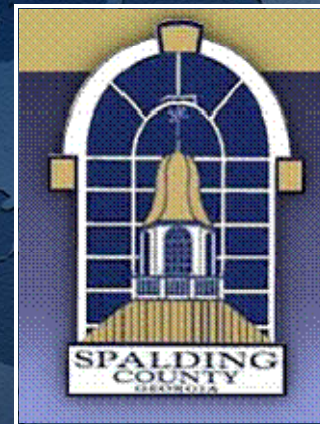




Griffin-Spalding County Airport

Replacement Airport Initiative

Presented to



April 7, 2011



New Airport Process

- Site Selection
- Environmental Assessment
- Airport Layout Plan
- Land Acquisition
- Permitting
- Construction
- Close Existing Airport

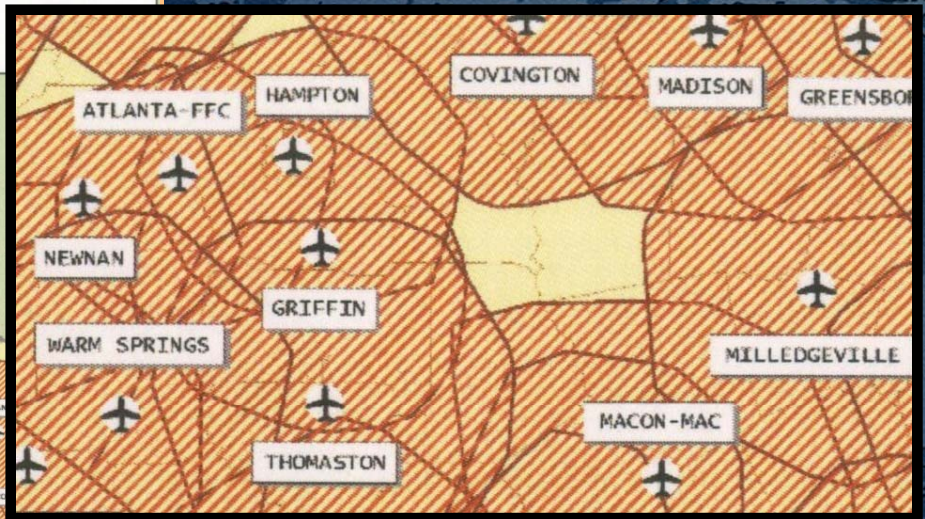
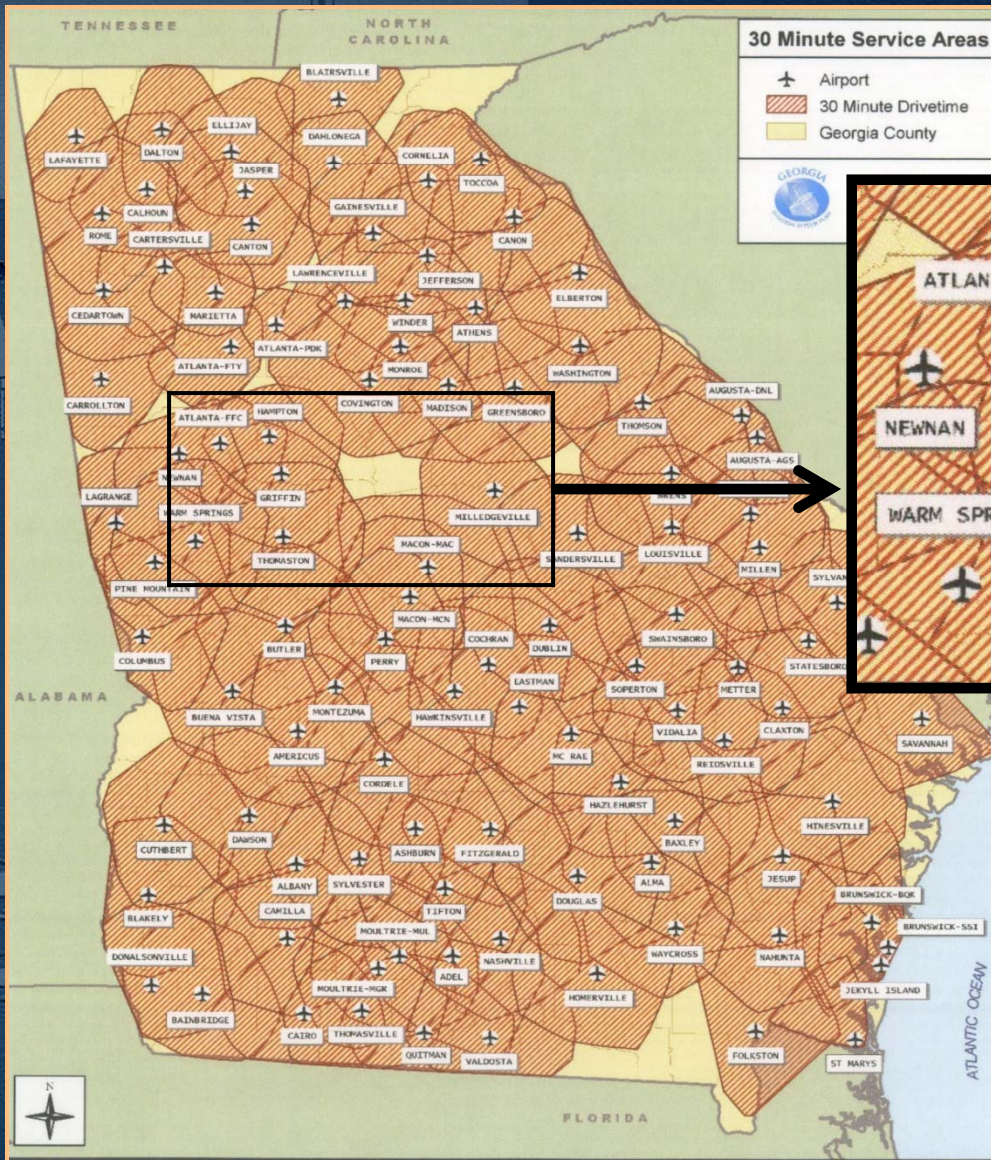


