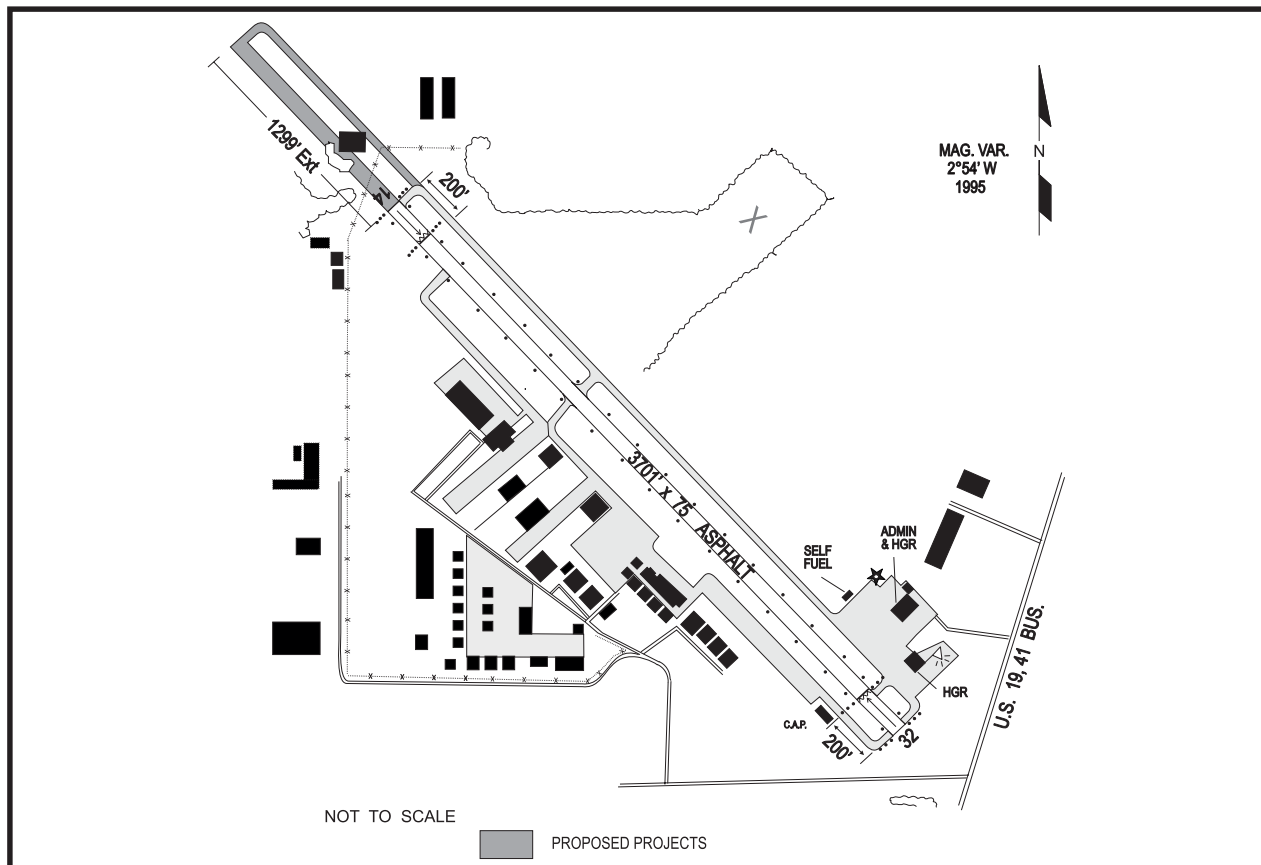
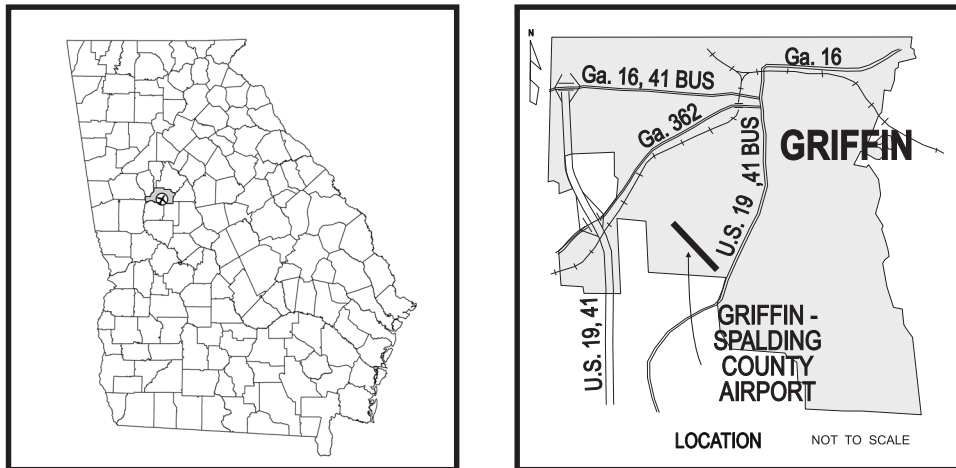


