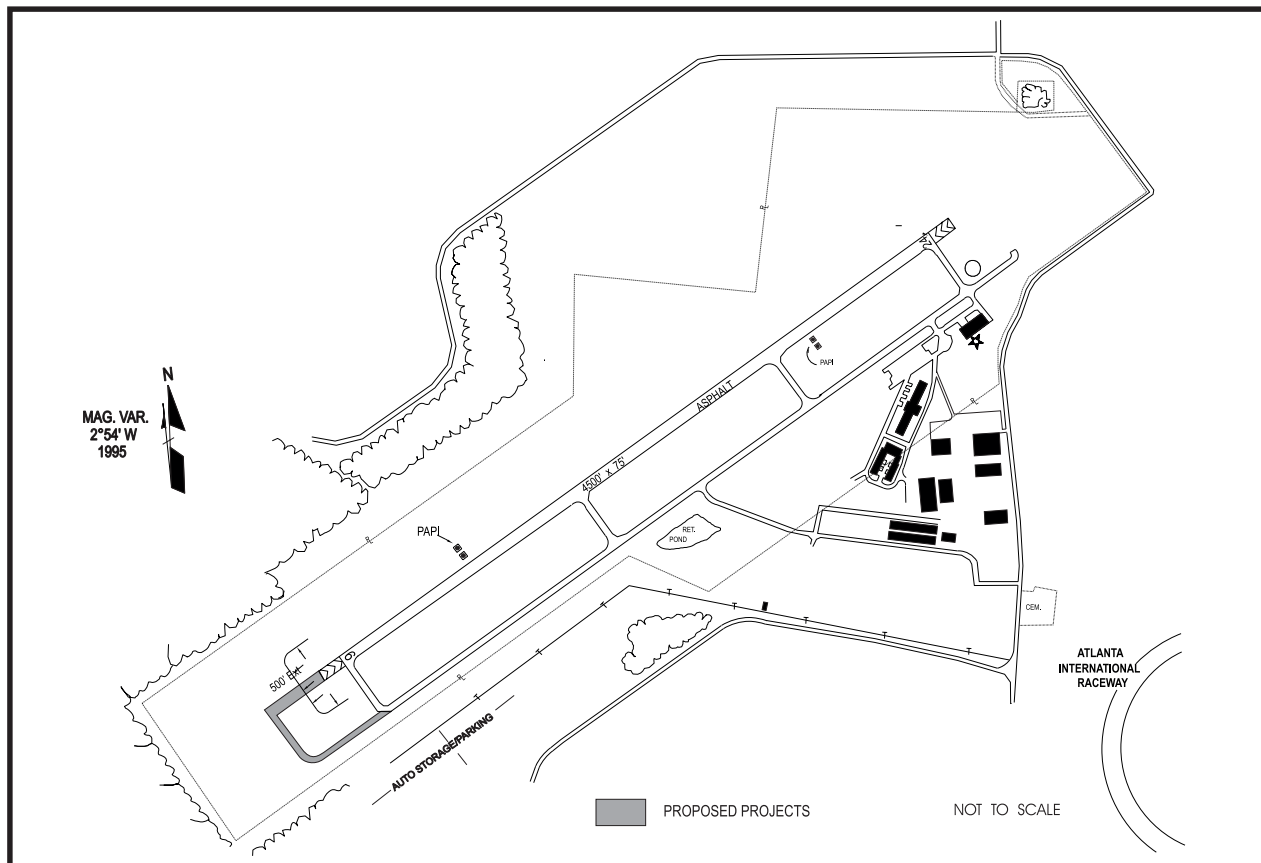
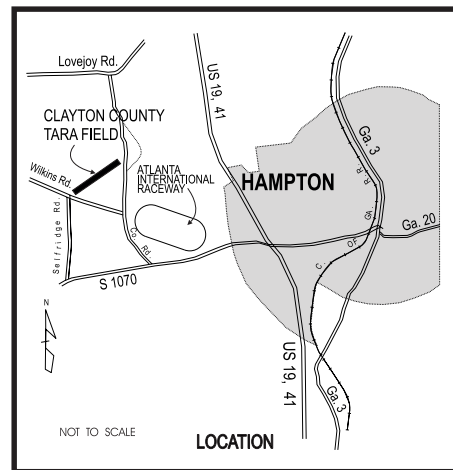