Previous Studies

- **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 to 5,000 feet (Minimum)



Georgia System Plan Coverage

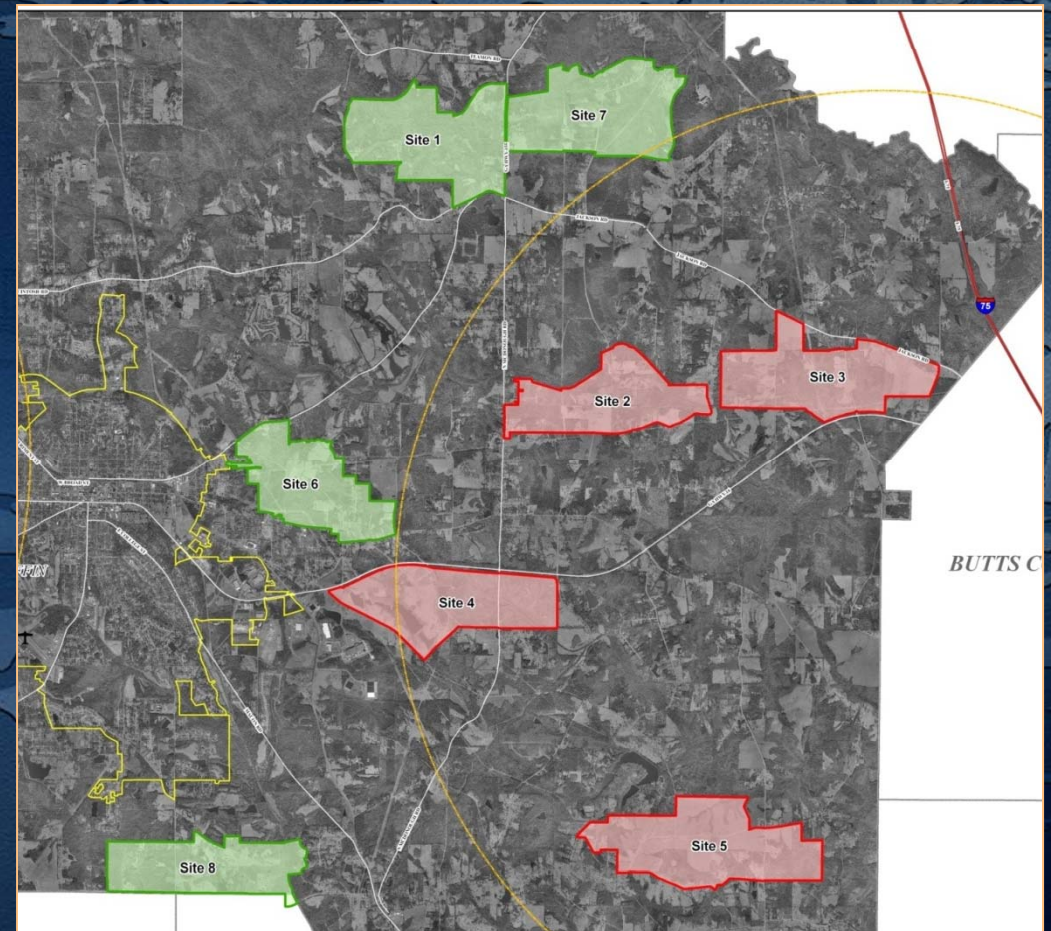




Site Selection Study – Phase II

Eight Sites Ranked According To:

- Infrastructure & Land Acquisition
- Environmental Considerations
- Constructability
- Operational Capability
- Industrial Compatibility





Site Selection Study – 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.