AIRPORT FINDINGS AND RECOMMENDATIONS

AIRPORT LOCATION

Griffin–Spalding County Airport is located in Spalding County in the Atlanta metro area approximately 28 miles southeast of Peachtree City and 38 miles south of Atlanta. 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 and 16.

The airport, situated on 201 acres, is owned and operated by the City of Griffin. The airport accommodates a variety of aviation related activities that include corporate/business jets, recreational flying, police/law enforcement, and experimental aircraft.



EXISTING FACILITIES

Griffin-Spalding County Airport has one runway, Runway 14/32, 3,701 feet long and 75 feet wide with medium-intensity runway lighting (MIRL) and a full parallel taxiway with medium intensity taxiway lights (MITL). The airport has a rotating beacon, a non-directional radio beacon, and a wind cone. The airport has a VOR/DME and GPS approach to Runway 14 and an NDB and GPS approach to Runway 32.

Current landside facilities and services include a full-service FBO with limited maintenance, a fuel concession that provides AvGas and Jet A fuels, and a 1,800 square foot administration and terminal building. The airport has 280 parking spaces, 67 apron parking spaces, and 130 hangar spaces. Rental cars are available.

CURRENT AND FORECAST DEMAND

A review of the airport's historic demand levels shows that based aircraft increased from 62 in 1990 to a current level of 105. By 2021, the airport's based aircraft are expected to reach 129. The airport has approximately 17,400 annual aircraft takeoffs and landings divided between local and itinerant operations. This figure is projected to increase to 19,311 by 2021. By the end of the planning period, the airport is expected to reach 9% of its available annual operating capacity.

Griffin-Spalding County Airport	Current	2006	2011	2021
Based Aircraft	105	110	116	129
Operations	17,400	17,786	18,280	19,311
Local	7,817	7,991	8,213	8,676
Itinerant	9,583	9,795	10,068	10,635
Enplanements	N/A	N/A	N/A	N/A
Demand/Capacity Ratio	8%	8%	8%	9%

AIRPORT FACILITY AND SERVICE NEEDS

The Griffin – Spalding County Airport 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 1,299 feet
- Widen runway 25 feet
- Install segmented circle
- Install PAPI
- Phase II: 3 additional apron parking spaces are needed; Phase III: 7 additional apron parking spaces are needed

The following table summarizes Griffin – Spalding County Airport 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

