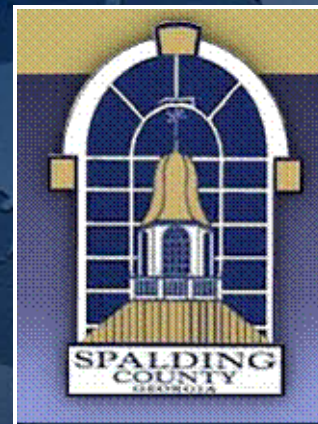




Griffin-Spalding County Airport

Airport Site Selection Study Final Analysis

Presented to



July 16, 2009



Today's Briefing

- Existing Griffin-Spalding County Airport
- Review of Previous Site Selection Study Tasks
- Final Analysis of Sites 6 and 7
 - Refined Site Layouts
 - Cost Estimates
 - Funding Timeline
- Tenant Relocation
- Comparisons to Existing Airport
- Next Steps – Authorize Environmental Study



Existing Griffin-Spalding County Airport

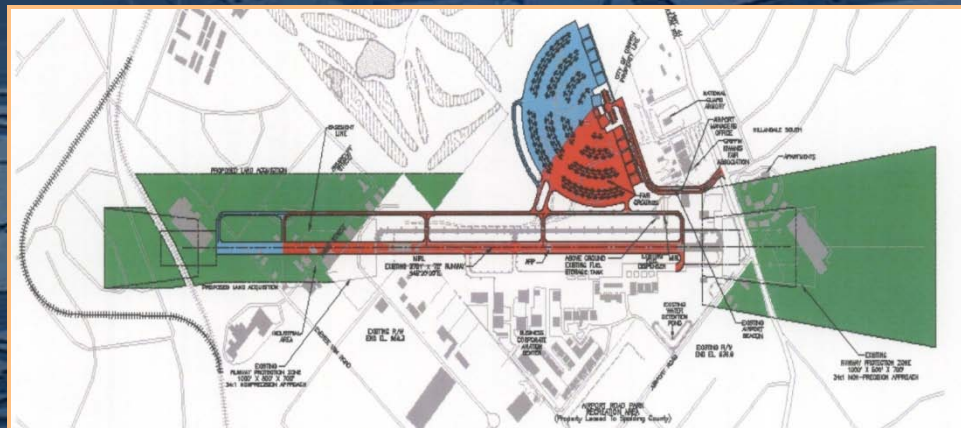
- Current Airport Development Options Are Limited/Constrained by Encroachment





Previous Studies

- Master Plan Recommendations (2003):
 - Extend Runway to 5,000 feet (Ultimate)
 - Install Precision Landing System
 - Construct Additional Aircraft Parking
- State System Plan Recommendations (2004):
 - Extend Runway 5,000 Feet (Minimum)



