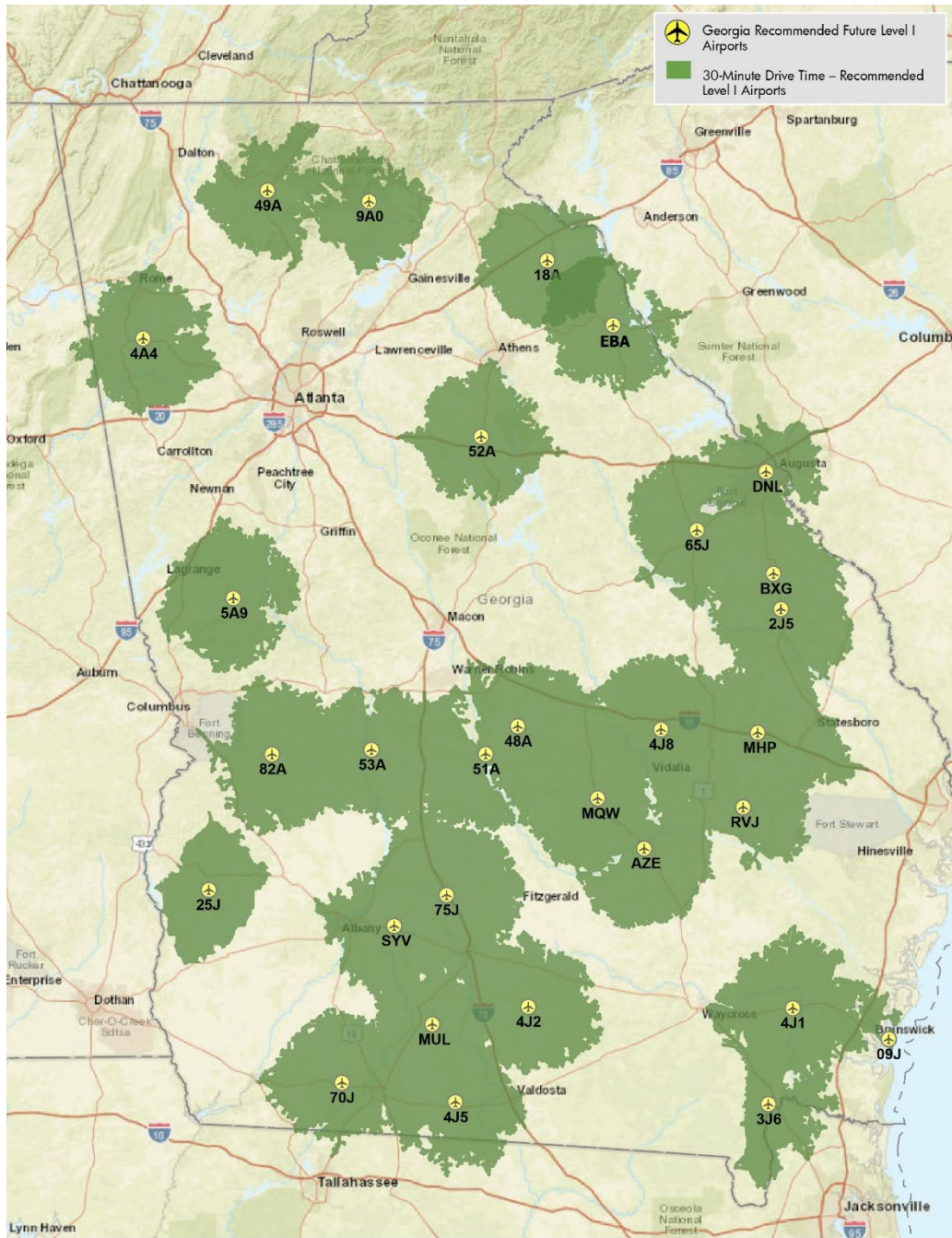
FIGURE 5-3: 2018 RECOMMENDED GEORGIA STATE AIRPORT SYSTEM



Source: Jviation

The other GDOT objective related to system accessibility is to have all of the state within the service area for a system airport. **Figure 5-4** shows the 30-minute service areas for all of the recommended Level I airports. **Figure 5-5** shows the 30-minute service areas for all recommended Level II airports. **Figure 5-6** shows the combined 30-minute drive time service areas for Level II and Level I airports. **Figure 5-7** shows how accessibility increases when the 45-minute Level III service areas and the 60-minute Commercial airport service areas are added.