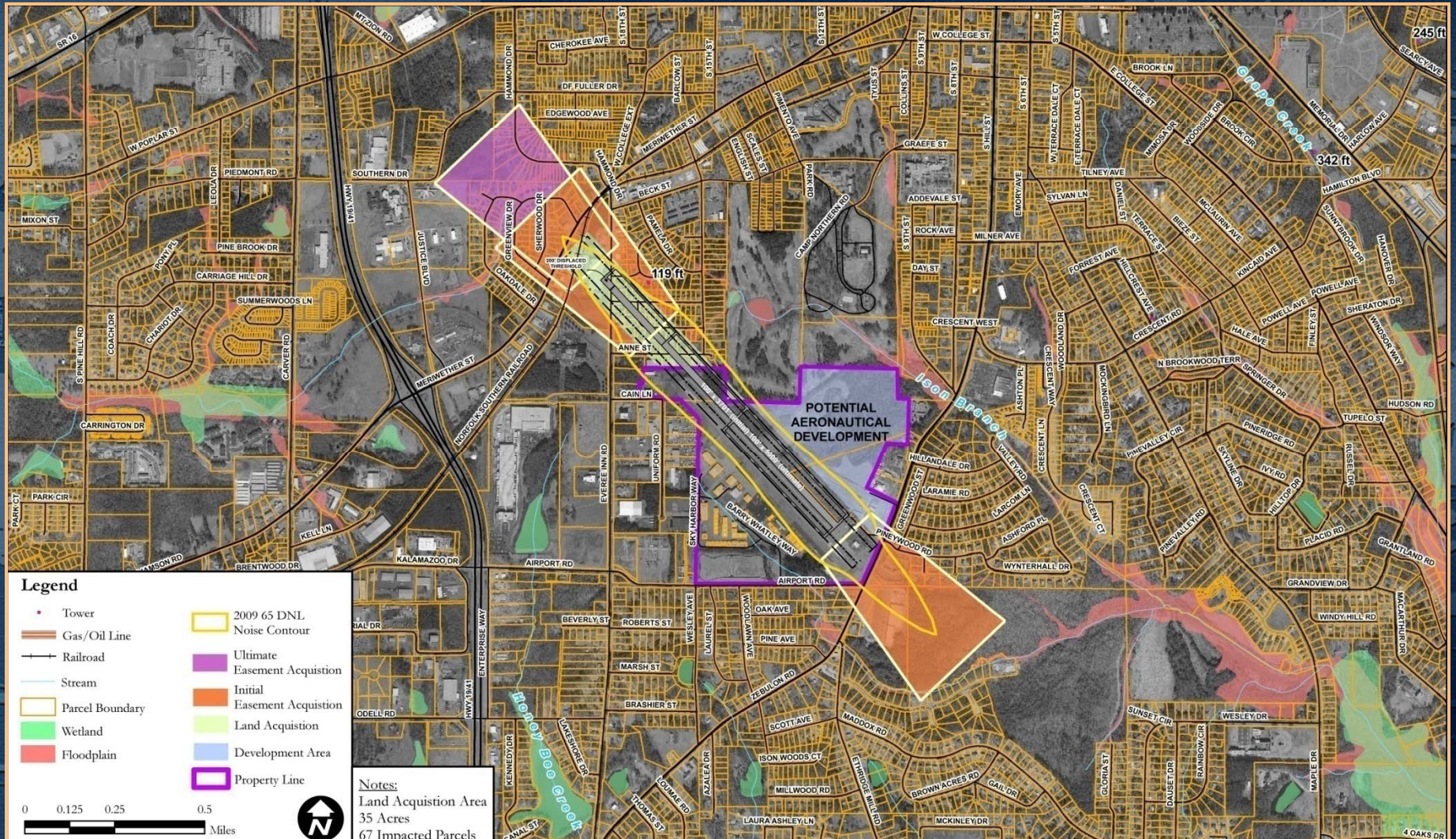
Site Selection Study – Phase II

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**



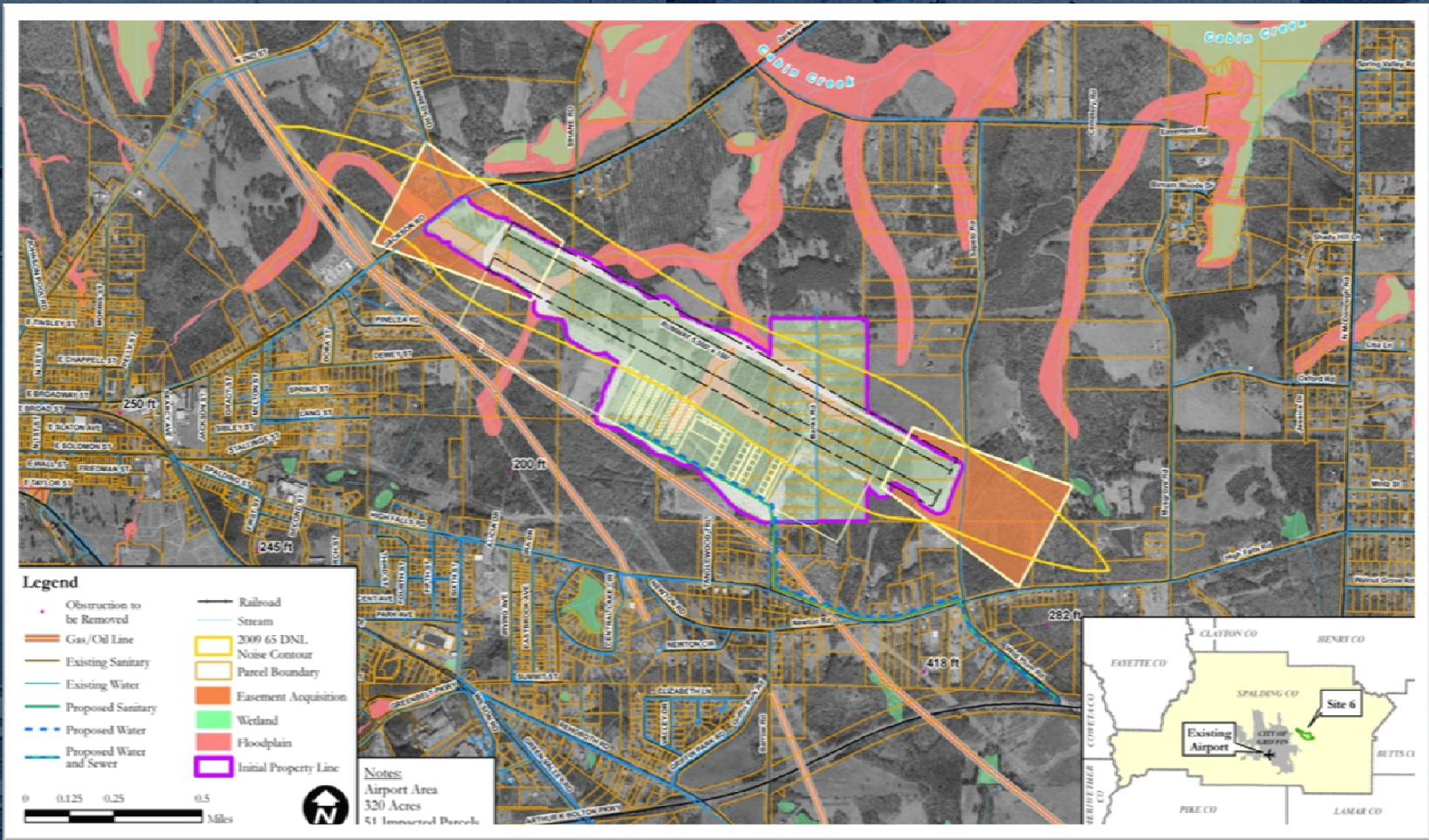
Existing Airport Constraints





Site Selection / Status

Completed - Site 6 Recommended





New Airport Process

- **Site Selection - Completed**
- **Environmental Assessment – End Fall, 2011**
- **Airport Layout Plan**
- **Land Acquisition**
- **Permitting**
- **Construction**
- **Close Existing Airport**