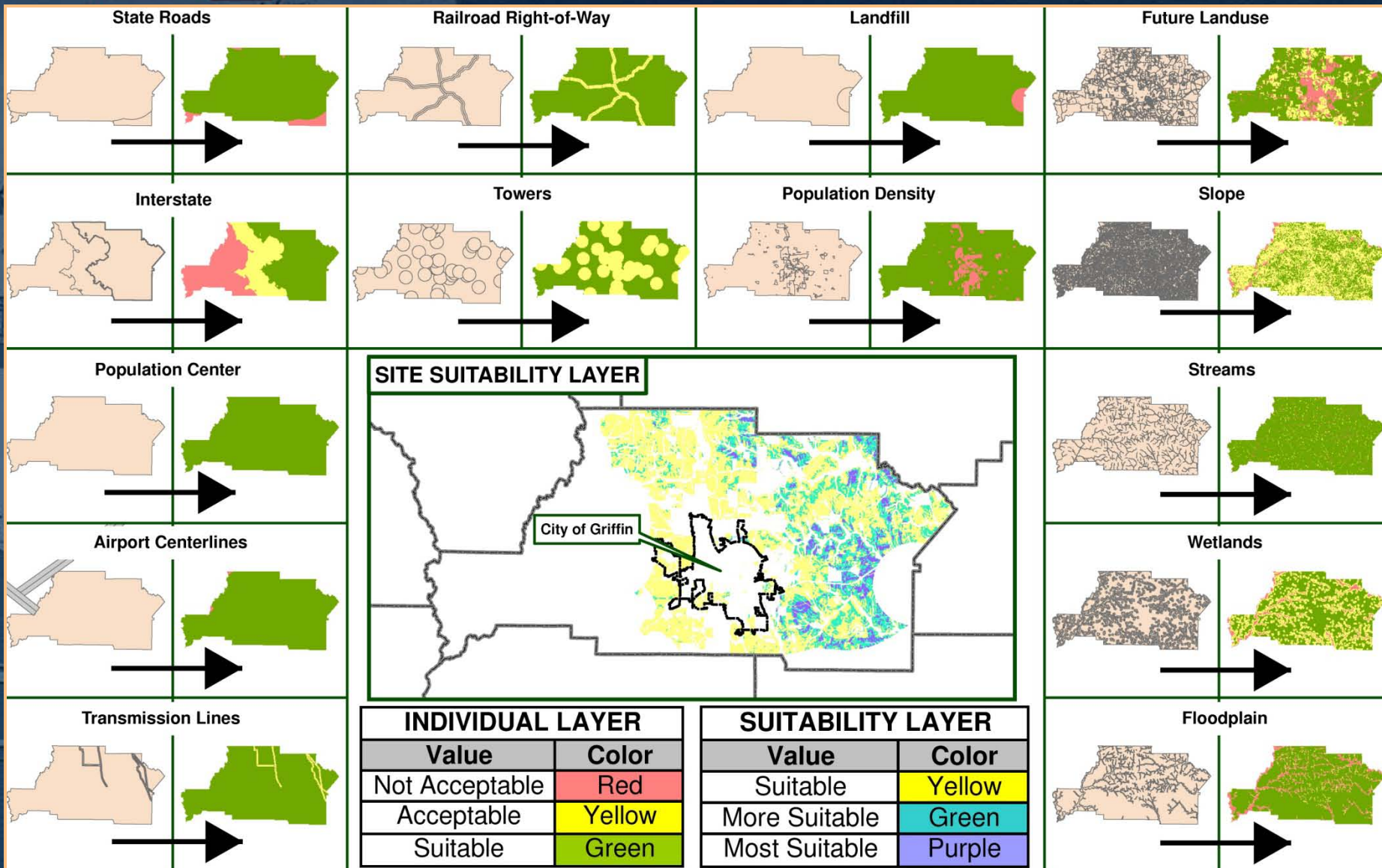


Airport Site Selection Study

- Purpose: Determine If A Suitable Replacement Airport Site Exists In Spalding County
- Established Suitability Criteria for Ideal Site
- Used GIS Analysis to Focus on Ideal Areas and Eliminate Unacceptable Areas
- Reasoning: Cost Of Replacement Airport May Be Less Than Upgrading Existing Airport