Griffin-Griffin Spalding County Airport-6A2

	EXISTING	SYSTEM OBJECTIVE	RECOMMENDED
Airside Facilities			
Runway Length (Rwy 14/32)	3,701	5,000 feet	Extend 1,299 feet
Runway Width	75	100 feet	Widen 25 feet
Taxiway Type	Full Parallel	Full Parallel	None
Approach	Non-Precision	Non-Precision	None
Lighting- Runway	MIRL	MIRL	None
Lighting- Taxiway	MITL	MITL	None
NAVAIDS	Rotating Beacon	Rotating Beacon	None
NAVAIDS	None	Segmented Circle	Segmented Circle
NAVAIDS	Wind Cone	Wind Cone	None
NAVAIDS	None	PAPI	PAPI
NAVAIDS	None	Other NAVAIDS as required for non-precision approach	None
Weather Reporting	AWOS-3	AWOS/ASOS	None
Ground Communications	Public Telephone	Public Telephone, GCO	None
General Aviation Landside Facilities			
Hangared Aircraft Storage	130 spaces	60% of based fleet	None
Apron Parking/Storage	67 spaces	40% of based aircraft plus additional 50% for transient aircraft	Phase II: 3 add'l spaces needed Phase III: 7 add'l spaces needed
Terminal/Administrative	1,800 square feet	1,500 square feet minimum with amenities	None
Auto Parking	280 spaces	One Space for each based aircraft, plus 50% for visitors/employees	None
Services			
FBO	Full service	Full service	None
Maintenance	Limited/Full service	Limited/Full service	None
Fuel	AvGas	AvGas	None
Fuel	Jet Fuel	Jet Fuel	None
Rental Cars	Available	Available	None

OTHER RECOMMENDATIONS

Additional actions or projects required for the Griffin–Spalding County Airport to meet Level II performance objectives:

- Update the Master Plan/ALP in Phase I (2005) and Phase III (2015)
- Adopt Land Use/Zoning Controls
- Construct new parallel taxiway to correct runway-taxiway separation deficiency of 90 feet (The distance from the runway centerline to the taxiway centerline needs to be 240 feet.)

DEVELOPMENT COSTS

The accompanying table summarizes the estimated costs needed for Griffin – Spalding County Airport to meet each of the recommendations of the Georgia Aviation System Plan.

GRIFFIN-SPALDING COUNTY AIRPORT						
Associated City FAA Identifier Level		GRIFFIN 6A2 II				
		Facility Objectives		Costs		
	Existing	Objective	Facility Needs	Phase I	Phase II	Phase III
Airfield						
Runway Length	3,701	5,000	Extend Runway 14/32 by 1,299 feet.		\$1,948,500	
Runway Width	75	100	Widen existing runway 25 feet.		\$647,675	
Taxiway Type	Full Parallel	Full Parallel	Construct new parallel taxiway.		\$1,137,500	
Runway Lighting	MIRL	MIRL	Install/relocate MIRL on runway extension/widening.		included	
Taxiway Lighting	MITL	MITL	Install MITL on taxiway extension.		included	
Land Acquisition		75	Acquire 75 acres for airfield development.	\$375,000	\$375,000	
Earthwork			Moderate		\$500,000	
Pavement Maintenance	98 PCI	>70 PCI				
Navigational Aids						
PAPI	None	PAPI	2		\$50,000	
Rotating Beacon	Yes	Rotating Beacon				
Segmented Circle	None	Segmented Circle	1		\$3,000	
Windcone	Yes	Windcone				
Weather	AWOS-3	ASOS/AWOS				
GCO/Phone	Phone	GCO/Phone				
Approach Lighting	None	N/A				
General Aviation Facilities						
			Phase I	Phase II	Phase III	
Hangar Storage	130	77				
Apron	67	77	3	7	\$64,800	\$151,200
Auto Spaces	280	194				
Terminal Space	1,800	1,500		1500		\$225,000
Fuel		AvGas/Jet A as needed				
Planning/Environmental						
ALP Update	1995	Update every 10 years	1		ongoing	\$50,000
Environmental Assessment				1	\$70,000	
Subtotal				\$375,000	\$4,796,475	\$426,200
Total Estimated Cost					\$	5,597,675

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.