Environmental Assessment / Status

- Draft EA Review by GDOT/City/County Complete
- Remaining Steps...
 - Perform Agency Review / Address Comments
 - Provide Public Notice / Public Hearing (?)
 - Address Comments
 - Perform Final EA Review / Approval by GDOT/FAA
 - Issue Environmental Finding by GDOT/FAA



Environmental Assessment / Timeline (Est.)

Draft EA Review / Approval

Completed

Agency Review / Comments

Apr - Jun, 2011

Public Notice / Public Hearing (?)

Jun - Aug, 2011

Address Comments

Aug - Sep, 2011

Final EA Review / Approval

Sep, 2011

Environmental Finding

Sep, 2011





New Airport Process

- **Site Selection - Completed**
- **Environmental Assessment – End Fall, 2011**
- **Airport Layout Plan**
- **Land Acquisition**
- **Permitting**
- **Construction**
- **Close Existing Airport**



Airport Layout Plan

- **The Airport Layout Plan (ALP) provides a more detailed layout of the new airport.**
- **Improvements must be on ALP to be eligible for Federal funding.**
- **Timeline is approximately 12 months**



New Airport Process

- **Site Selection - Completed**
- **Environmental Assessment – End Fall, 2011**
- **Airport Layout Plan**
- **Land Acquisition**
- **Permitting**
- **Construction**
- **Close Existing Airport**



Land Acquisition / Status

- **Programming Underway in Preparation for FAA / GDOT Negotiations.**
- **FAA prefers Local Sponsor to “Bring the Land to the Table”.**
- **Initial Airport Property equals 630 +/- Acres**
 - **Phase 1 (6 Parcels / 360 Acres / 55%)**
 - **Phase 2 (7 Parcels / 130 Acres / 20%)**
 - **Phase 3 (18 Parcels / 90 Acres / 15%)**
 - **Phase 4 (14 Parcels / 50 Acres / 10%)**

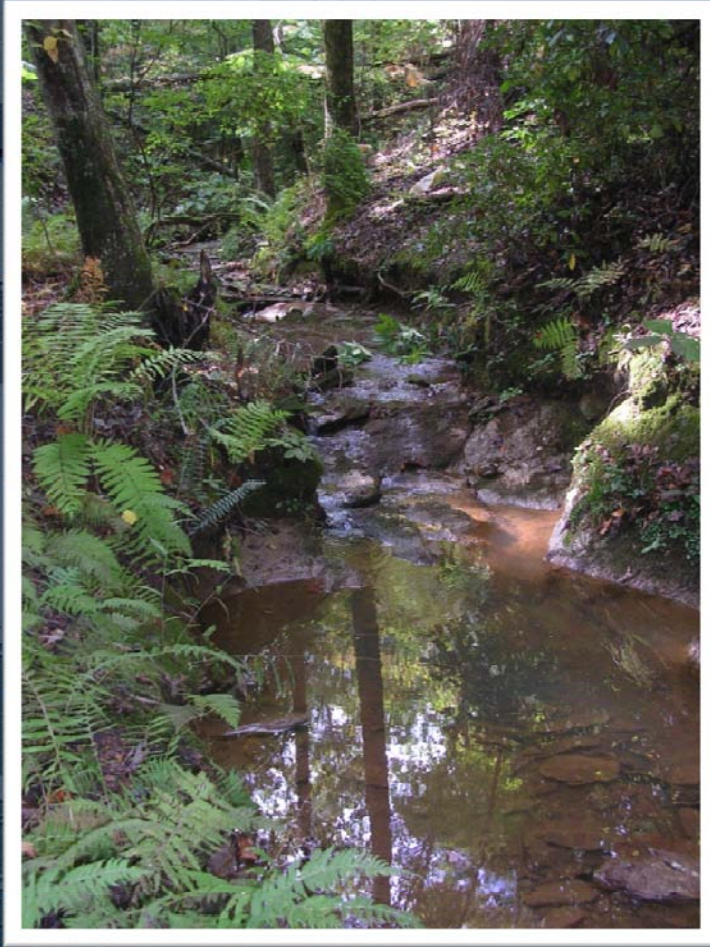


New Airport Process

- **Site Selection - Completed**
- **Environmental Assessment – End Fall, 2011**
- **Airport Layout Plan**
- **Land Acquisition**
- **Permitting**
- **Construction**
- **Close Existing Airport**



Environmental Permitting



- **Section 404/401 Permitting is Required Prior to Construction**
- **Stream Buffer Impacts**
- **Stream Impacts**
- **Wetland Impacts**