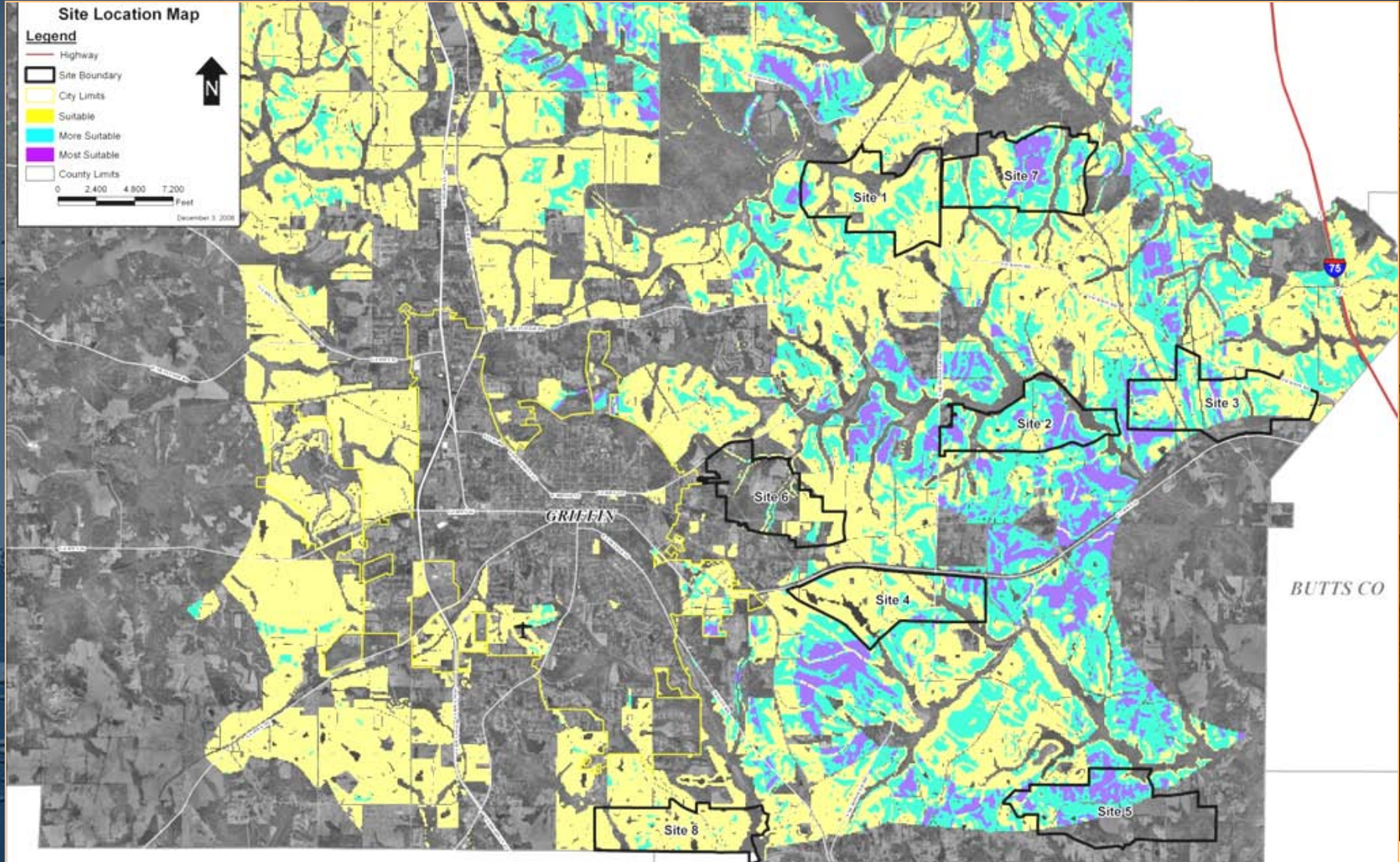


Site Selection Methodology





Eight Sites Selected for Preliminary Screening



Note: Sites are labeled randomly; not according to degree of suitability.



Site Selection Study – Phase II

- Eight Sites Ranked According To:
 - Infrastructure/Land Acquisition
 - Environmental Considerations
 - Constructability
 - Operational Capability
 - Industrial Compatibility





Preliminary Site Ratings – Phase II

