

GRIFFIN-SPALDING COUNTY AIRPORT AIRPORT SITE SELECTION STUDY



FINAL REPORT

Prepared for the City of Griffin and Spalding County

by

THE LPA GROUP INCORPORATED

2008



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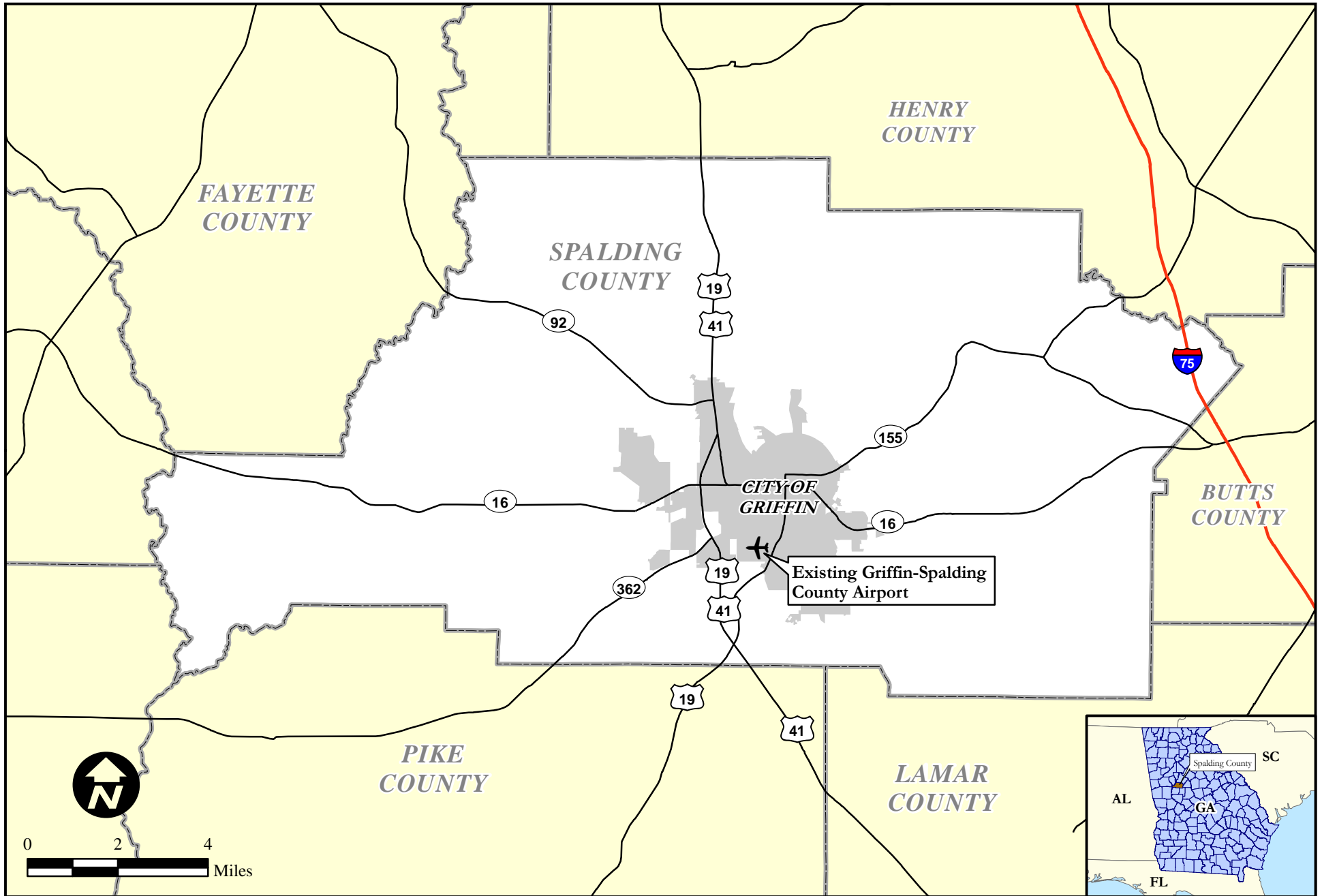


SECTION 1 – INTRODUCTION

Griffin-Spalding County Airport (FAA Identifier: 6A2) is a general aviation airport located 1 mile (mi) south of Griffin, Georgia which is approximately 40 mi south of Atlanta, Georgia, as shown on **Figure 1**. It has one runway, 14/32, that is 3,701 feet (ft) long and 75 ft wide, with a displaced threshold of 200 ft on each runway end. The airport accommodates approximately 101 based aircraft and 21,000 annual operations. Numerous aviation-related businesses are located on the field, while a mixture of residential, commercial, and industrial land uses surround the airport property. **Figure 2** presents the configuration of the existing Griffin- Spalding County Airport.