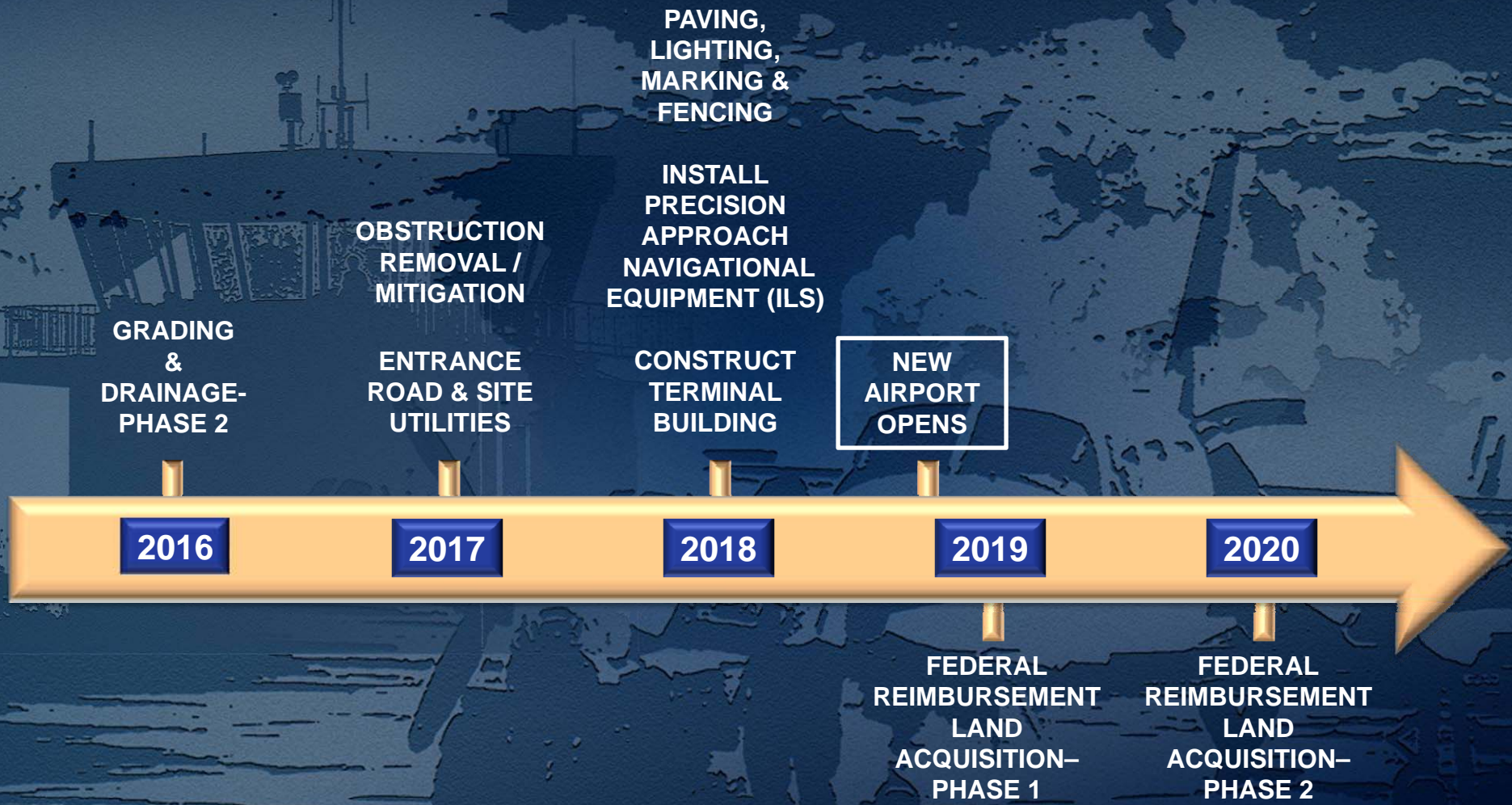


Potential Funding Timeline





Potential Funding Timeline





Local Funding Needs

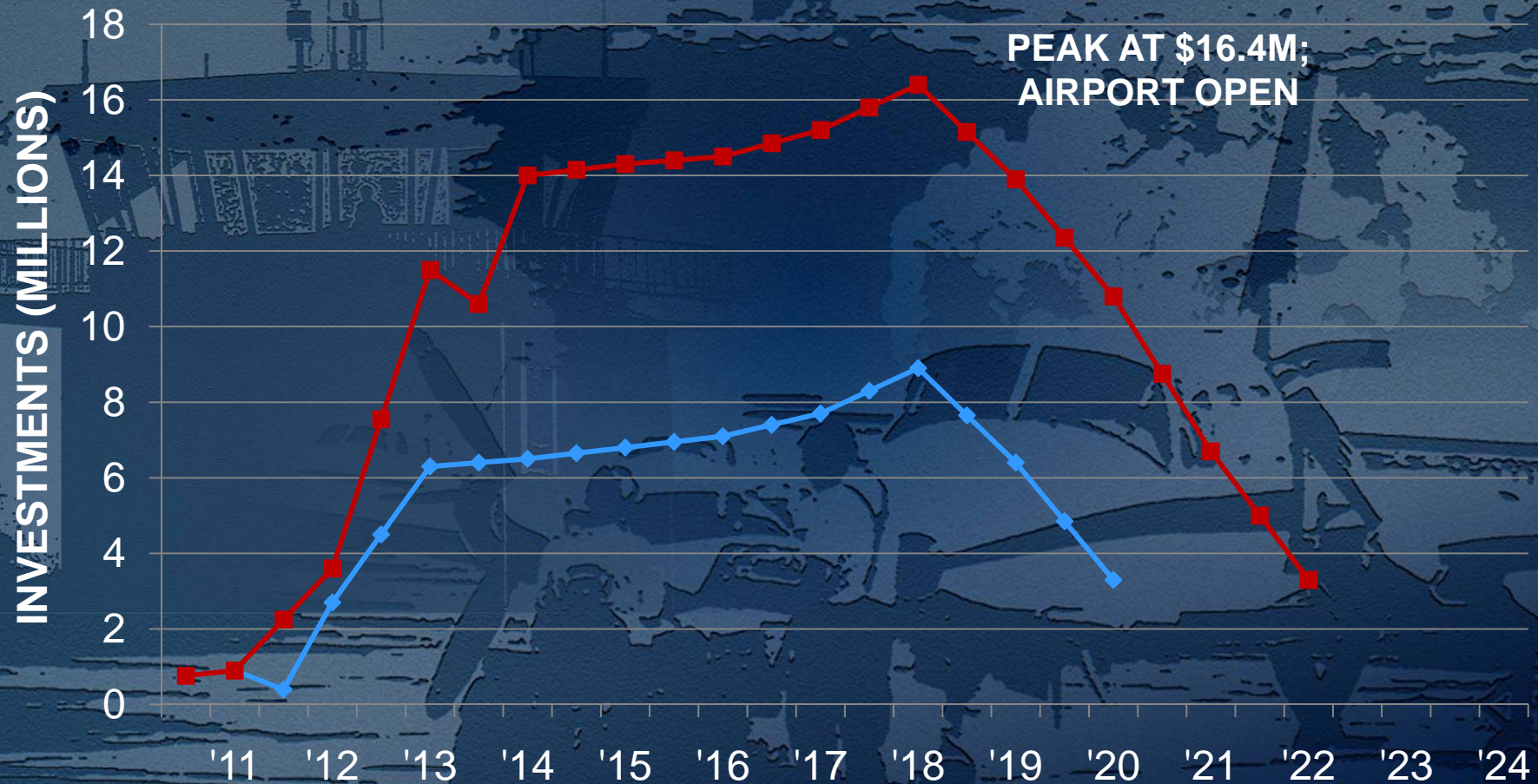
LOCAL / FAA LAND PARTNERSHIP





Local Funding Needs