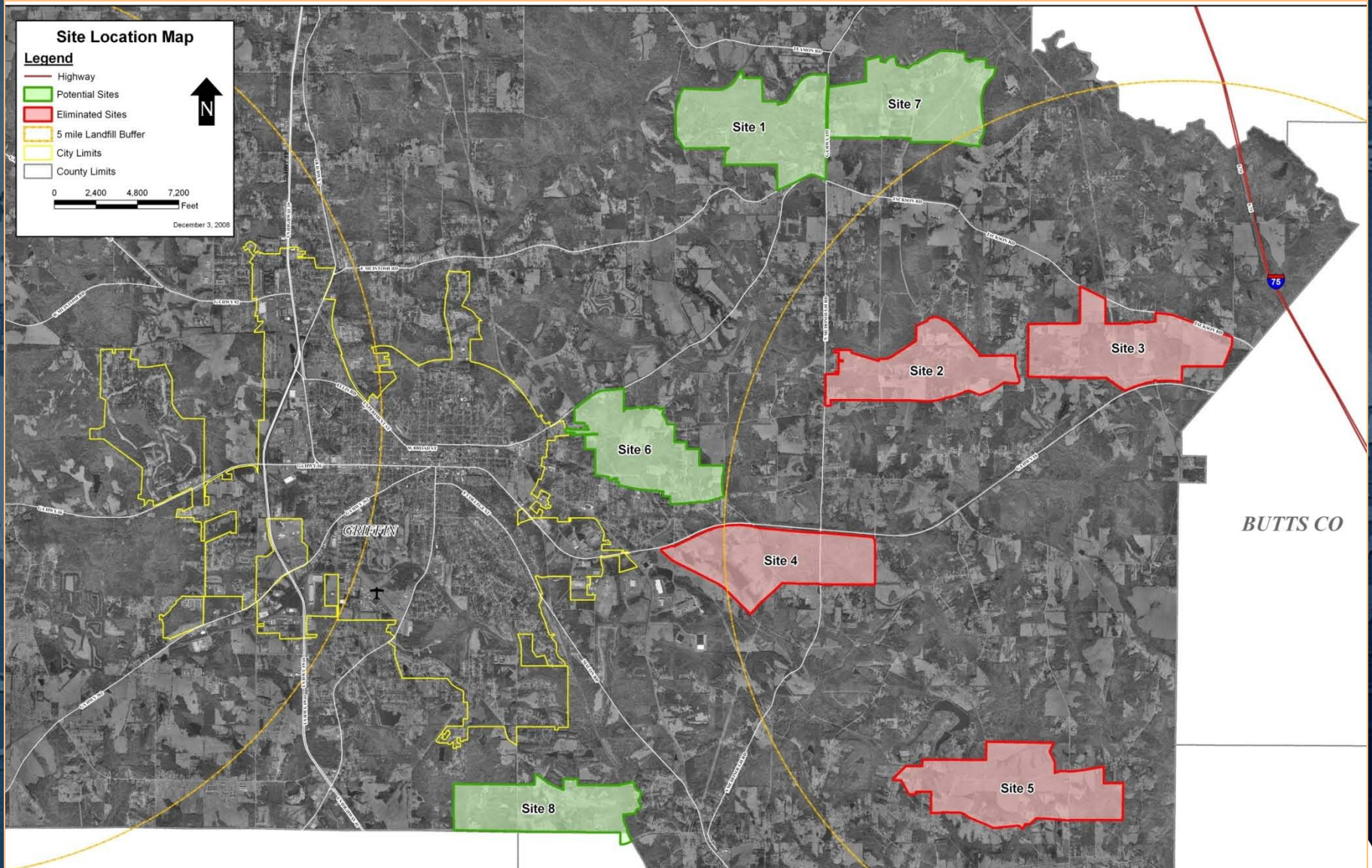
	Site 1	Site 2	Site 3	Site 4	Site 5	Site 6	Site 7	Site 8
Infrastructure/Land Acquisition	1.50	1.83	2.17	3.00	1.17	1.83	2.33	1.67
Environmental	1.80	1.90	2.20	2.20	2.50	2.40	2.10	2.40
Constructability	1.50	1.50	2.50	1.33	2.50	1.67	1.50	1.67
Operational Capability	1.50	1.50	1.75	1.25	2.25	2.00	2.00	2.00
Industrial Compatibility	1.00	2.00	3.00	3.00	1.00	3.00	1.00	1.00
Site Ratings	1.46	1.75	2.32	2.16	1.88	2.18	1.79	1.75