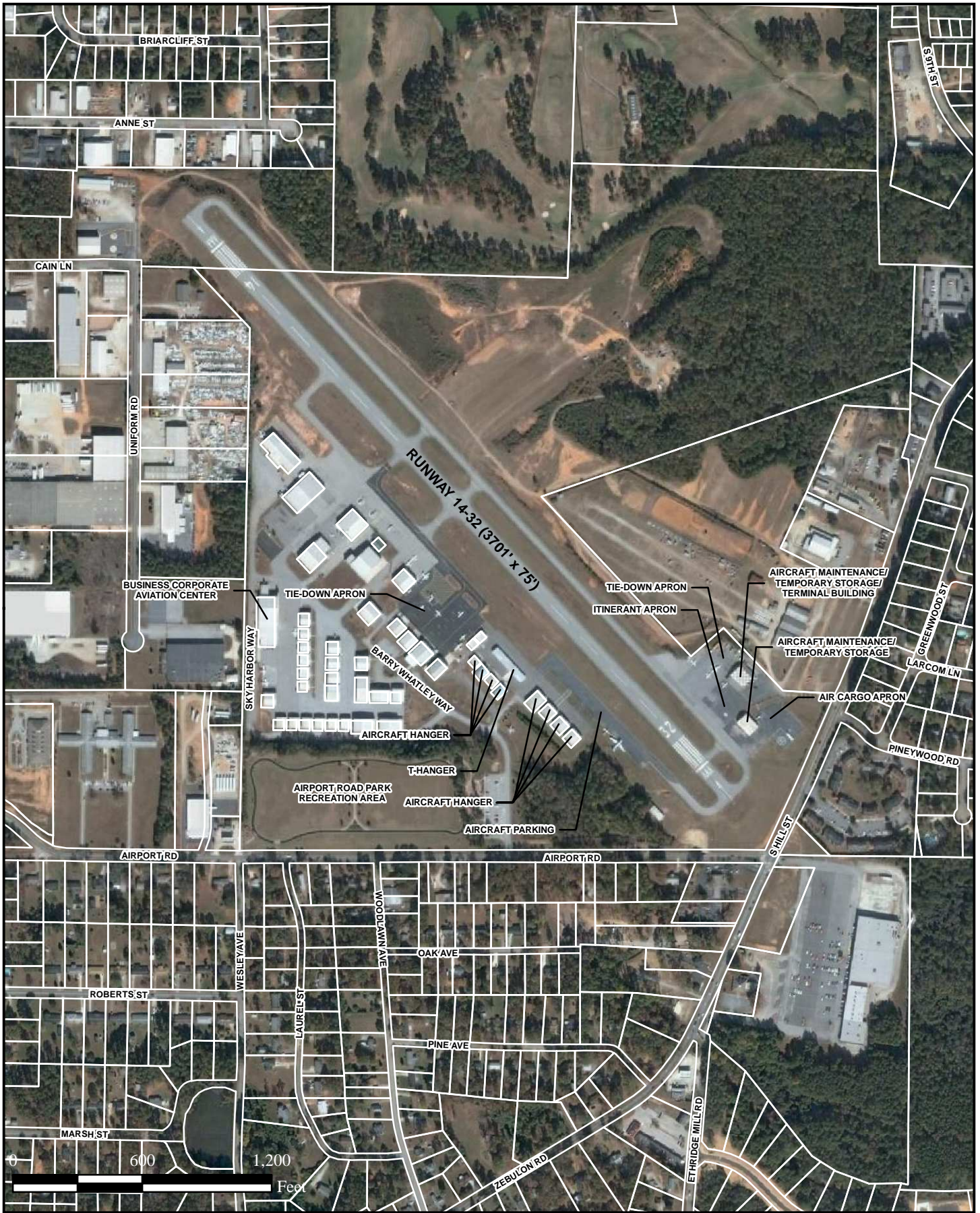
The *Georgia Aviation System Plan*, completed in 2003, recommended that 6A2 be developed as a Level II airport, with airside facilities to include a runway at least a 5,000 ft long and 100 ft wide, a full parallel taxiway and a precision instrument landing system. In recent years, increased jet aircraft activity at the airport has demonstrated the need for such expansion. The feasibility of expanding the airport and extending the runway in its existing location was evaluated in a previous airport master plan and was found to be impractical due to the encroachment of residential and commercial land uses surrounding the airport. It is very likely that the cost of building a new airport within Spalding County would be less expensive and less intrusive than expanding the current facility. Therefore, the City of Griffin and Spalding County undertook an airport site selection study to determine whether another suitable airport site exists within Spalding County for an ultimate Level III airport, with a runway of at least 5,500 ft long and 100 ft wide, and a full parallel taxiway.

Further, Griffin and Spalding County plans for future industrial growth could be achieved, in part, with an aeronautical industrial park adjacent to a potential new airport to maximize any cost benefits of infrastructure. Therefore, in the process to find suitable land area for a new airport, this study considered additional area for industrial development.



**GRIFFIN-SPALDING COUNTY AIRPORT
AIRPORT SITE SELECTION STUDY**

**FIGURE 1
LOCATION MAP**



**GRIFFIN-SPALDING COUNTY AIRPORT
AIRPORT SITE SELECTION STUDY**

**FIGURE 2
EXISTING AIRPORT**





SECTION 2 – PRELIMINARY SITE SCREENING

The criteria and rationale utilized in the preliminary airport site screening process is described in the following section.

2.1 Evaluation Criteria

Population Center

FAA guidance suggests that a public-use general aviation airport ideally be accessible within 30 minutes of the population it's projected to accommodate. In Spalding County, nearly 40% of the total population resides in Griffin, therefore the city center of Griffin was used to calculate a drive time of 30 minutes to determine site suitability criterion as relates to population access. It was determined that all of Spalding County is accessible within 30 minutes of Griffin.

Nearby NPIAS Airports

The FAA guidance for an airport to be included in the National Plan of Integrated Airport Systems (NPIAS) states, in part, that it should ideally be located at least 30 minutes from another existing NPIAS airport.

State Roads

The major transportation network in Spalding County is comprised primarily of state roads traversing east-west and north-south through the county. Several of the state roads either are currently in the process of or planned to be widened from two lanes to four lanes. It is important that the airport be within close proximity to a state road.

Future Land Use

The most advantageous airport site would ideally be designated as vacant, agricultural, industrial, commercial, or transportation land use, in order to be consistent with existing planning efforts for the City of Griffin and Spalding County. Property surrounding a potential airport site should have similar land uses, in order to be the most compatible with airport operations.

Nearby Airports' Airspace

For flight safety and to avoid potential flight path conflicts, the approach and departure airspace of nearby airports was avoided. A runway buffer dimension of 4,000 ft wide on each side of runway centerline and extended 50,000 ft from each runway end was evaluated for this criterion, based upon FAR Part 77 surfaces.



Population Density

In order to minimize disruption to residents on or near a potential airport site, 500 people per square mile (sq mi) were determined to be the threshold at which land acquisition and relocation of residents may become disruptive and costly.

Streams

Environmental mitigation, such as the relocation of streams, can prove to be costly, and should be avoided, if possible.

Wetlands

As with streams, wetland mitigation may also become costly in construction projects, and should be avoided, if possible.

Floodplains

Floodplain impacts often result in adverse effects to drainage infrastructure and should be avoided, if possible.

Landfills

The proximity of a proposed airport to municipal waste disposal operations and water management facilities is important because these land uses would potentially attract hazardous wildlife within the area of airport operations, particularly birds. In FAA AC 150/5200-33B, Hazardous Wildlife Attractants on or Near Airports, the FAA recommends a five mile buffer for land uses that might attract wildlife into the airport's approach, departure and circling airspace.

Railroads

Railroads are typically constructed in a permanent location and may be infeasible or costly to relocate.

Transmission Lines

High-voltage transmission lines, like railroads, are typically constructed to be permanent infrastructure and may be cost-prohibitive to relocate or bury. The structural towers and extending transmission wires also pose a hazard with respect to airspace.

Obstructions (Towers)

Obstructions were an important factor in this study for airspace consideration. The FAR Part 77 surfaces surrounding an airport provide guidance on the heights of objects near airports.



Terrain

For reasons of safety, airport terrain must be relatively flat. It is expensive to grade steeply varying terrain to conform to FAA airport design standards; therefore, the percentage slope was evaluated within GIS.

