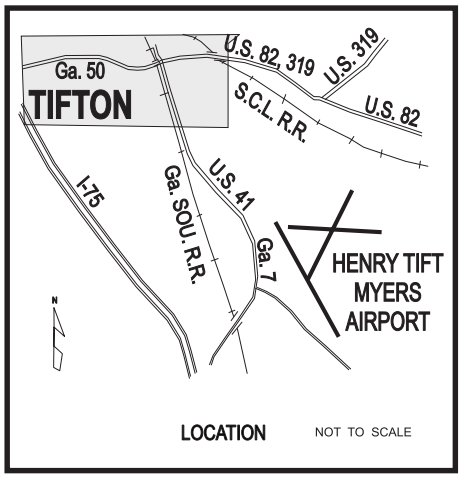
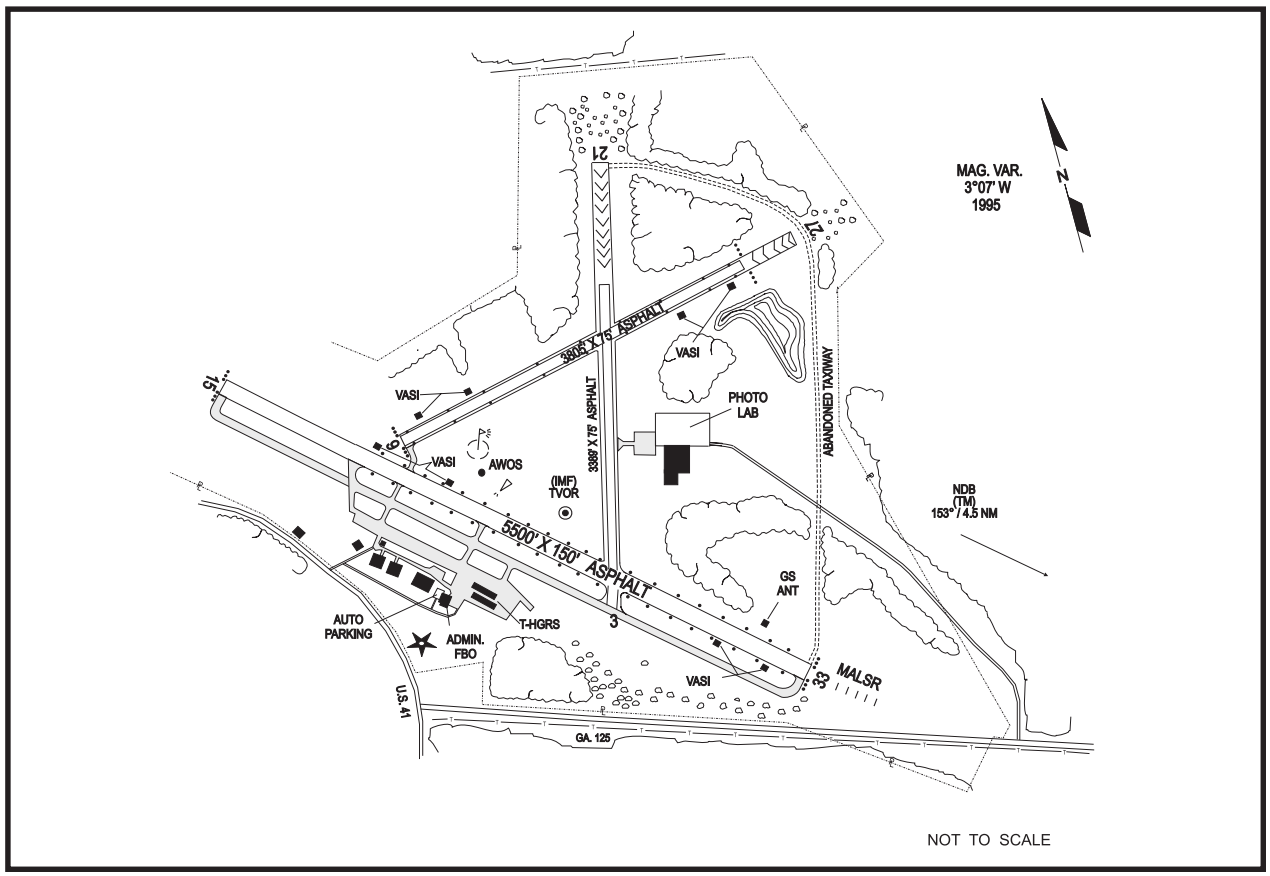
Airport Findings and Recommendations

Airport Location

Henry Tift Myers Airport is located in Tift County in south Georgia approximately 41 miles southeast of Cordele and 49 miles northwest of Valdosta. Highway access to the airport from the northeast and southeast is via Georgia Highway 125 and from the north and south is via U.S. Highway 41 and Georgia Highway 7. Other highways in the vicinity include U.S. Highways 82 and 319.

The airport, situated on 826 acres, is owned and operated by Tifton and Tift County Airport Authority. The airport accommodates a variety of aviation related activities that include recreational flying, agricultural spraying, corporate/business jets, shipping of just-in-time, police/law enforcement, prisoner transport, forest fire fighting, and utlra-lights.