1-least desirable; 3-most desirable
 Gray sites were eliminated from further analysis.

Site 6 was the primary site and Site 7 was the secondary site for continuing detailed analysis.



Preliminary Sites





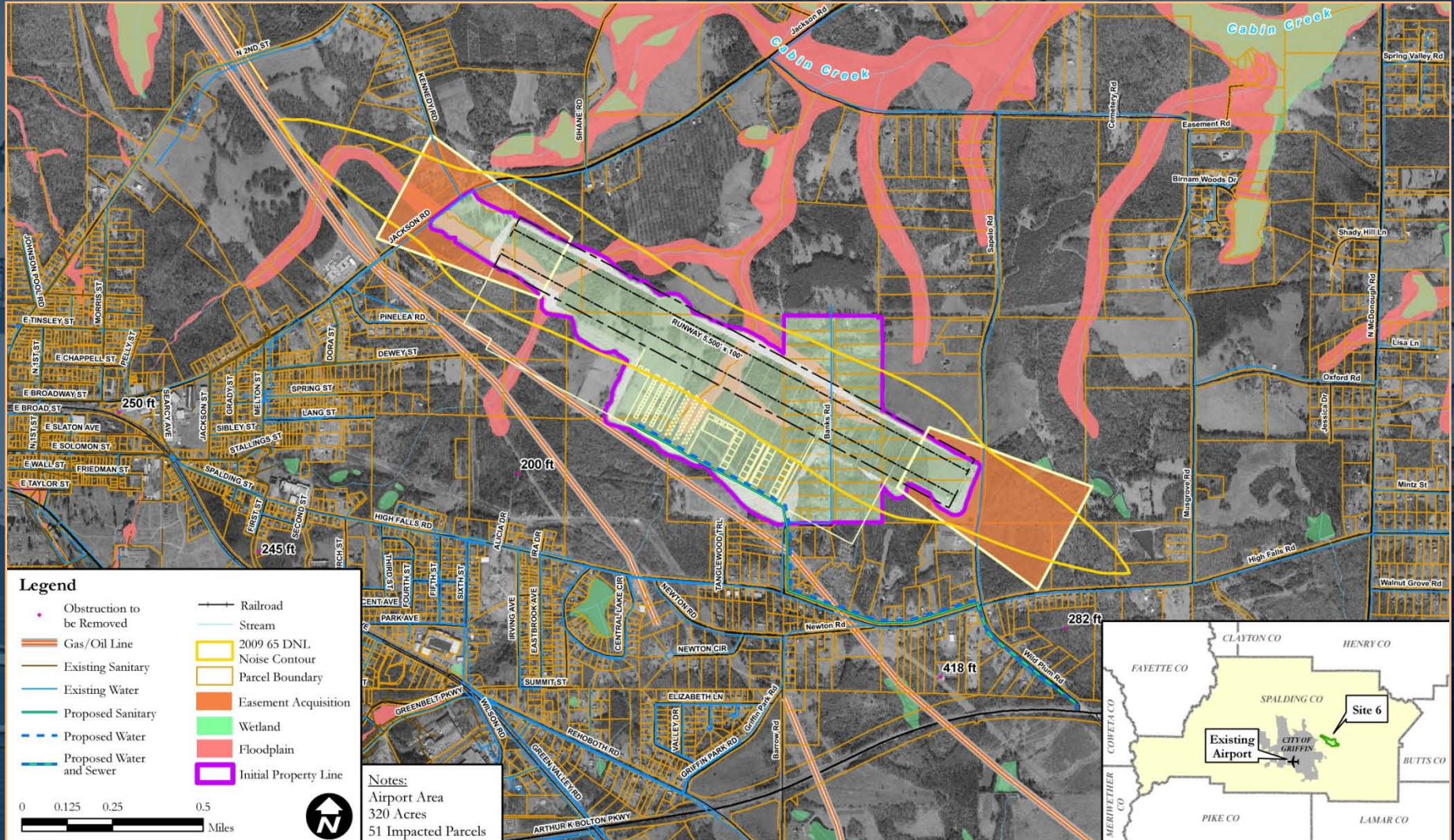
Site Selection Study – Final Analysis

Top 2 Sites

- Detailed Analysis – Site 6 and Site 7
 - Basic Grading Plans
 - Land Acquisition and Relocation
 - Environmental Considerations
 - Adjacent Industrial/Tech Park Concepts
 - Construction Requirements
 - Cost Estimates
 - Funding Timeline



Site 6 – Initial Development





Cost Estimates

	Site 6	Site7
Site Selection, Environmental, and Planning Studies	\$ 1,030,000	\$ 1,030,000
Land Acquisition and Relocation	\$ 7,000,000	\$ 19,900,000
Obstruction Removal	\$ 6,000,000	\$ 6,000,000
Environmental Mitigation	\$ 3,800,000	\$ 2,900,000
Construction - Airport	\$ 38,000,000	\$ 43,900,000
Construction - Facilities	\$ 600,000	\$ 600,000
Total Initial Airport Cost Estimate	\$ 56,430,000	\$ 74,330,000
Local Funds Estimate	\$ 2,984,000	\$ 3,750,000