2.2 Suitability Rankings

For the most objective analysis of the site suitability, standard value categories were attributed to each criterion, as follows:

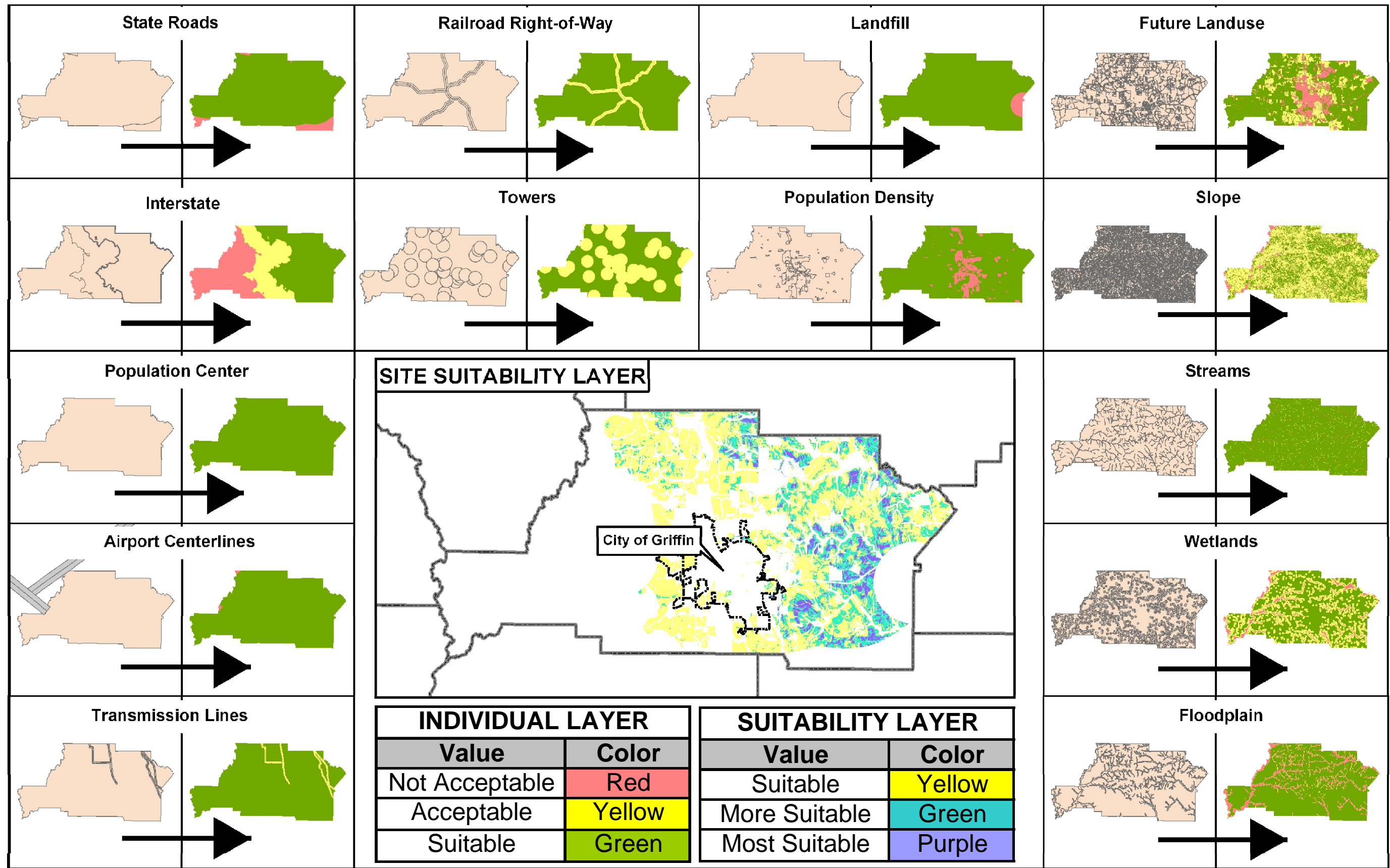
- suitable – 4,
- acceptable – 2, and
- unacceptable – 0.

The assignment of values is based upon criterion-specific factors. **Table 1** presents all site suitability criteria and associated values.

Individual criteria were evaluated with GIS analysis, and a color-coded map was produced, according to suitability values. Each of these maps are shown in **Figure 3**. A color-coded map of combined criteria was produced, in order to understand the overall suitability within Spalding County. Because the values for each site were multiplied together to produce the combined map, many areas of the county were eliminated altogether if one of the criterion rated a zero for suitability. This method allowed the focus to remain on the most suitable sites meeting all criteria to some degree, rather than weighing one criterion against another.

The combined color-coded site suitability map shows areas of suitability reclassified into the three categories of refined suitability: suitable, more suitable, and most suitable. All of these areas of refined suitability meet all of the criteria established for the preliminary site screening as either acceptable (2) or suitable (4). Sites that ranked an unacceptable value (0) for any criteria were eliminated from further consideration in the refined site selection.

General areas of all categories of refined suitability were examined in order to find candidate sites large enough on which a potential replacement airport could be constructed. **Figure 4** presents the combined suitability of Spalding County for a potential new airport with areas large enough to accommodate an airport and industrial park depicted.