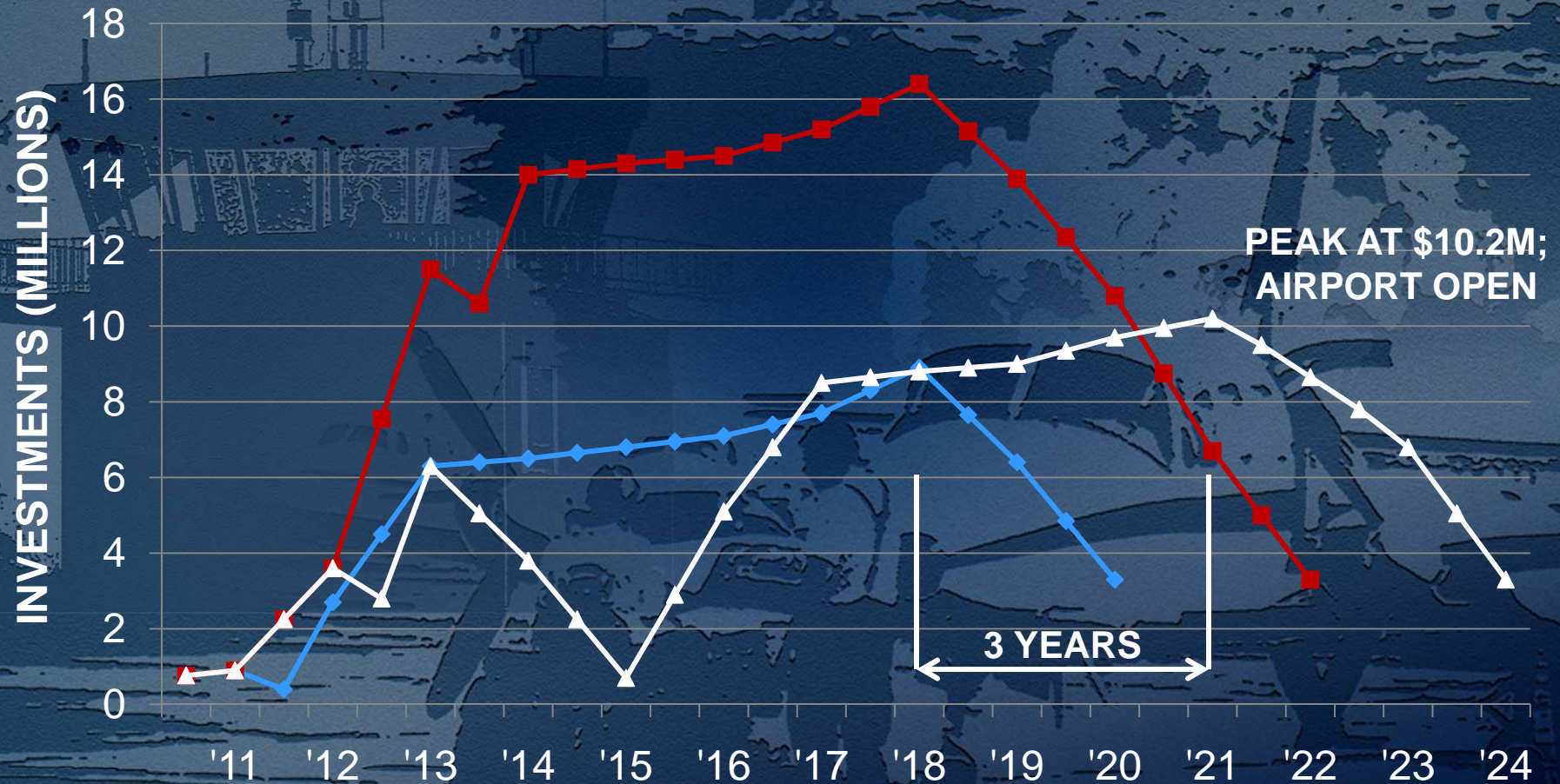
LAND REIMBURSEMENT AFTER OPENING





Local Funding Needs

LAND REIMBURSEMENT BEFORE AND AFTER





HB 277 –vs- Airport Improvement Funding

➤ Non-Discretionary Funds (75%)

