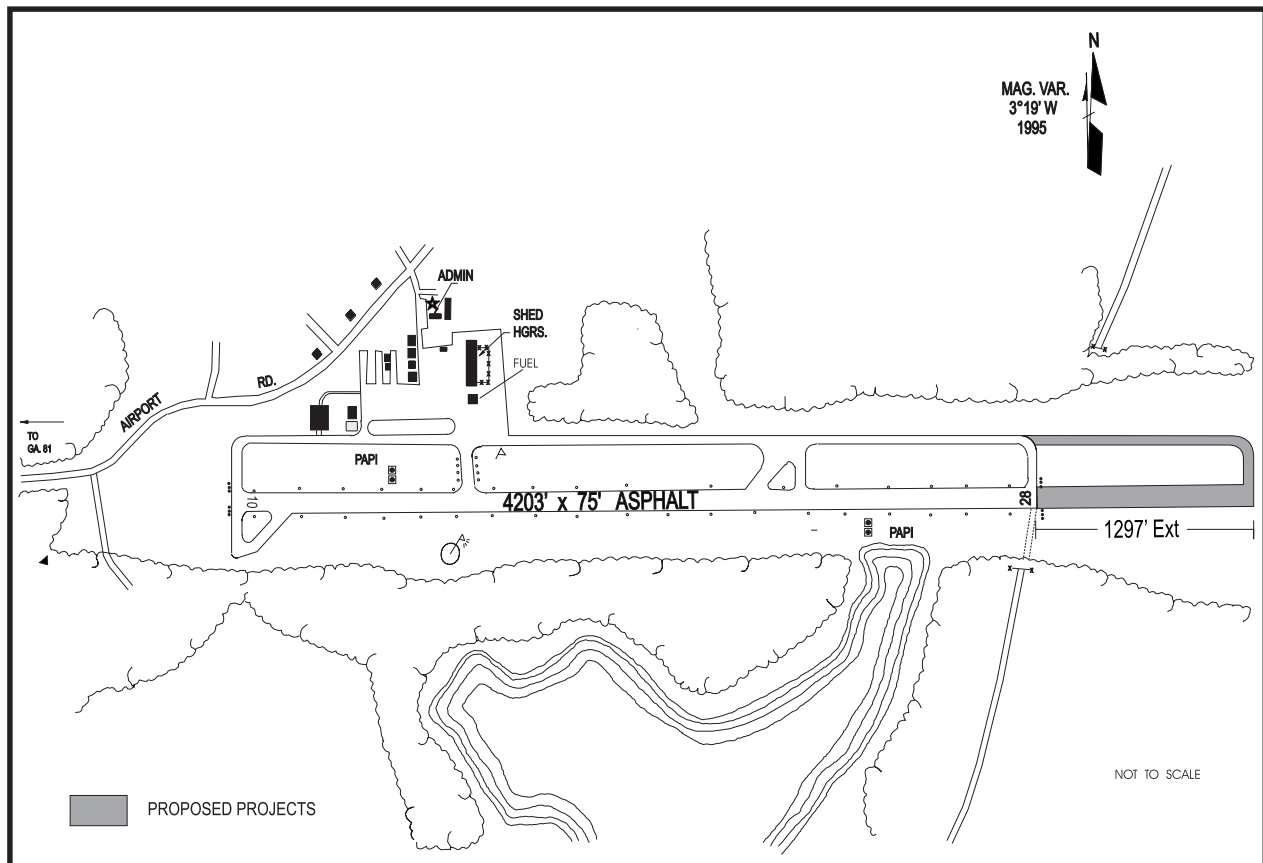
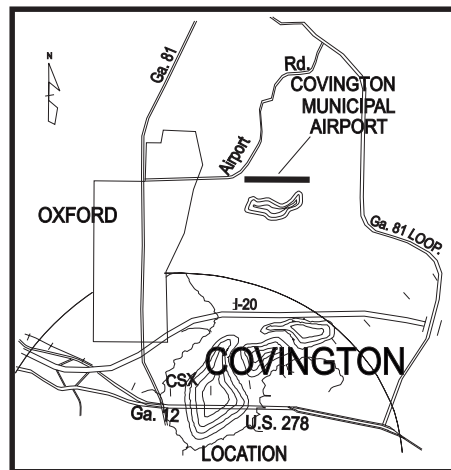
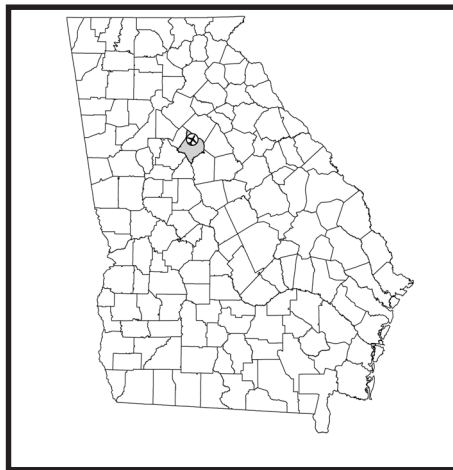