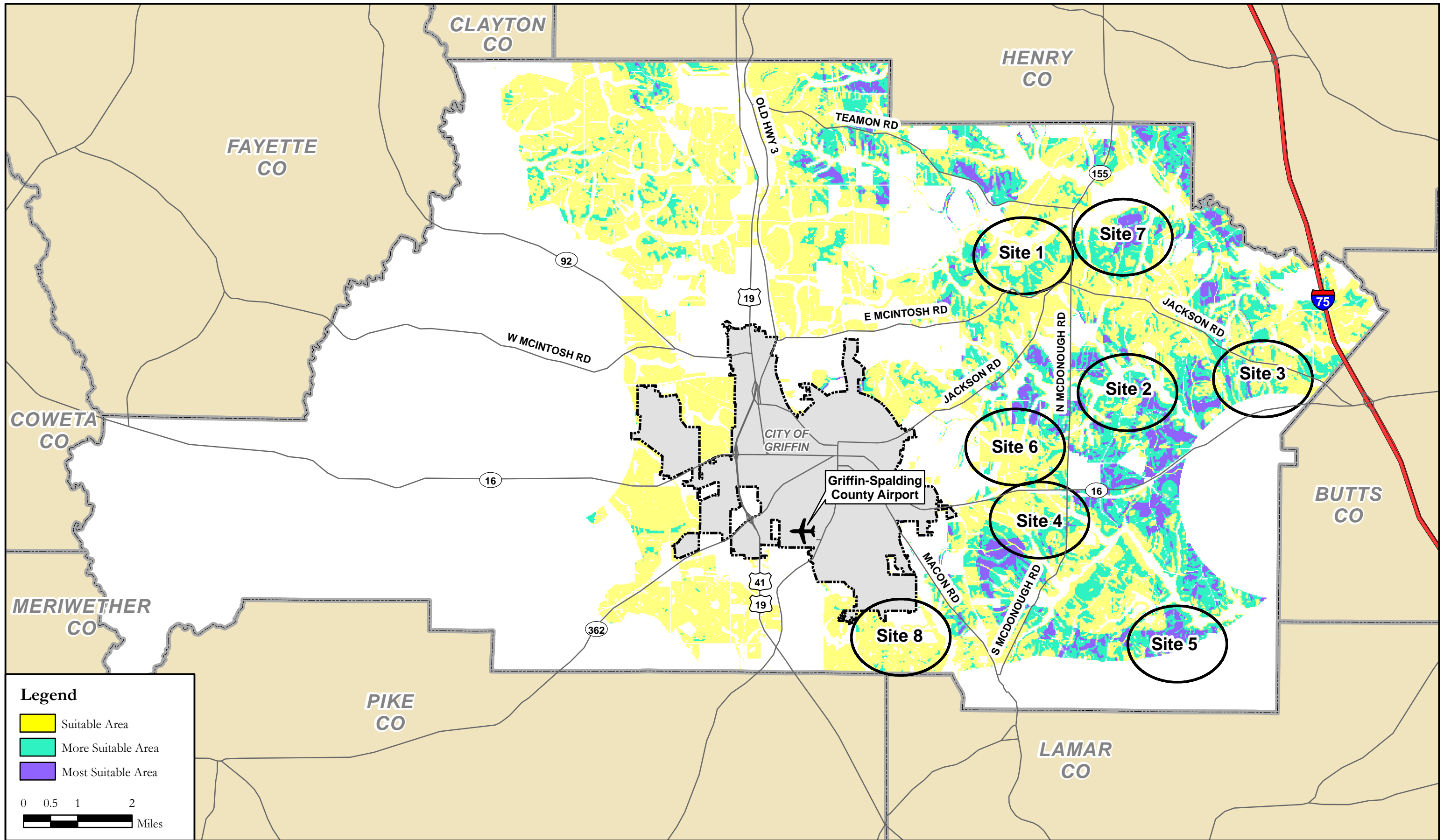
**Table 1
 Preliminary Evaluation Criteria**

Criteria	Goal	Suitable (4)	Acceptable (2)	Unacceptable (0)
Population center	Convenience to users	Within 30 minutes of City of Griffin	-	More than 30 minutes from City of Griffin
Nearby NPIAS airports	Observe FAA guidance	More than 30 min of NPIAS airport	Within 30 min of NPIAS airport	-
Future land use	Adhere to city and county planning and visioning efforts	Vacant, agricultural, industrial, commercial, transportation	Low density residential	Park, cemetery, open space, institutional, medium or high density residential
Interstate	Convenient transportation access	Less than 8 min to interstate	Between 8-16 min to interstate	More than 16 min to interstate
State roads	Convenient transportation access	Three mi or less to state road	-	More than three mi to state road
Nearby airports' airspace	Avoid airspace of nearby airports	Not within runway buffer ¹	-	Within runway buffer ¹
Population density	Minimize disruption to existing residents	Less than 500 people per sq mi	-	More than 500 people per sq mi
Streams	Comply with NEPA and FAA regulations	No streams on site	Intermittent stream	Perennial stream
Wetlands	Comply with NEPA and FAA regulations	No wetlands within 1/8 mi	Wetlands within 1/8 mi	Wetlands on site
Floodplains	Comply with NEPA and FAA regulations	No floodplains within 100 ft	Floodplains within 100 ft	Floodplains on site
Landfills	Comply with NEPA and FAA regulations	No landfills within 10,000 ft	-	Landfill within 10,000 ft
Railroads	Minimize construction costs	No railroads on site	Railroads within 1/8 mi	Railroads on site
Transmission lines	Minimize construction costs	No transmission lines on site	Transmission lines within 1/8 mi	Transmission lines on site
Obstructions (towers)	Comply with FAA airspace standards	No obstructions within one mi	Obstructions within one mi	-
Terrain	Minimize construction costs	Less than 1% slope	Between 1-5% slope	Greater than 5% slope

Source: THE LPA GROUP INCORPORATED.

Note: ¹ Runway buffer dimensions for nearby airports' airspace is 8,000 ft width of runway centerline and 50,000 ft beyond each runway end. See description of criteria in this report.

- Denotes value category is not applicable to the criterion.





SECTION 3 – CANDIDATE SITES

The candidate sites were further evaluated on an individual basis in order to determine the advantages and disadvantages of potential new airport construction on each site. A theoretical airport and airspace template was created based on a preliminary wind coverage analysis for Spalding County. An airfield template was created based on runway dimensions of 6,500 ft long and 100 ft wide with applicable runway safety areas, object free areas, runway protection zones, and a full-length parallel taxiway. The existing landside facilities at the current Griffin-Spalding County Airport were duplicated in area and planned to be accommodated in a linear fashion along the frontage of the taxiway. Ultimate landside area was reserved for future facilities along the full frontage of the taxiway.

This analysis included the evaluation of wind data obtained from Hartsfield-Jackson International Airport in Atlanta in order to determine a preferred runway orientation. Because the direction of aircraft operations is dependent upon wind conditions, the FAA requirement for runway orientation is 95% crosswind coverage for a single or primary runway. The results of this analysis show that a preferred runway alignment would be between the headings of 080°/260° and 130°/310°. A more detailed analysis of wind conditions will be completed in conjunction with an airport master plan.