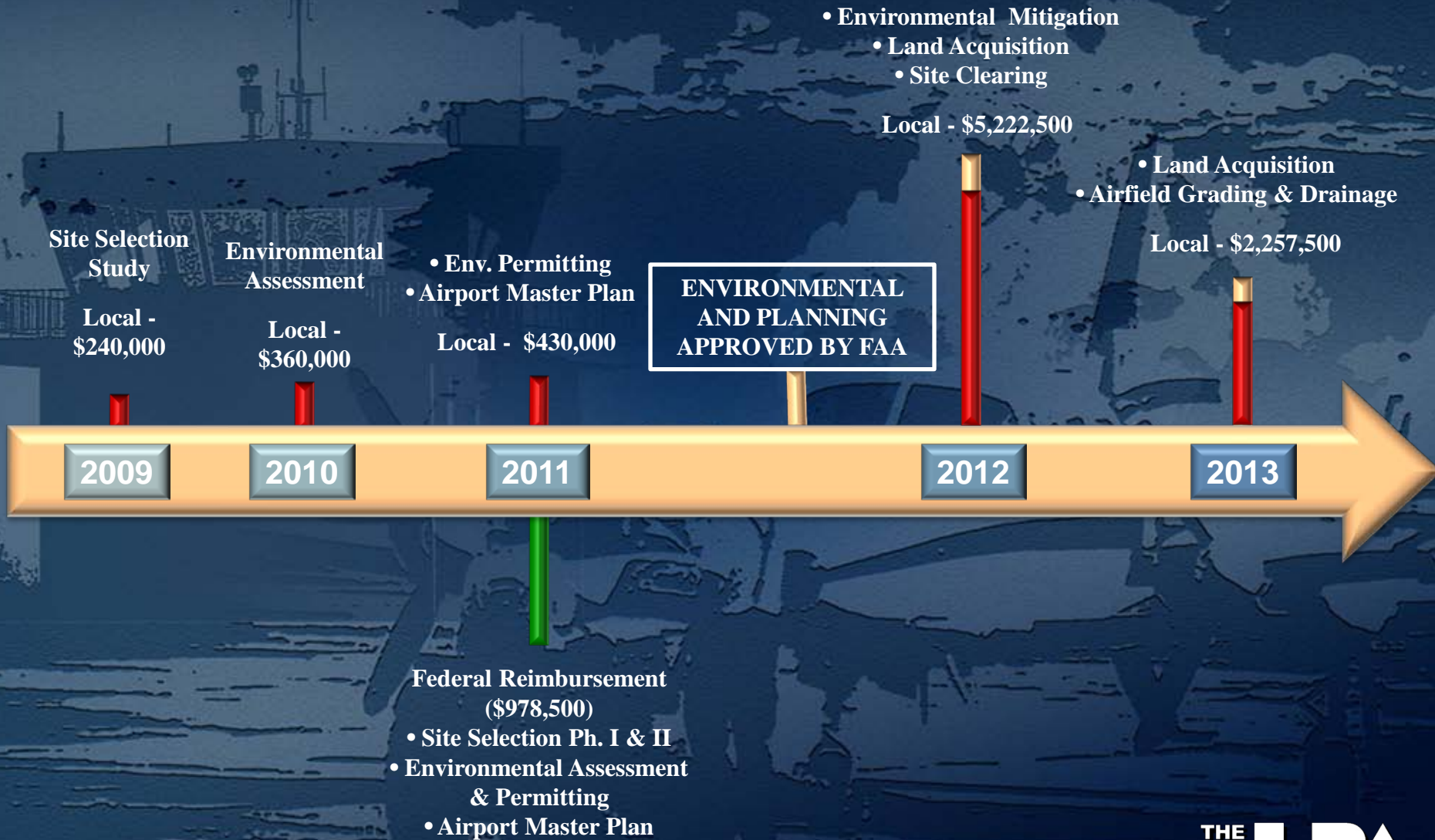


Potential Funding Timeline

	Total Costs	FAA Funds	State Funds	Local Funds
2009	\$ 240,000	-	-	\$ 240,000
2010	\$ 360,000	-	-	\$ 360,000
2011	\$ 430,000	(\$ 978,500)	-	(\$ 548,500)
2012	\$ 13,900,000	\$ 8,455,000	\$ 222,500	\$ 5,222,500
2013	\$ 12,300,000	\$ 9,785,000	\$ 257,500	\$ 2,257,500
2014	\$ 10,200,000	\$ 9,690,000	\$ 255,000	\$ 255,000
2015	\$ 8,000,000	\$ 5,700,000	\$ 1,650,000	\$ 650,000
2016	\$ 11,000,000	\$ 8,455,000	\$ 1,347,500	\$ 1,197,500
2017	-	\$ 4,750,000	-	(\$ 4,750,000)
2018	-	\$ 1,900,000	-	(\$ 1,900,000)
Total Costs	\$ 56,430,000	\$ 49,732,500	\$ 3,732,500	\$ 2,984,000