AIRPORT FINDINGS AND RECOMMENDATIONS

AIRPORT LOCATION

Covington Municipal Airport is located in Newton County in the Atlanta metro area approximately 35 miles east of Atlanta and 43 miles southwest of Athens. The primary highway access to the airport from the north and south is via Georgia Highway 81, and from the east and west via Interstate 20. Other highways in the vicinity include U.S. Highway 278 and Georgia Highway 120.

The airport, situated on 60 acres, is owned and operated by the City of Covington. The airport accommodates general aviation related activities including corporate/business jet use and recreational flying.



EXISTING FACILITIES

Covington Municipal Airport has one runway, Runway 10/28, 4,203 feet long by 75 feet wide with medium-intensity runway lighting (MIRL), precision approach path indicators (PAPI), and a full parallel taxiway with medium-intensity taxiway lighting (MITL). The airport has a rotating beacon, segmented circle, wind cone, and an AWOS-A. The airport has a VOR/DME or GPS approach to Runway 10 and an NDB and GPS approach to Runway 28. Committed projects include a runway extension to 5,500' feet by 100 feet with a parallel taxiway extension.

Current landside facilities and services include a full-service FBO and maintenance facility with a fuel concession that provides AvGas and Jet A fuel. The airport is served by 29 hangar parking spaces, 50 apron parking spaces, 10 auto parking spaces and a 20,000 square foot terminal/administration building. The airport provides rental cars.

CURRENT AND FORECAST DEMAND

A review of the airport's historic demand levels shows that based aircraft decreased from 51 in 1990 to a current level of 40. By 2021, the airport's based aircraft are expected to reach 50. The airport has approximately 41,904 annual aircraft takeoffs and landings divided between local and itinerant operations. This figure is projected to increase to 46,507 by 2021. By the end of the planning period, the airport is expected to reach 21% of its available annual operating capacity.

Covington Municipal Airport	Current	2006	2011	2021
Based Aircraft	40	42	45	50
Operations	41,904	42,834	44,024	46,507
Local	22,055	22,544	23,171	24,477
Itinerant	19,849	20,290	20,845	22,029
Enplanements	N/A	N/A	N/A	N/A
Demand/Capacity Ratio	19%	19%	19%	21%

AIRPORT FACILITY AND SERVICE NEEDS

The Covington Municipal Airport has been classified a Level III airport and should provide appropriate facilities and services commensurate with its system role. Airport improvements identified in the System Plan include:

- Extend runway 1,300 feet*
- Widen runway 25 feet*
- Upon completion of runway extension, extend parallel taxiway*
- Install precision approach
- Upgrade MIRL to HIRL
- Install Approach Light System
- Phase II: 2 additional hangar spaces are needed; Phase III: 4 additional hangar spaces are needed
- Phase I: 53 additional auto parking spaces are needed; Phase II: 5 additional auto parking spaces are needed; Phase III: 8 additional auto parking spaces are needed

* Committed funds and projects are ongoing

The following table summarizes current facilities and services, the airport's facility and service objectives, and actions/projects that are needed for the Covington Municipal Airport to meet these objectives.