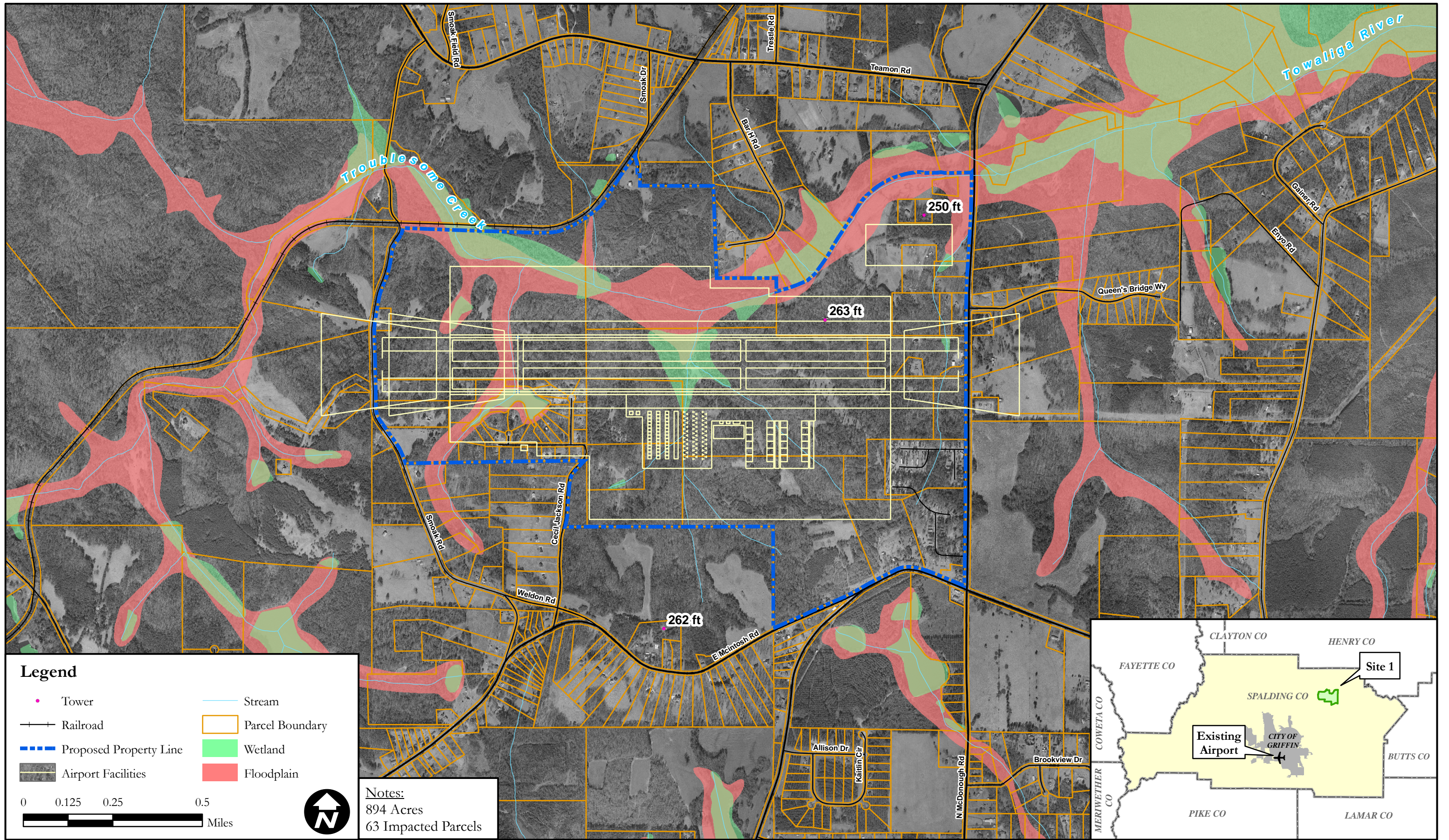
This airport template was overlaid on all candidate sites to ensure sufficient acreage and area was available for the appropriate runway orientation, and to evaluate potential airspace and obstruction issues.

3.1 Initial Site Evaluation

Site 1

Site 1 is located in the northeast portion of Spalding County. The western boundary for Site 1 lies along Smoak Road and extends north to the Henry County Reservoir boundary, and west to North McDonough Road. McIntosh Road forms the southern boundary of Site 1. **Figure 5** graphically presents the location of Site 1. It comprises approximately 894 acres.

The suitability categories of this site, as determined by the GIS evaluation process, are suitable and more suitable. The observations of Site 1 are as follows:



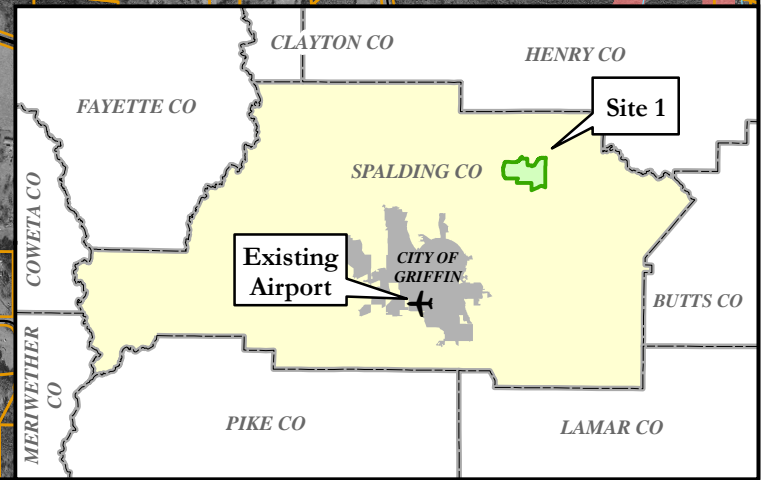
Legend

- Tower
- Stream
- Railroad
- Proposed Property Line
- Airport Facilities
- Parcel Boundary
- Wetland
- Floodplain

0 0.125 0.25 0.5
 Miles



Notes:
 894 Acres
 63 Impacted Parcels





Advantages:

- Relatively few land parcels;
- No road relocation necessary; and
- Proximity to Henry County reservoir may encourage recreational aviation users.

Disadvantages:

- Smaller acreage;
- Not convenient to commercial or industrial development;
- Potential noise exposure to surrounding residential areas;
- Limited expansion potential;
- Impacts to floodplains; and
- Multiple towers in vicinity of site.

Site 2

Site 2 is located in eastern Spalding County, north of SR 16, with Yamacraw Road as its southern boundary, extending west to SR 155, north the intersection of Wisso Road and Walker's Mill Road, and Parham Road as the site's eastern boundary. It encompasses approximately 731 acres and is comprised of land within suitable, more suitable, and most suitable categories. Site 2 is shown graphically in **Figure 6**. The advantages and disadvantages of this site are as follows:

Advantages:

- Undeveloped land across much of site;
- Potential for expansion;
- Minimal noise exposure to residential land uses east of site; and
- Minimal residential relocation.

Disadvantages:

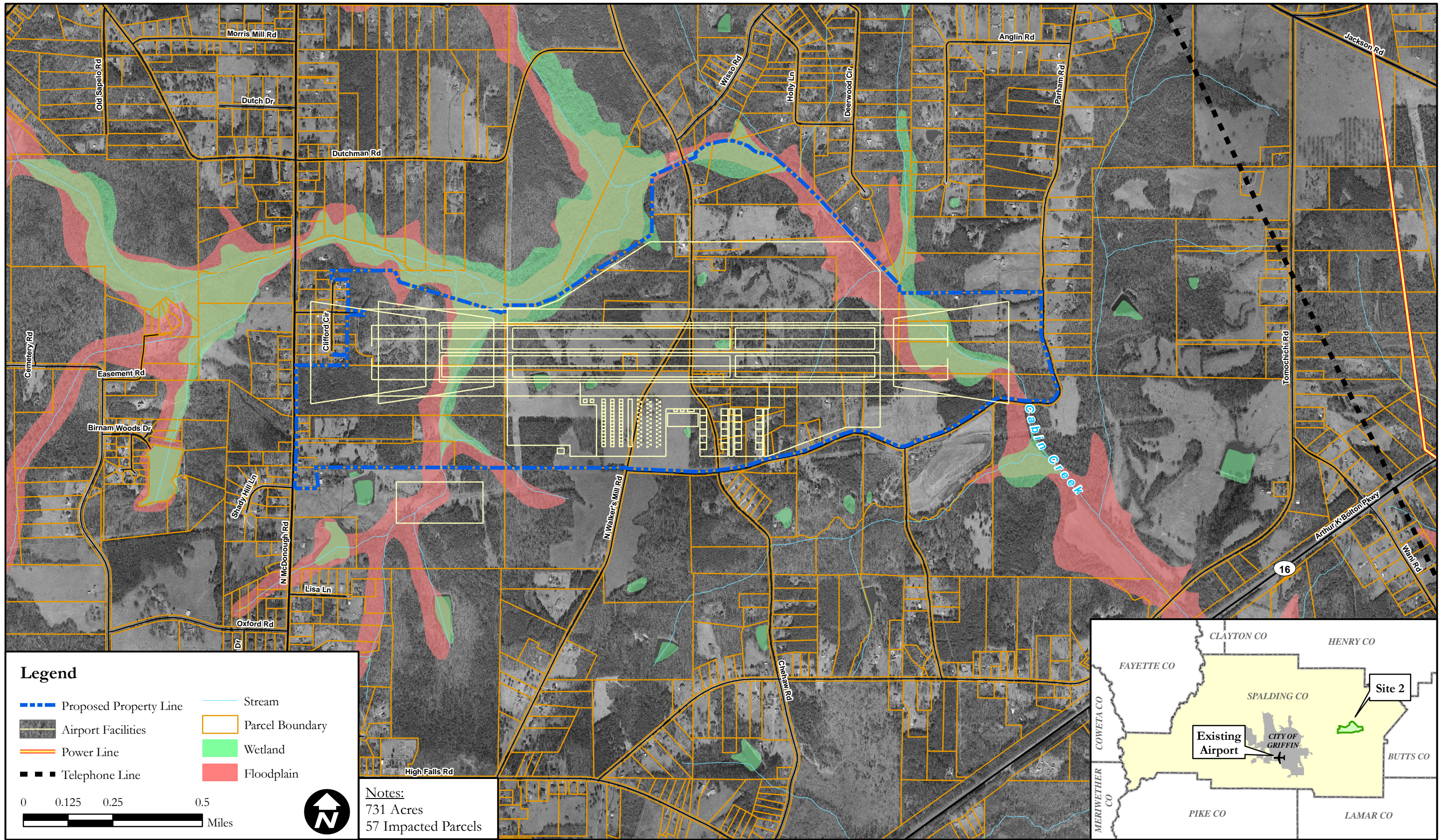
- Potential floodplain impacts;
- Multiple road relocation;
- Capped landfill no longer in use adjacent to site; and
- Potential relocation or burial of transmission wires.

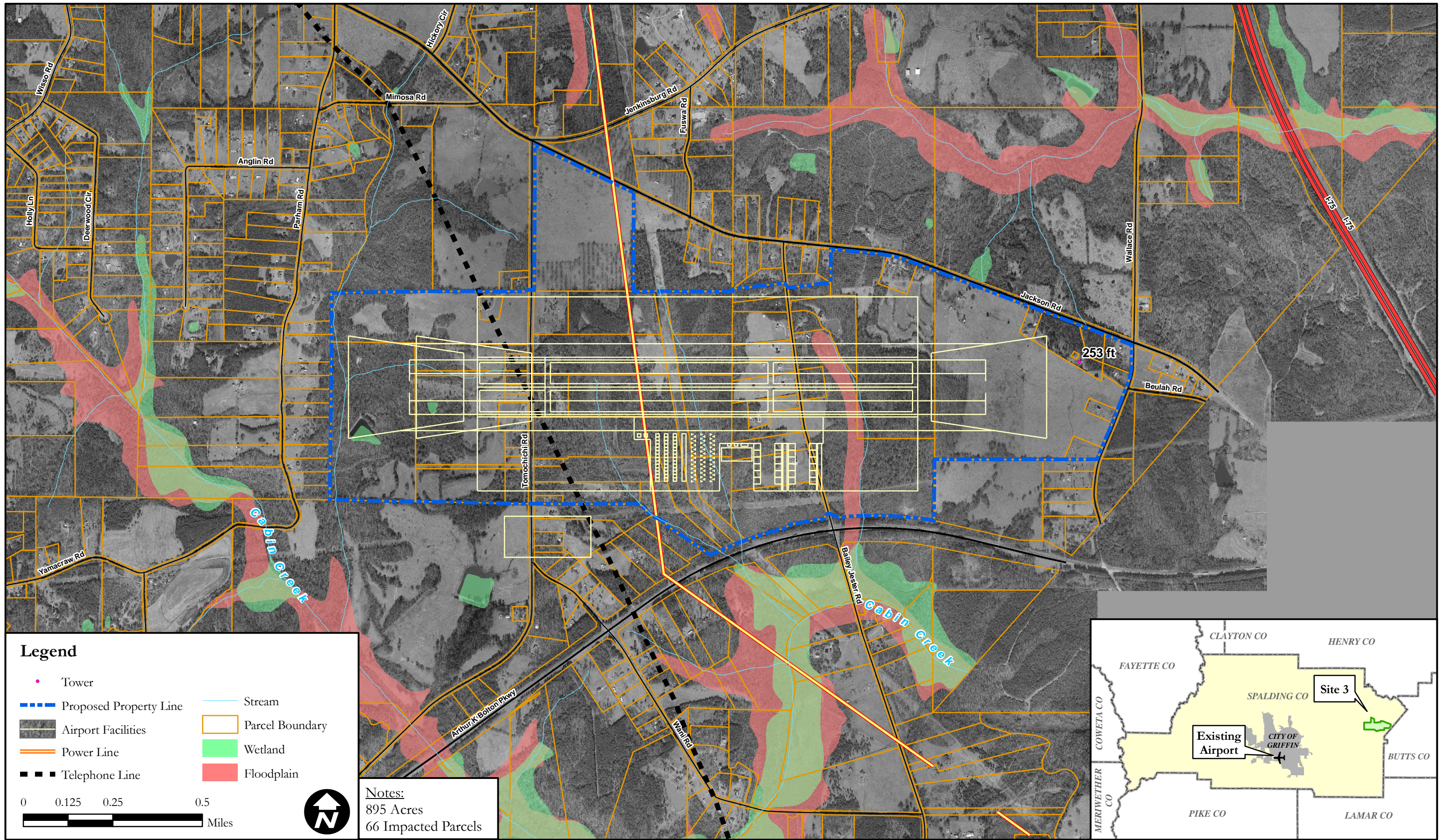
Site 3

Site 3 is located in eastern Spalding County. Its western boundary is near Parham Road, its northern boundary along Jackson Road, extending east to Wallace Road, and south to SR 16. Site 3, shown in **Figure 7**, is the largest site, at 895 acres. The advantages and disadvantages of Site 3 are:

Advantages:

- Relatively large land parcels;
- Undeveloped land across much of site;



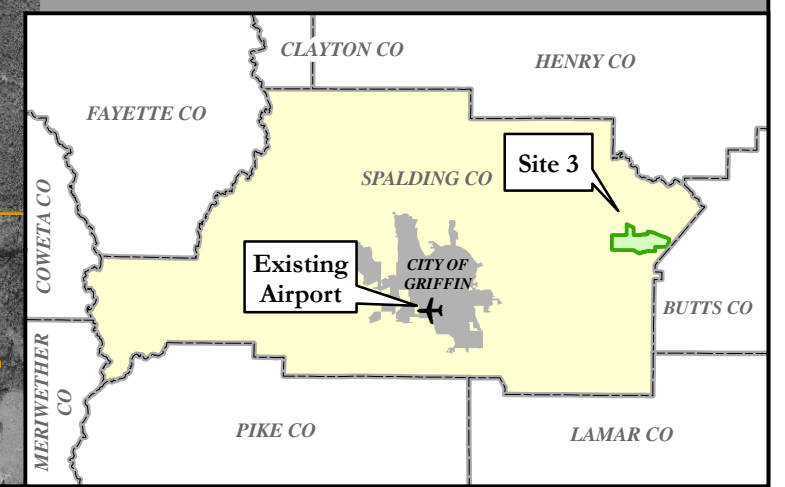


Legend

- Tower
- Proposed Property Line
- ▨ Airport Facilities
- Power Line
- Telephone Line
- Stream
- ▭ Parcel Boundary
- ▨ Wetland
- ▨ Floodplain



Notes:
 895 Acres
 66 Impacted Parcels





- Potential for future expansion;
- Large acreage; and
- Convenient access to SR 16 and I-75.

Disadvantages:

- Some residential land uses surrounding site;
- Potential floodplain impacts;
- Closest proximity to landfill;
- Road relocation;
- Relocation of tower; and
- Relocation or burial of transmission wires.

Site 4

Site 4 is located in eastern Spalding County, along SR 16 as the northern boundary, with Rehoboth Road as the western boundary, Crouch Road and Wild Plum Road as the southern boundary, extending east to Walker's Mill Road, as shown on **Figure 8**. It comprises approximately 845 acres. The advantages and disadvantages of Site 4 are:

Advantages:

- Large land parcels;
- Few land parcels;
- Undeveloped land across much of site;
- Convenient to City of Griffin;
- Compatible industrial land uses surrounding property; and
- Convenient access to SR 16 and I-75.

Disadvantages:

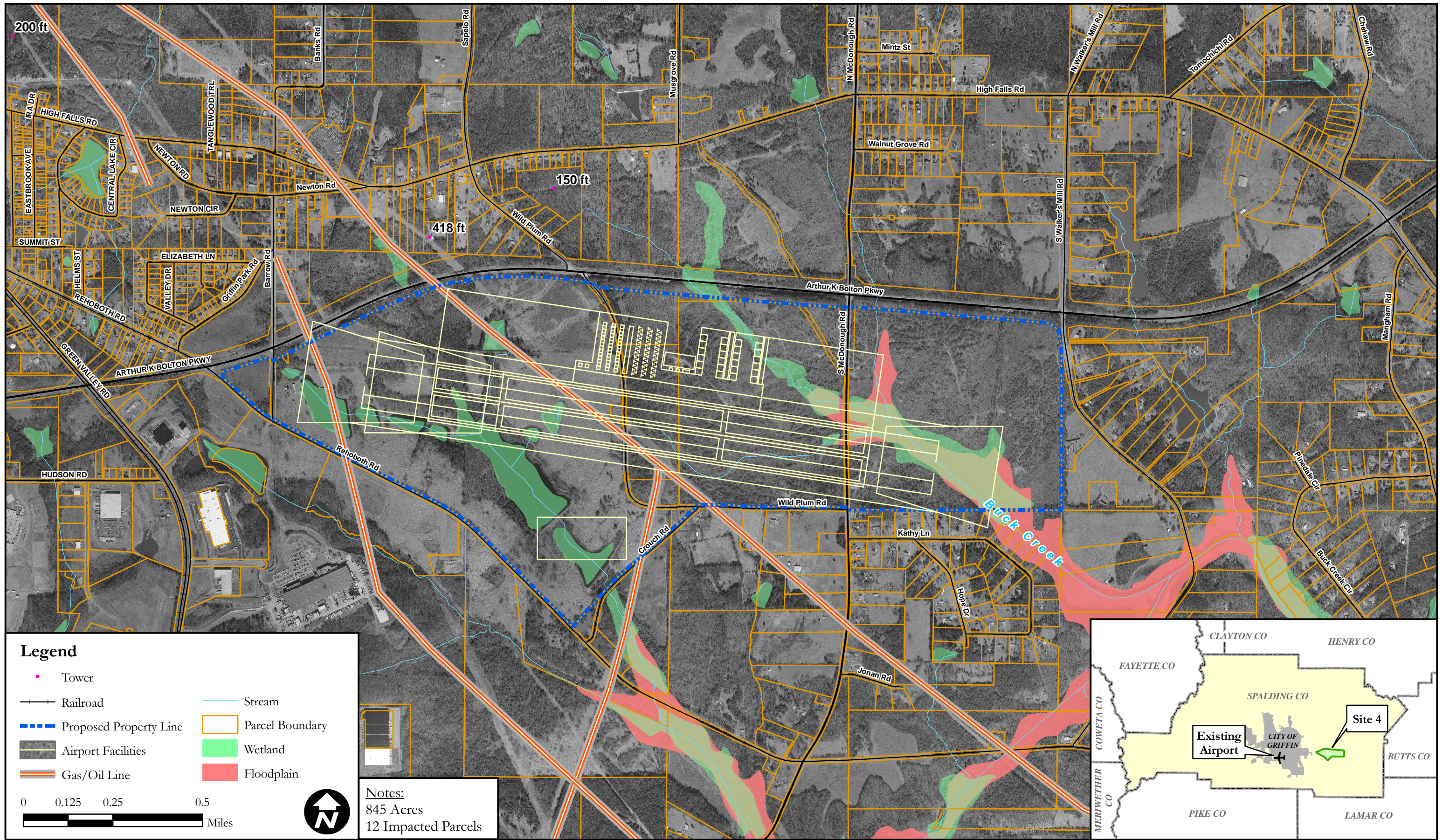
- Some residential land uses southeast of site;
- Likely environmental impacts;
- Constructability concerns due to reservoir and terrain;
- Road relocation;
- Relocation of tower; and
- Relocation or burial of transmission wires.