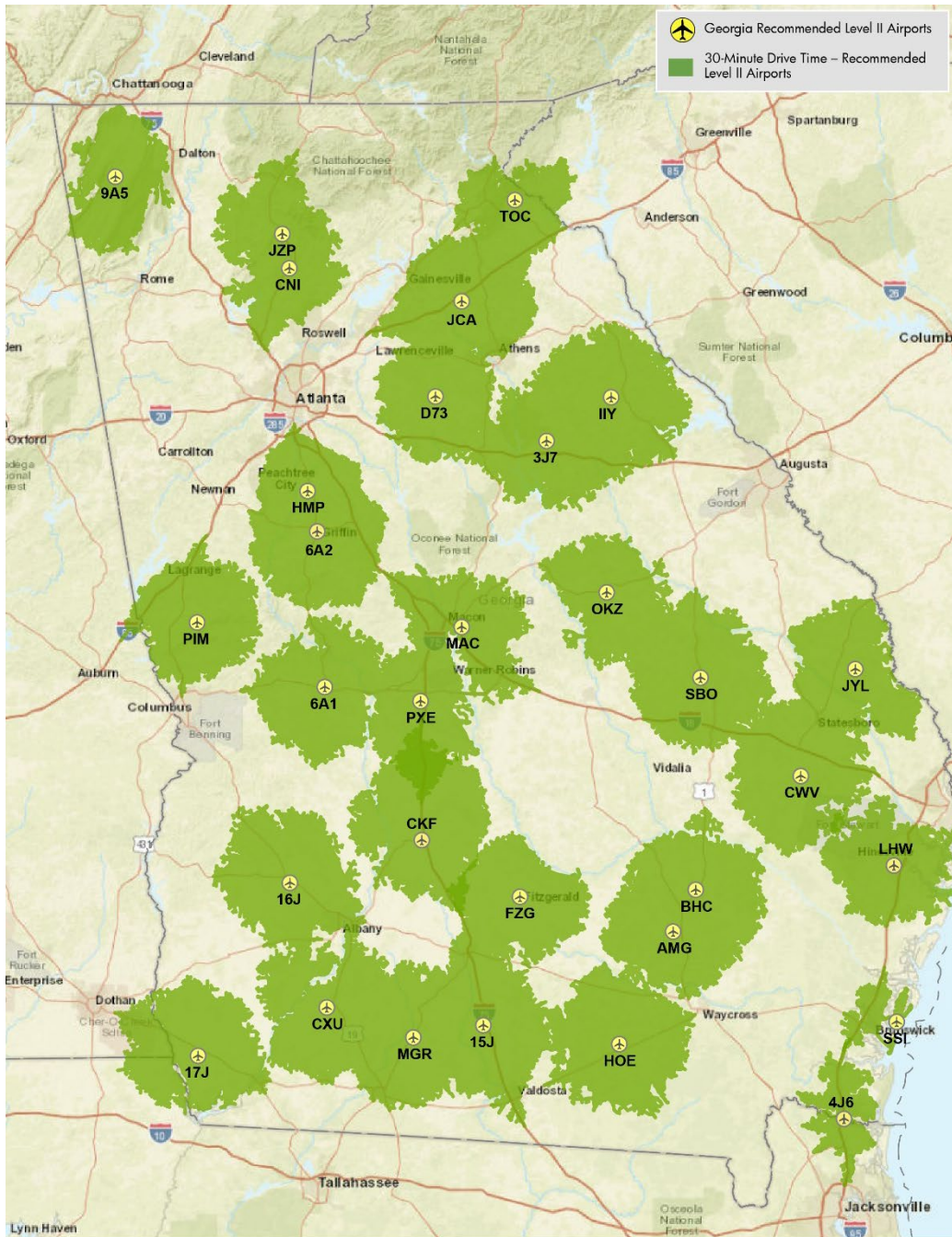
FIGURE 5-4: 30-MINUTE SERVICE AREAS FOR RECOMMENDED LEVEL I AIRPORTS



Source: GSASP GIS Analysis, Moffatt & Nichol, Aviation

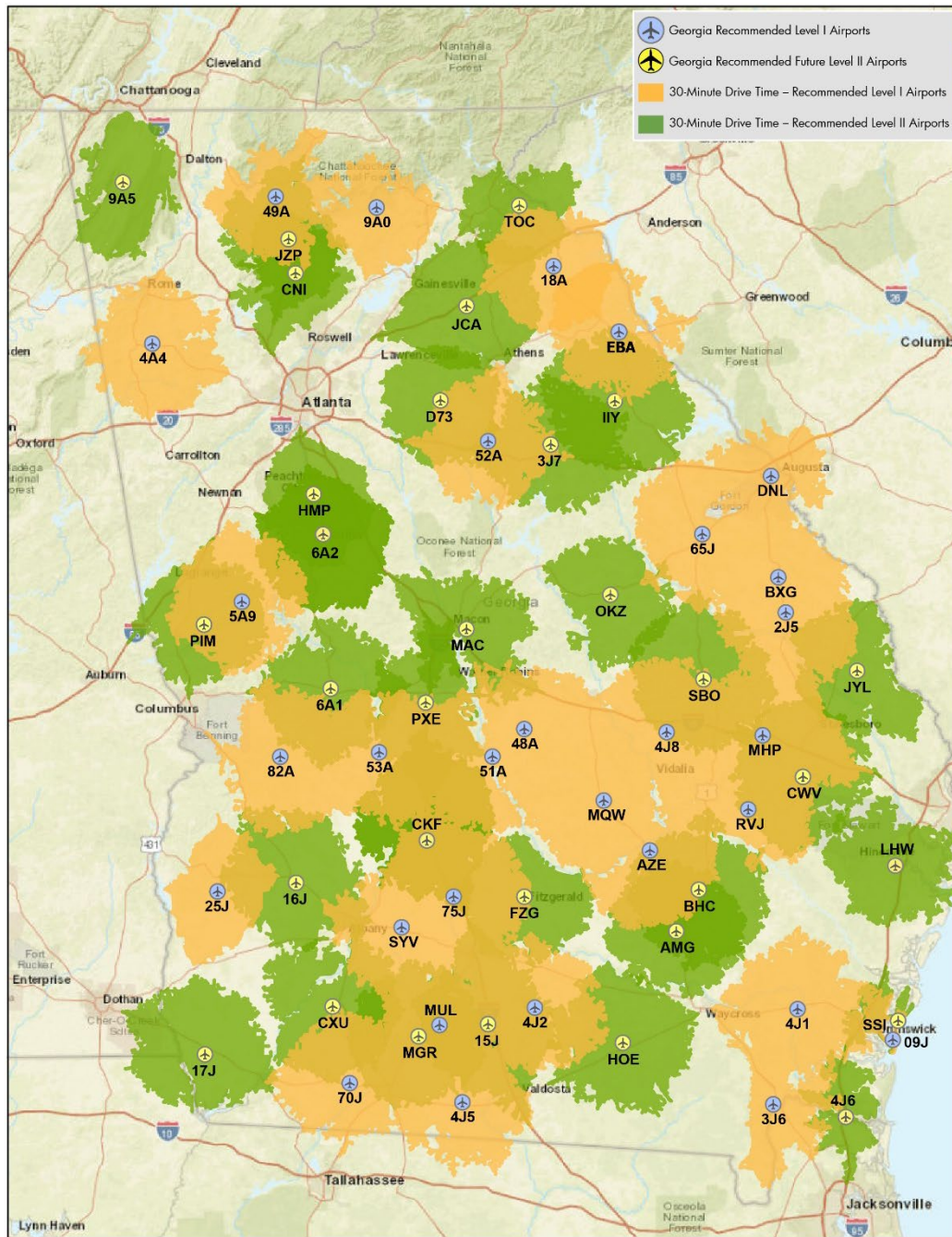


FIGURE 5-5: 30-MINUTE SERVICE AREAS FOR RECOMMENDED LEVEL II AIRPORTS



Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation