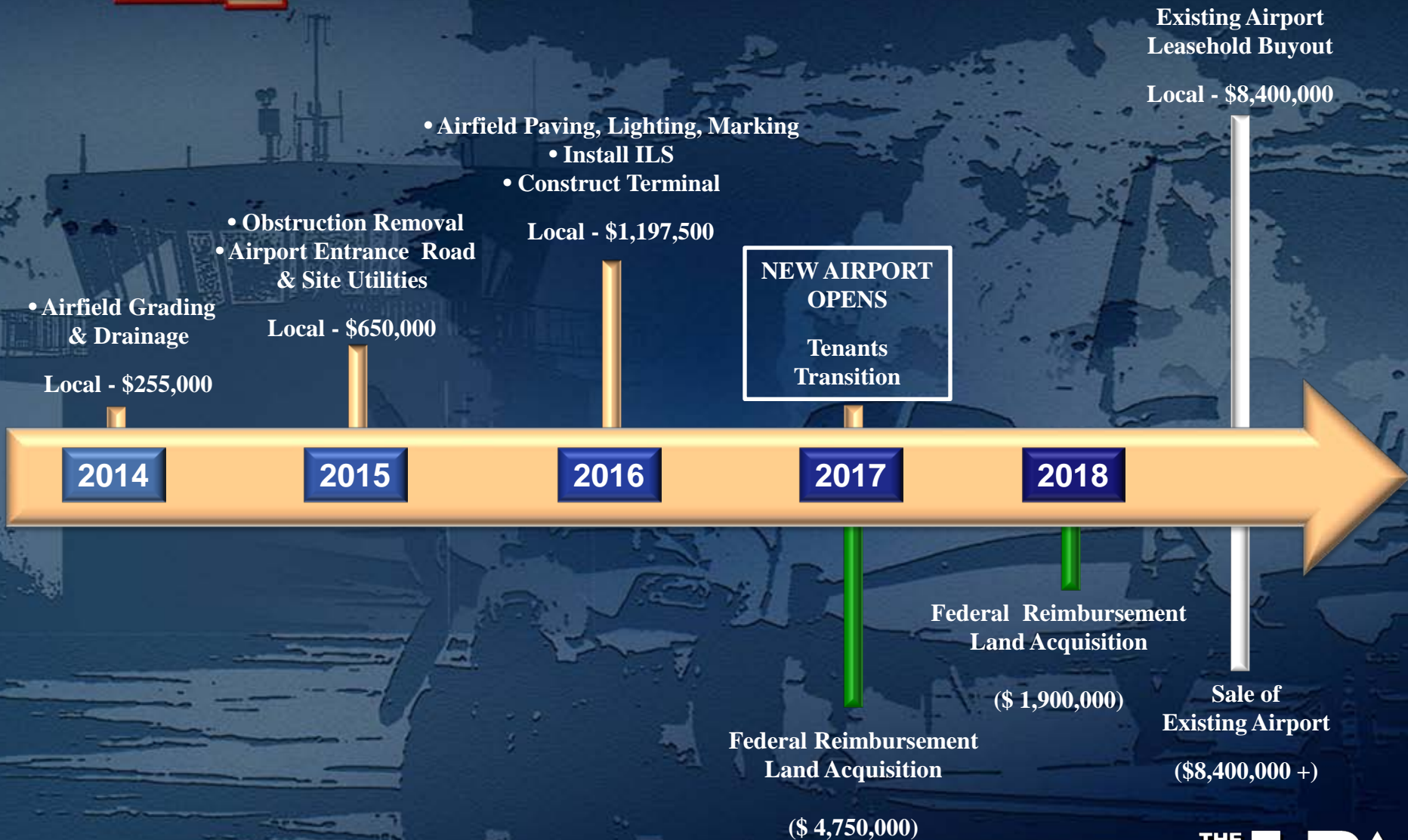


Potential Funding Timeline





Potential Funding Timeline





Potential Tenant Transition

- New Airport Opens: 2017 (estimated)
- Existing Airport Remains Open During Construction
- Both Airports Open for a Short Transition Period
- Existing Airport Closed by 2019 (estimated)



Existing Leaseholds

- City/County Negotiates with Private Hangar Leaseholds
- Leases Do Not Specify a Reversion Clause
- Most Leases Have 20+ Years Remaining
- Improvements on Leasehold Based on Appraisals
- Value of Leasehold Improvements is ~ \$7.5 to \$8.4 Million (2009 Dollars)



Redevelopment of Existing Airport

- City/County Must Sell Airport Property and Reinvest Proceeds into New Airport
 - Recover Cost of Acquiring Existing Leaseholds
 - Sell 120 Acres of Non-Leased Area
- Any New Leases Should State Shorter Time Period; Must Relocate Improvements at Own Expense
- Potentially Redevelop Existing Airport into Compatible Uses



Comparison – Runway Capabilities

	Site 6 - Initial	Site 7 - Initial	Existing Site	Existing Site with Master Plan Improvements
Runway Length	5,500'	5,500'	3,701'	5,000'
Runway Width	100'	100'	75'	100'
Available Landing Length	5,500'	5,500'	3,501'	4,750'
Pavement Strength	75,000 lbs	75,000 lbs	30,000 lbs	30,000 lbs
Design Aircraft				
	Gulfstream III	Gulfstream III	King Air 90	Citation II
Percent of General Aviation Fleet Served	94%	94%	50%	65%