FACILITY AND SERVICE OBJECTIVES Level III

Covington – Covington Municipal Airport – 9A1

	EXISTING	SYSTEM OBJECTIVE	RECOMMENDED
Airside Facilities			
Runway Length (Rwy 10/28)	4,203*	5,500 feet or greater	Extend 1,300 feet
Runway Width	75*	100 feet	Widen 25 feet
Taxiway Type	Full Parallel*	Full Parallel	Upon completion of runway extension, extend taxiway 1,300 feet
Approach	Non-Precision	Precision	Precision
Lighting- Runway	MIRL	HIRL for precision approaches; MIRL for non-precision	HIRL
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
Weather	AWOS-A	AWOS/ASOS	None
Ground Communications	Phone	GCO/Phone	None
Approach Light System	None	Approach Lighting System	Approach Lighting System
General Aviation Landside Facilities			
Hangared Aircraft Storage	29 spaces	70% of based fleet	Phase II: 2 add'l spaces needed Phase III: 4 add'l spaces needed
Apron Parking/Storage	50 spaces	30% based of aircraft plus additional 75% for transient aircraft	None
Terminal/Administrative	20,000 square feet	2,500 square feet minimum with amenities	None
Aviation Auto Parking	10 spaces	One Space for each based aircraft, plus 50% for visitors/employees	Phase I: 53 add'l spaces needed Phase II: 5 add'l spaces needed Phase III: 8 add'l spaces needed
Services			
FBO	Full Service	Full Service	None
Maintenance	Full Service	Full Service	None
Fuel	AvGas	AvGas	None
Fuel	Jet Fuel	Jet Fuel	None
Rental Cars	Available	Available	None

*Committed funds and project is ongoing

OTHER RECOMMENDATIONS

Additional actions or projects required for Covington Municipal Airport to meet Level III performance objectives:

- Update the Master Plan/ALP in Phase II (2011) and Phase III (2021)
- Pavement Condition Index (PCI) needs to increase 3 PCI to reach the 70 PCI objective

DEVELOPMENT COSTS

The accompanying table summarizes the estimated costs needed for Covington Municipal Airport to meet each of the recommendations of the Georgia Aviation System Plan.

COVINGTON MUNICIPAL AIRPORT						
Associated City FAA Identifier Level	Covington 9A1 III		Facility Objectives		Costs	
	Existing	Objective	Facility Needs		Phase I	Phase II
						Phase III
Airfield						
Runway Length	4,203	5,500	Extend Runway 10/28 by 1,297 feet.		Funds committed	
Runway Width	75	100	Widen runway 25 feet.		Funds committed	
Taxiway Type	Full parallel	Full parallel	Extend taxiway 1,297 feet.		Funds committed	
Runway Lighting	MIRL	HIRL	Upgrade from MIRL to HIRL.		\$165,000	
Taxiway Lighting	MITL	MITL	Install MITL on taxiway extension.		included	
Land Acquisition						
Earthwork						
Pavement Maintenance	67 PCI	>70PCI	Rehabilitate runway.		\$259,446	
Navigational Aids						
PAPI	yes	PAPI				
Rotating Beacon	yes	Rotating Beacon				
Segmented Circle	yes	Segmented Circle				
Windcone	yes	Windcone				
Weather	AWOSA	ASOS or AWOS				
GCO/Phone	Phone	GCO/Phone				
Approach Lighting	None	Approach Lighting	1		Ongoing	
General Aviation Facilities						
		Phase I	Phase II	Phase III		
Hangar Storage	29	35	2	4	\$55,000	\$110,000
Apron	50	26				
Auto Spaces	10	75	53	5	\$79,500	\$12,000
Terminal Space	20,000	2,500				
Fuel						
Planning/Environmental						
		Update every 10 years	1	1	\$60,000	\$60,000
ALP Update	2001					
Environmental Assessment						
Subtotal					\$338,946	\$182,000
Total Estimated Cost					\$	808,446

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.