AIRPORT FINDINGS AND RECOMMENDATIONS**AIRPORT LOCATION**

Clayton County–Tara Field is located in Clayton County in the Atlanta metro area approximately 29 miles south of Atlanta and 12 miles north of Griffin. The airport can be accessed from the north and south via U.S. Highways 19/41. Other highways in the vicinity include Interstate 75 and Georgia Highways 3, 20, and 333.

The airport, situated on 140 acres, is owned and operated by Clayton County. The airport accommodates a variety of aviation related activities that include recreational flying, corporate/business jets, shipping of just-in-time, and police/law enforcement.



EXISTING FACILITIES

Clayton County-Tara Field has one runway, Runway 06/24, 4,500 feet long and 75 feet wide with medium intensity runway lighting (MIRL), precision approach path indicators (PAPI) and a full parallel taxiway. The airport has a rotating beacon, a segmented circle, a wind cone, and a GPS approach to Runway 24.

Current landside facilities and services at the airport include a full-service FBO, a fuel concession providing AvGas and Jet A fuel, and a 700 square-foot terminal/administration building. The airport has 87 auto parking spaces, 72 apron parking spaces, and 30 hangar spaces.

CURRENT AND FORECAST DEMAND

A review of the airport's historic demand levels shows that based aircraft increased from 92 in 1990 to a current level of 143. By 2021, the airport's based aircraft are expected to reach 178. The airport has approximately 29,800 annual aircraft takeoffs and landings divided between local and itinerant operations. This figure is projected to increase to 36,685 by 2021. By the end of the planning period, the airport is expected to reach 16% of its available annual operating capacity.

Clayton County-Tara Field	Current	2006	2011	2021
Based Aircraft	143	151	160	178
Operations	29,800	31,133	32,883	36,685
Local	11,707	12,231	12,918	14,412
Itinerant	18,093	18,902	19,965	22,273
Enplanements	N/A	N/A	N/A	N/A
Demand/Capacity Ratio	13%	14%	15%	16%

AIRPORT FACILITY AND SERVICE NEEDS

Clayton County-Tara Field has been classified a Level II airport and should provide appropriate facilities and services commensurate with its system role. Airport improvements identified in the system plan include:

- Extend runway 500 feet
- Extend taxiway 500 feet
- Widen runway 25 feet
- Install AWOS/ASOS
- Phase I: 61 additional hangar spaces are needed; Phase II: 5 additional hangar spaces are needed; Phase III: 11 additional hangar spaces are needed
- Phase I: 19 additional apron parking spaces are needed; Phase II: 5 additional apron parking spaces are needed; Phase III: 11 additional apron parking spaces are needed
- Provide 800 square feet of additional terminal/admin space
- Phase I: 140 additional auto parking spaces are needed; Phase II: 14 additional auto parking spaces are needed; Phase III: 27 additional auto parking spaces are needed
- Provide limited/full service maintenance
- Have rental cars available

The following table summarizes Clayton County-Tara Field's current facilities and services, the airport's facility and service objectives, and actions/projects needed to meet these objectives.