- 0% - 5% Target Range
- Must Be In An Existing Plan/Study
- Runways, Taxiways, Aprons, Navigational Aids

➤ Discretionary Funds (25%)

- Road Improvements
- Local Match
- 100% Funding



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**

“The general aviation airports across the country that are used by business aircraft are key economic engines, boosting jobs, local investment and economic activity in communities across the country.” – NBAA 2010 Fact Book



Economic Development Value - A Case Study

Will an airport be the only reason a company chooses to locate in a community? Most likely not, but it can often be the only reason a company chooses not to locate in a community. In 2008, the Cook County Board of Commissioners was courting a business interested in expanding their operation into south Georgia or northern Florida which would provide approximately 150 new jobs.



Economic Development Value - A Case Study -Continued-

The business loved Cook County. However, when the president of the company visited the community, arriving on their corporate jet, he determined that the airport facilities were inadequate to serve their needs. They chose not to locate their business in Cook County solely for this reason. Since that time, the Board of Commissioners realized how important the airport was for economic development and has worked tirelessly to improve the airport.

- Authored by Carol Comer
GDOT Aviation Programs Manager



Griffin-Spalding County Airport Businesses

Businesses Still on the Field

- Adv Aircraft Refinishers
- Aeropaint II w/sub
- Air Wrench
- Air Methods Life Flight
- Alexander Technical
- Christian Air Ministry
- Don's Dream Machine
- Lance Toland & Associates
- Morgan & Company*
- Precision Avionics

65 Employees

Business Relocated to Other Airports

- Air Charters Inc.
- Bob Long Aircraft Sales
- Gardner Aviation
- GA Aircraft Interiors
- Low Pass Aviation
- Phoenix Air Care
- Southern Safety
- Trans National Airways

70 Employees



Griffin-Spalding County Airport Businesses

The History of Gardner Aviation Specialist, Inc.

- In 1993 Karl H. Gardner rented hanger space at the Griffin-Spalding County Airport and launched Gardner Aviation Specialist, Inc.
- **“The growing roster of jets required Karl to relocate Gardner Aviation Specialist to an airport with a longer runway and space for expansion.”**
- In 2003 Gardner Aviation Specialist landed at Falcon Field in Peachtree City, Georgia.
- 19 employees, 8 of which are pilots.



Griffin-Spalding County Airport Businesses

The History of Aircraft Spruce

- **“In the Spring of 2004, Aircraft Spruce East moved to a new 52,000 Sq. Ft. facility in Peachtree City, GA from its old home in Griffin, GA.”**
- **52,000 sq. ft. Facility**
 - **@ \$0.25 / sq.ft. / year = \$13,000 lost land lease revenue/year**
 - **Additional lost revenue for Ad Valorem**



Georgia Airports Mean Business

- A 5,500' runway allows the ability to land 95% of corporate aircraft.
- Airports are critical to business or industry even if they don't own or utilize a corporate aircraft.
 - Suppliers, vendors, customers or other stakeholders rely on corporate aviation to access business and industry in a community.

“Business aviation contributes \$150 billion to U.S. economic output and employs more than 1.2 million people.” – NBAA 2010 Fact Book



Comparison of Airports

Airport Code	Airport	Runway Length	Runway Width	Airport Acreage	Airport Level	Based Aircraft	2009 Operations
6A2	Griffin Spalding	3701 ft	75 ft	201 ac.	II	70	7,424
FCC	Peachtree City-Falcon Field	5219 ft	100 ft	328 ac.	III	221	74,825
CCO	Newnan Coweta County	5500 ft	100 ft	252 ac.	III	135	29,930
OPM	Thomaston-Upson County	6351 ft	100 ft	248 ac.	III	64	16,060

The length of the existing Griffin-Spalding County runway drastically limits the number of operations compared to surrounding airports – limiting economic development potential at the existing airport.



Comparison of Airports

Atlanta Regional Airport Falcon Field Peachtree City



Citation II



Dassault Falcon 50

Approaches: Localizer, ILS Pending

Ground Transportation: Courtesy Cars and Taxi



Comparison of Airports

Atlanta Regional Airport
Falcon Field Peachtree City



Aircraft Spruce
Formerly in Griffin

Gardner Aviation
Formerly in Griffin





Comparison of Airports

Atlanta Regional Airport Falcon Field Peachtree City

Aircraft Property 2009 Tax Analysis

	<u>Appraised Value</u>	<u>Assessed Value</u>	<u>City of Griffin 8.638 Mills</u>	<u>Spalding Co 13.88 Mills</u>	<u>School System 18.80 Mills</u>	<u>Total Annual Property Tax Revenue</u>
<i>Falcon Field Peachtree City</i>						
1 Dassault Falcon	\$ 24,950,000.00	\$ 9,980,000.00	\$ 86,207.24	\$ 138,522.40	\$ 187,624.00	\$ 412,353.64
1 Cessna Citation II	\$ 19,825,904.00	\$ 7,930,361.60	\$ 68,502.46	\$ 110,073.42	\$ 149,090.80	\$ 327,666.68
1 Dassault Falcon	\$ 17,950,000.00	\$ 7,180,000.00	\$ 62,020.84	\$ 99,658.40	\$ 134,984.00	\$ 296,663.24
1 Cessna Citation X	\$ 15,495,000.00	\$ 6,198,000.00	\$ 53,538.32	\$ 86,028.24	\$ 116,522.40	\$ 256,088.96
Potential Taxes Based on Peachtree City Jets			\$ 270,268.87	\$ 434,282.46	\$ 588,221.20	\$ 1,292,772.52
Griffin Spalding Airport	\$ 2,017,500.00	\$ 807,000.00	\$ 6,970.87	\$ 11,201.16	\$ 15,171.60	\$ 33,343.63
Griffin Spalding Hangers	\$ 4,459,379.00	\$ 1,783,751.60	\$ 15,408.05	\$ 24,758.47	\$ 33,534.53	\$ 73,701.05
Total Property Taxes	\$ 6,476,879.00		\$ 22,378.91	\$ 35,959.63	\$ 48,706.13	\$ 107,044.67

Taxes from FOUR jets equates to 12 times Griffin's current airport annual tax revenue.