Existing Facilities

Henry Tift Myers Airport has three runways. The primary runway, Runway 15/33, is 5,500 feet long and 150 feet wide with medium intensity runway lighting (MIRL), visual approach slope indicators (VASI), and a full parallel taxiway with medium intensity taxiway lighting (MITL). Runway 33 has medium intensity approach lighting (MALSR). Runway 09/27, the secondary runway, is 3,805 feet long by 75 feet wide with MIRLs and VASIs. Runway 03/21, the third runway, is 3,389 feet long and 75 feet wide with a visual approach. The airport has a rotating beacon, segmented circle, wind cone, RCO, and an AWOS-3. The airport has an ILS, VOR and NDB or GPS approach to Runway 33 and a VOR or GPS approach to Runway 27.

Current landside facilities and services include a full service FBO and maintenance facility, AvGas and Jet fuel, and a 7,000 square foot terminal/administrative building. The airport has 27 hangar spaces, 20 apron parking spaces, and 25 auto parking spaces. Rental cars are available.

Current and Forecast Demand

A review of the airport's historic demand levels shows that based aircraft increased from 28 in 1990 to a current level of 47. By 2021, the airport's based aircraft are expected to reach 59. Currently, the airport has approximately 17,000 annual aircraft takeoffs and landings divided between local and itinerant operations. This figure is projected to increase to 23,200 by 2021. By the end of the planning period, operations are expected to reach 10% of its available annual operating capacity.

Henry Tift Myers Airport	Current	2006	2011	2021
Based Aircraft	47	50	53	59
Operations	17,000	18,150	19,698	23,200
Local	10,625	11,344	12,311	14,500
Itinerant	6,375	6,806	7,387	8,700
Enplanements	N/A	N/A	N/A	N/A
Demand/Capacity Ratio	7%	8%	9%	10%

Airport Facility and Service Needs

The Henry Tift Myers 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:

- Install HIRL
- Phase I: 8 additional hangar spaces are needed; Phase II: 2 additional hangar spaces are needed; Phase III: 4 additional hangar spaces are needed
- Phase I: 6 additional apron parking spaces are needed; Phase II: 2 additional apron parking spaces are needed; Phase III: 3 additional apron parking spaces are needed
- Phase I: 50 additional auto parking spaces are needed; Phase II: 5 additional auto parking spaces are needed; Phase III: 9 additional auto parking spaces are needed
- Upgrade VASI with PAPI

The following table summarizes current facilities and services, the airport's facility and service objectives, and actions/ projects that are needed to make the airport compliant with each of these objectives.

FACILITY AND SERVICE OBJECTIVES Level III

Tifton - Henry Tift Myers Airport-TMA

	EXISTING	SYSTEM OBJECTIVE	RECOMMENDED
Airside Facilities			
Runway Length (Rwy 15/33)	5,500	5,500 feet or greater	None
Runway Width	150	100 feet	None
Taxiway Length	Full Parallel	Full Parallel	None
Approach	Precision	Precision	None
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	VASI	PAPI	PAPI
Weather	AWOS-3	AWOS/ASOS	None
Approach Light System	MALSR	Approach Light System	None
General Aviation Landside Facilities			
Hangared Aircraft Storage	27 spaces	70% of based fleet	Phase I: 8 add'l spaces needed Phase II: 2 add'l spaces needed Phase III: 4 add'l spaces needed
Apron Parking/Storage	20 spaces	30% based of aircraft plus additional 75% for transient aircraft	Phase I: 6 add'l spaces needed Phase II: 2 add'l spaces needed Phase III: 3 add'l spaces needed
Terminal/Administrative	7,000	2,500 square feet minimum with amenities	None
Aviation Auto Parking	25 spaces	One Space for each based aircraft, plus 50% for visitors/employees	Phase I: 50 add'l spaces needed Phase II: 5 add'l spaces needed Phase III: 9 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

Other Recommendations

Additional actions or projects required for Henry Tift Myers Airport to meet Level III performance objectives are as follows:

- Update the Master Plan/ALP in Phase II (2010), and Phase III (2020)
- Adopt Land Use/Zoning Controls

Development Costs

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

HENRY TIFT MYERS AIRPORT

Airport Location TIFTON
FAA Identifier TMA
Service Objective III

	Facility Objectives					Costs		
	Existing	Objective	Facility Needs			Phase I	Phase II	Phase III
Airfield								
Runway Length	5,500	5,500						
Runway Width	150	100						
Taxiway Type	Full Parallel	Full Parallel						
Runway Lighting	MIRL	HIRL	Replace MIRL with HIRL			$149,820		
Taxiway Lighting	MITL	MITL						
Land Acquisition								
Earthwork								
Pavement Maintenance	100 PCI	>70 PCI						
Navigational Aids								
PAPI	VASI	PAPI	2			$50,000		
Rotating Beacon	Yes	Rotating Beacon						
Segmented Circle	Yes	Segmented Circle						
Windcone	Yes	Windcone						
Weather	AWOS-3	ASOS or AWOS						
GCO/Phone	RCO/Phone	GCO/Phone						
Approach Lighting	MALSR	Approach Lighting						
General Aviation Facilities								
			Phase I	*Phase II*	*Phase III*			
Hangar Storage	27	41	8	2	4	$220,000	$55,000	$110,000
Apron	20	31	6	2	3	$129,600	$43,200	$64,800
Auto Spaces	25	89	50	5	9	$75,000	$7,500	$13,500
Terminal Space	7,000	2,000						
Fuel								
Planning/Environmental								
ALP Update	2000	Update every 10 years		1	1		$60,000	$60,000
Environmental Assessment								
					Subtotal	$624,420	$165,700	$248,300

Total Estimated Cost **$ 1,038,420**

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.