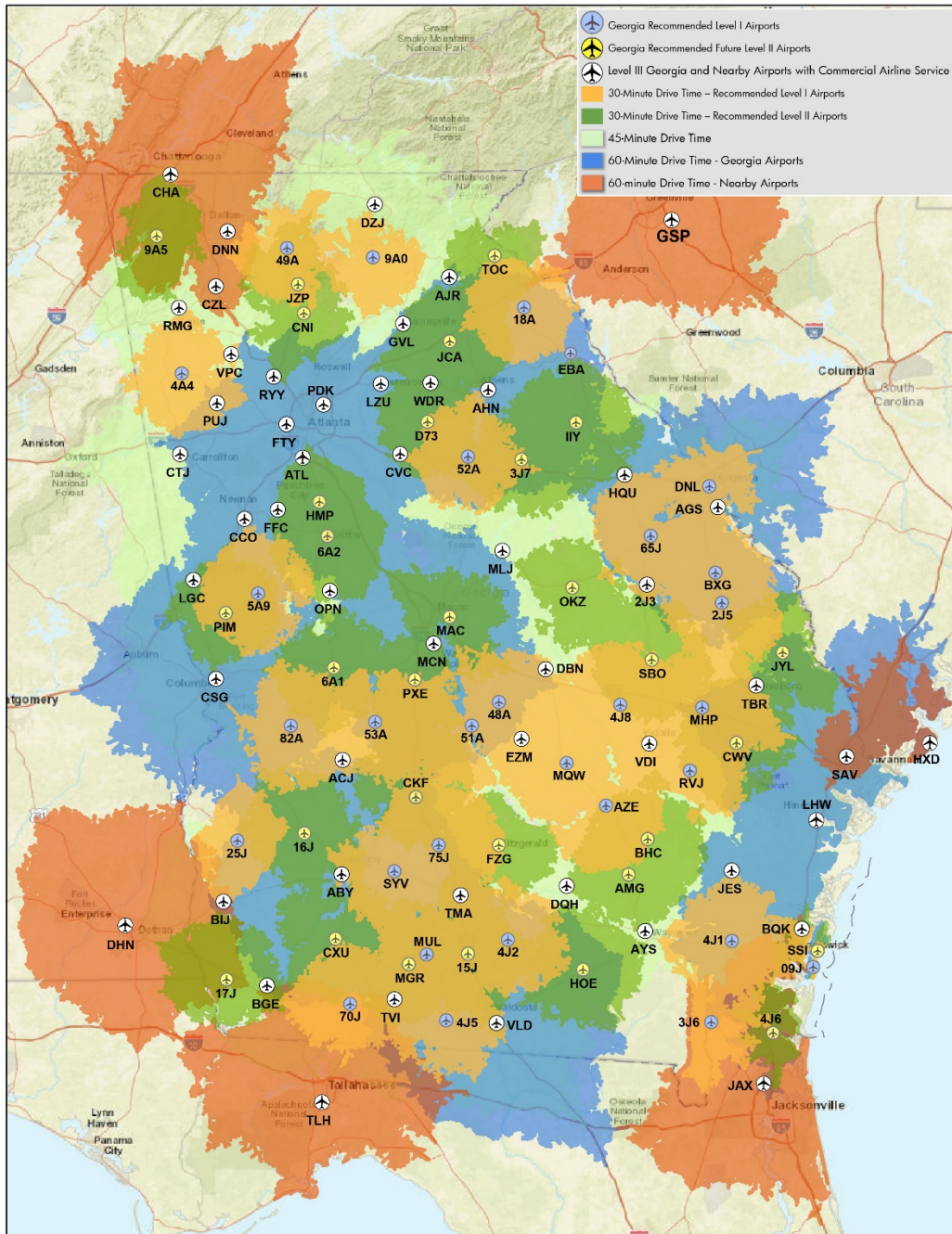
FIGURE 5-6: COMBINED 30-MINUTE SERVICE AREAS FOR RECOMMENDED LEVEL I AND LEVEL II AIRPORTS



Source: GSASP GIS Analysis, Moffatt & Nichol, Aviation



FIGURE 5-7: COMBINED ACCESSIBILITY TO ALL AIRPORTS IN THE RECOMMENDED SYSTEM



Source: GSASP GIS Analysis, Moffatt & Nichol, Jviation

As **Figure 5-7** shows, when all airport service areas are considered, all areas in Georgia, with the exception of those that are essentially unpopulated, are within an airport service area. Based on this finding, GDOT concluded that no further role adjustments are warranted at this time.