FACILITY AND SERVICE OBJECTIVES Level II

Hampton- Clayton County-Tara Field-4A7

	EXISTING	SYSTEM OBJECTIVE	RECOMMENDED
Airside Facilities			
Runway Length (Rwy 06/24)	4,500	5,000 feet	Extend 500 feet
Runway Width	75	100 feet	Widen 25 feet
Taxiway Type	Full Parallel	Full Parallel	Extend 500 feet
Approach	Non-Precision	Non-Precision	None
Lighting- Runway	MIRL	MIRL	None
Lighting- Taxiway	MITL	MITL	None
NAVAIDS	Rotating Beacon	Rotating Beacon	None
NAVAIDS	Segmented Circle	Segmented Circle	None
NAVAIDS	Wind Cone	Wind Cone	None
NAVAIDS	PAPI	PAPI	None
NAVAIDS	None	Other NAVAIDS as required for non-precision approach	None
Weather Reporting	None	AWOS/ASOS	AWOS/ASOS
Ground Communications	Public Telephone	Public Telephone, GCO	None
General Aviation Landside Facilities			
Hangared Aircraft Storage	30 spaces	60% of based fleet	Phase I: 61 add'l spaces needed Phase II: 5 add'l spaces needed Phase III: 11 add'l spaces needed
Apron Parking/Storage	72 spaces	40% of based aircraft plus additional 50% for transient aircraft	Phase I: 19 add'l spaces needed Phase II: 5 add'l spaces needed Phase III: 11 add'l spaces needed
Terminal/Administrative	700 square feet	1,500 square feet minimum with amenities	Provide an additional 800 square feet
Auto Parking	87 spaces	One Space for each based aircraft, plus 50% for visitors/employees	Phase I: 140 add'l spaces needed Phase II: 14 add'l spaces needed Phase III: 27 add'l spaces needed
Services			
FBO	Full service	Full service	None
Maintenance	None	Limited/Full service	Limited/Full service
Fuel	AvGas	AvGas	None
Fuel	Jet Fuel	Jet Fuel	None
Rental Cars	None	Available	Rental Cars

OTHER RECOMMENDATIONS

Additional actions or projects required for the Clayton County-Tara Field to meet Level II performance objectives:

- Update the Master Plan/ALP in Phase I (2003) and Phase III (2013)

DEVELOPMENT COSTS

The accompanying table summarizes the estimated costs needed for Clayton County-Tara Field to meet each of the recommendations of the Georgia Aviation System Plan.

CLAYTON COUNTY-TARA FIELD						
Associated City FAA Identifier Level	HAMPTON 4A7 II					
Facility Objectives			Costs			
	Existing	Objective	Facility Needs	Phase I	Phase II	Phase III
Airfield						
Runway Length	4,503	5,000	Extend Runway 497 feet.	\$745,500		
Runway Width	75	100	Widen existing runway 25 feet.	\$788,025		
Taxiway Type	Full Parallel		Extend taxiway 497 feet.	\$113,068		
Runway Lighting	MIRL	MIRL	Install/relocate MIRL on runway extension/widening.	Included		
Taxiway Lighting	MITL	MITL	Install MITL on runway extension.	Included		
Land Acquisition						
Earthwork			Extreme	\$300,000		
Pavement Maintenance	100 PCI	>70 PCI				
Navigational Aids						
PAPI	Yes	PAPI				
Rotating Beacon	Yes	Rotating Beacon				
Segmented Circle	Yes	Segmented Circle				
Windcone	Yes	Windcone				
Weather	None	ASOS/AWOS	AWOS - project underway			
GCO/Phone	Phone	GCO/Phone				
Approach Lighting	None	N/A				
General Aviation Facilities						
		Phase I	Phase II	Phase III		
Hangar Storage	30	107	61	5	\$1,677,500	\$137,500
Apron	72	107	19	5	\$410,400	\$108,000
Auto Spaces	87	267	140	14	\$210,000	\$21,000
Terminal Space	700	1,500		800		\$120,000
Fuel		AvGas/Jet A as needed				
Planning/Environmental						
ALP Update	2003	Update every 10 years		1		\$50,000
Environmental Assessment						
Subtotal				\$4,244,493	\$386,500	\$630,600
Total Estimated Cost					\$	5,261,593

Note: It is assumed that non-precision GPS approaches and precision GPS approaches will be available in the near future. The cost associated with this technology resides in the aircraft. Therefore, additional equipment costs associated with providing future non-precision and precision approaches have not been estimated.