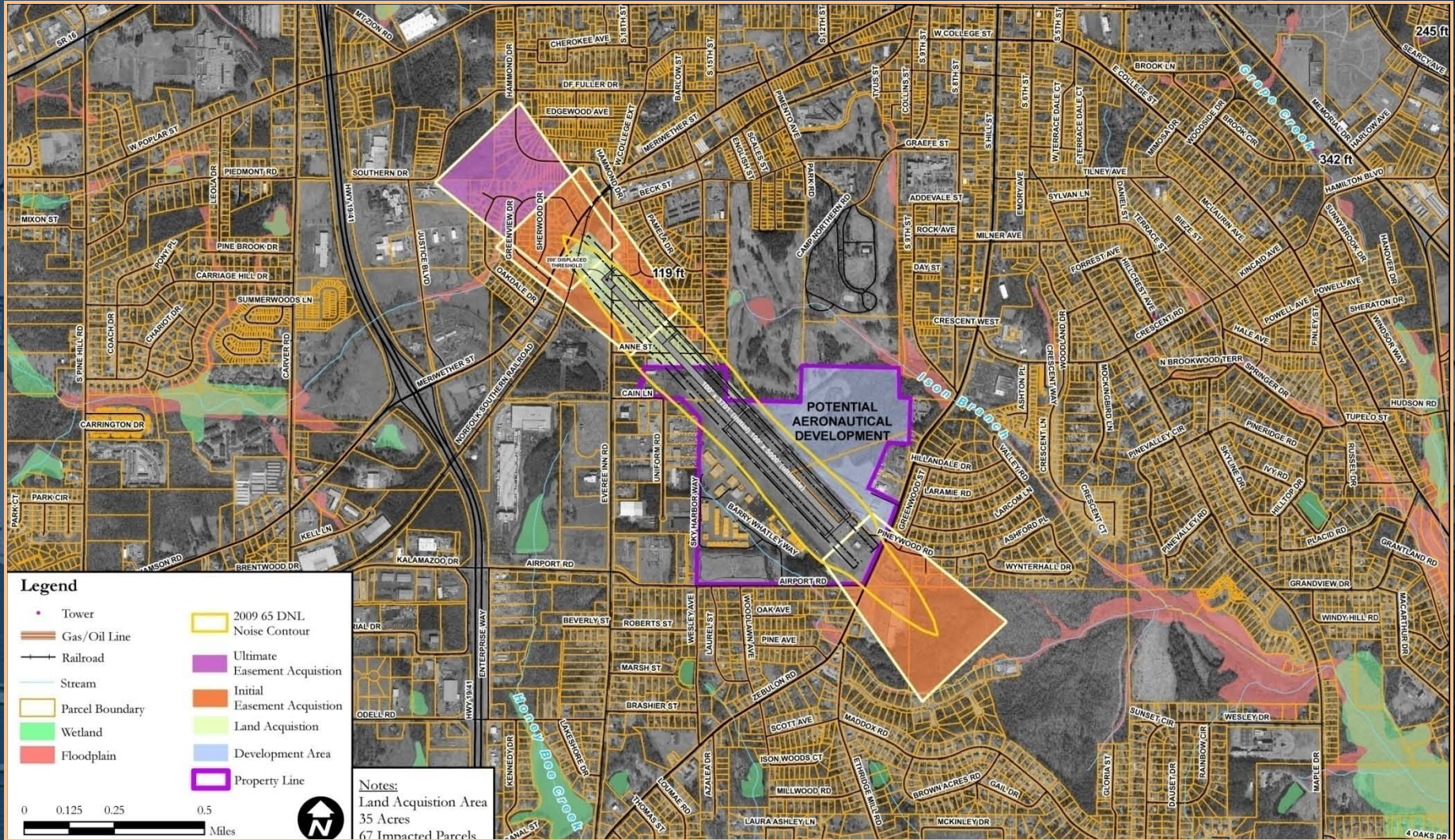
Comparison – Instrument Approach Capabilities



	Site 6 - Initial	Site 7 - Initial	Existing Site	Existing Site with Master Plan Improvements
Precision Instrument Landing System	Yes	Yes	No	Yes
Lowest Minima	Yes	Yes	No	No
Approaches for Larger GA Aircraft	Yes	Yes	No	No
Clear Approaches	Yes	Yes	No	No



Existing Airport Constraints





Comparison – Landside Development

	Site 6 - Initial	Site 7 - Initial	Existing Site	Existing Site with Master Plan Improvements
Acreage	320 acres	416 acres	198 acres	479 acres
Landside Capacity	Unconstrained	Unconstrained	Constrained	Constrained
Ability to Lengthen Runway to 6,000'	Suitable Adjacent Property	Suitable Adjacent Property	Road/Structure Relocations	Road/Structure Relocations
Industrial/Technology Park Potential	Yes	Yes	No	No



Comparison - Cost

	Site 6 - Initial	Site 7 - Initial	Existing Airport – No Build*	Existing Site with Master Plan Improvements
Cost Estimates	\$ 56,430,000	\$ 74,330,000	\$ 15,000,000	\$ 62,000,000

* Cost shown for existing airport reflects anticipated cost to maintain current infrastructure.



Benefits of a New Airport

- Built to FAA Safety Standards
 - Better Instrument Approach Minima
 - Improved Safety Areas & Set Backs
- Greater Access for Corporate Aircraft
- Future Expansion Potential
 - Ample Developable Property
 - Compatible Land Use
- Economic Development Opportunities

In a 2000 NBAA Survey,
85% of Businesses Utilize General Aviation Airports



Next Steps

Airport Advisory Board

- Recommended Approval of Site Selection Study to City and County Commissions on 20 May 2009.

City and County Commissions

- Approve Site Selection Study and Proceed to Next Phase – Environmental Documentation.