Comparison of Airports

Newnan-Coweta County Airport



Citation CJ



Approaches: Localizer, ILS Pending

Ground Transportation: Taxi and Rental Car



Comparison of Airports

Newnan-Coweta County Airport

Aircraft Property 2009 Tax Analysis

	<u>Appraised Value</u>	<u>Assessed Value</u>	<u>City of Griffin</u> <u>8.638 Mills</u>	<u>Spalding Co</u> <u>13.88 Mills</u>	<u>School System</u> <u>18.80 Mills</u>	<u>Total Annual</u> <u>Property Tax Revenue</u>
<i>Newnan-Coweta Airport</i>						
1 Citation Mustang	\$ 3,450,000.00	\$ 1,380,000.00	\$ 11,920.44	\$ 19,154.40	\$ 25,944.00	\$ 57,018.84
1 Gulfstream 150	\$ 14,950,000.00	\$ 5,980,000.00	\$ 51,655.24	\$ 83,002.40	\$ 112,424.00	\$ 247,081.64
1 Gulfstream 550	\$ 37,500,000.00	\$ 15,000,000.00	\$ 129,570.00	\$ 208,200.00	\$ 282,000.00	\$ 619,770.00
2 Cessna CJ	\$ 35,900,000.00	\$ 14,360,000.00	\$ 124,041.68	\$ 199,316.80	\$ 269,968.00	\$ 593,326.48
1 Cessna Citation X	\$ 15,495,000.00	\$ 6,198,000.00	\$ 53,538.32	\$ 86,028.24	\$ 116,522.40	\$ 256,088.96
Potential Taxes Based on Newnan-Coweta County Jets			\$ 370,725.68	\$ 595,701.84	\$ 806,858.40	\$ 1,773,285.92
Griffin Spalding Airport	\$ 2,017,500.00	\$ 807,000.00	\$ 6,970.87	\$ 11,201.16	\$ 15,171.60	\$ 33,343.63
Griffin Spalding Hangers	\$ 4,459,379.00	\$ 1,783,751.60	\$ 15,408.05	\$ 24,758.47	\$ 33,534.53	\$ 73,701.05
Total Griffin Taxes	\$ 6,476,879.00		\$ 22,378.91	\$ 35,959.63	\$ 48,706.13	\$ 107,044.67

Taxes from SIX jets equates to 17 times Griffin's current airport annual tax revenue.



Comparison of Airports

Thomaston-Upson County Airport



Citation

Industrial and Business Park

Approaches: ILS

Ground Transportation: Courtesy Car, Limousine, Taxi, Rental Car



Comparison of Airports

Thomaston-Upson County Airport

Aircraft Property 2009 Tax Analysis

	<u>Appraised Value</u>	<u>Assessed Value</u>	<u>City of Griffin</u> <u>8.638 Mills</u>	<u>Spalding Co</u> <u>13.88 Mills</u>	<u>School System</u> <u>18.80 Mills</u>	<u>Total Annual</u> <u>Property Tax Revenue</u>
<i>Thomaston Airport</i>						
1 Cessna Citation Ultra	\$ 3,100,000.00	\$ 1,240,000.00	\$ 10,711.12	\$ 17,211.20	\$ 23,312.00	\$ 51,234.32
1 Cessna Citation Ultra	\$ 3,100,000.00	\$ 1,240,000.00	\$ 10,711.12	\$ 17,211.20	\$ 23,312.00	\$ 51,234.32
Potential Taxes Based on Thomaston-Upson Coweta County Jets			\$ 21,422.24	\$ 34,422.40	\$ 46,624.00	\$ 102,468.64
Griffin Spalding Airport	\$ 2,017,500.00	\$ 807,000.00	\$ 6,970.87	\$ 11,201.16	\$ 15,171.60	\$ 33,343.63
Griffin Spalding Hangers	\$ 4,459,379.00	\$ 1,783,751.60	\$ 15,408.05	\$ 24,758.47	\$ 33,534.53	\$ 73,701.05
Total Property Taxes	\$ 6,476,879.00		\$ 22,378.91	\$ 35,959.63	\$ 48,706.13	\$ 107,044.67

Taxes from only TWO jets equates to Griffin's current airport annual tax revenue.



Things to Come...

Paulding Northwest Atlanta Airport Construction





Things to Come...

Current Griffin-Spalding County
Airport Terminal



Paulding County
General Aviation
Terminal and
Economic
Development
Center



Things to Come...

Paulding County General Aviation Terminal and Economic Development Center



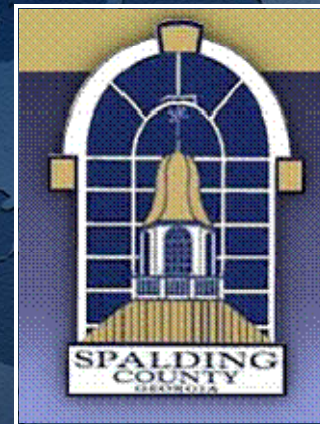


Questions?



Griffin-Spalding County Airport Replacement Airport Initiative

Presented to



April 7, 2011