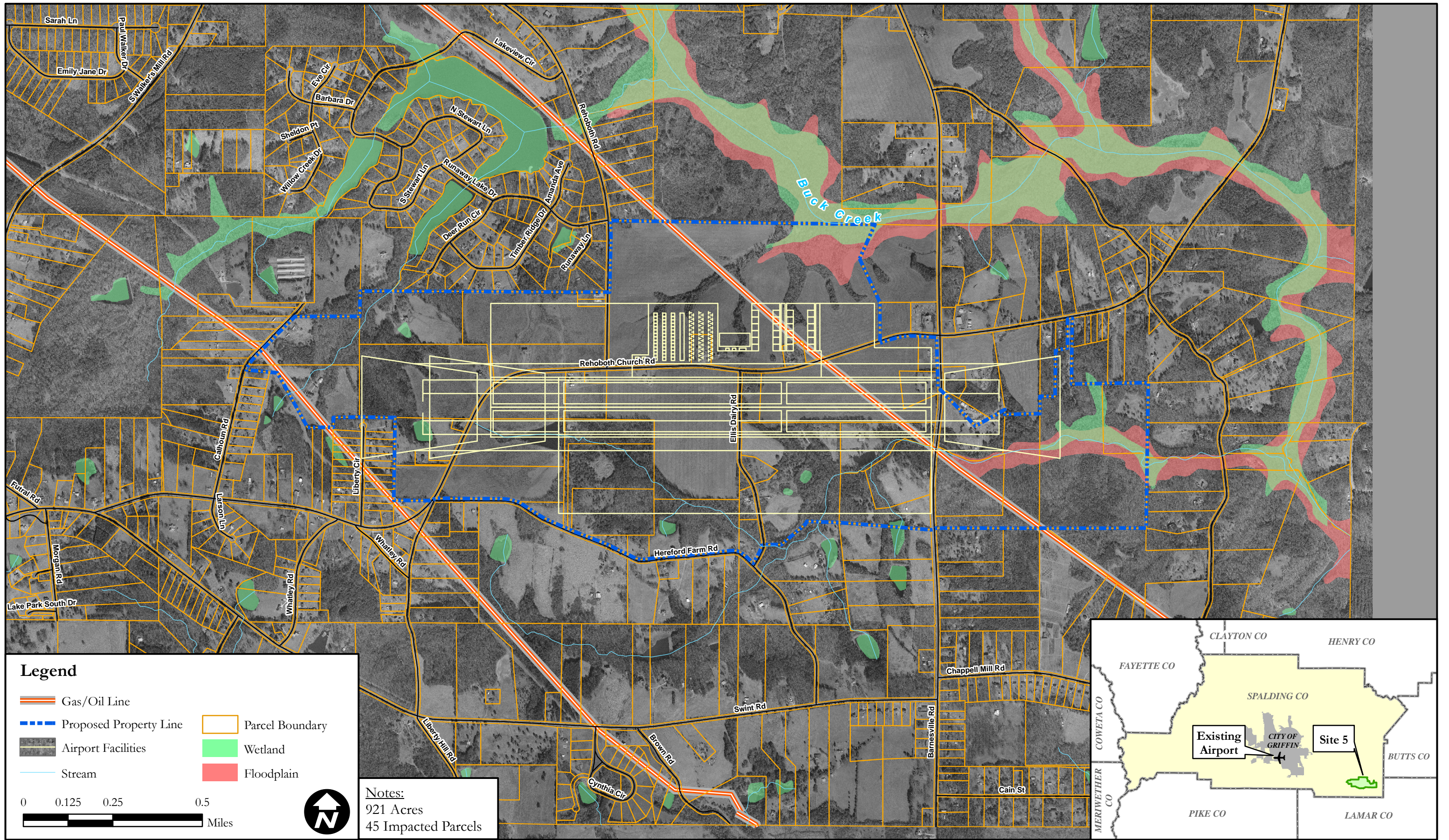
Site 5

Site 5, as presented in **Figure 9**, is located in the southeastern part of Spalding County, with Medford Farm Road as the southern boundary, Calhoun Road as the western boundary, and northern and eastern boundary following specific land parcel lines. Site 5 cover consists of 921 acres. The advantages and disadvantages of this site are:

Advantages:

- Undeveloped land across much of site;
- Few environmental features on site;



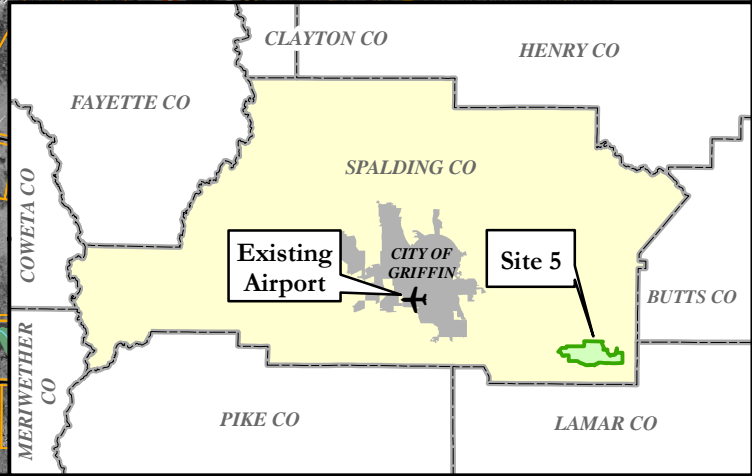


Legend

- Gas/Oil Line
- Proposed Property Line
- Airport Facilities
- Stream
- Parcel Boundary
- Wetland
- Floodplain

0 0.125 0.25 0.5 Miles

Notes:
 921 Acres
 45 Impacted Parcels





- Relatively unpopulated area; and
- Potential for future expansion.

Disadvantages:

- Some residential land uses surrounding site;
- Furthest from SR 16; and
- Road relocation.

Site 6

Site 6, as presented in **Figure 10**, is located in northeast of the City of Griffin, with High Falls Road as the southern boundary, North McDonough Road as the eastern boundary, and northern and western boundary following individual land parcel lines. Site 6 consists of 778 acres. The advantages and disadvantages of this site are:

Advantages:

- Convenient access to City of Griffin and SR 16; and
- Potential for future expansion.

Disadvantages:

- Some residential land uses surrounding site;
- Multiple tower relocation;
- Some impacts to flood plains;
- Many parcels for acquisition; and
- Road relocation.

Site 7

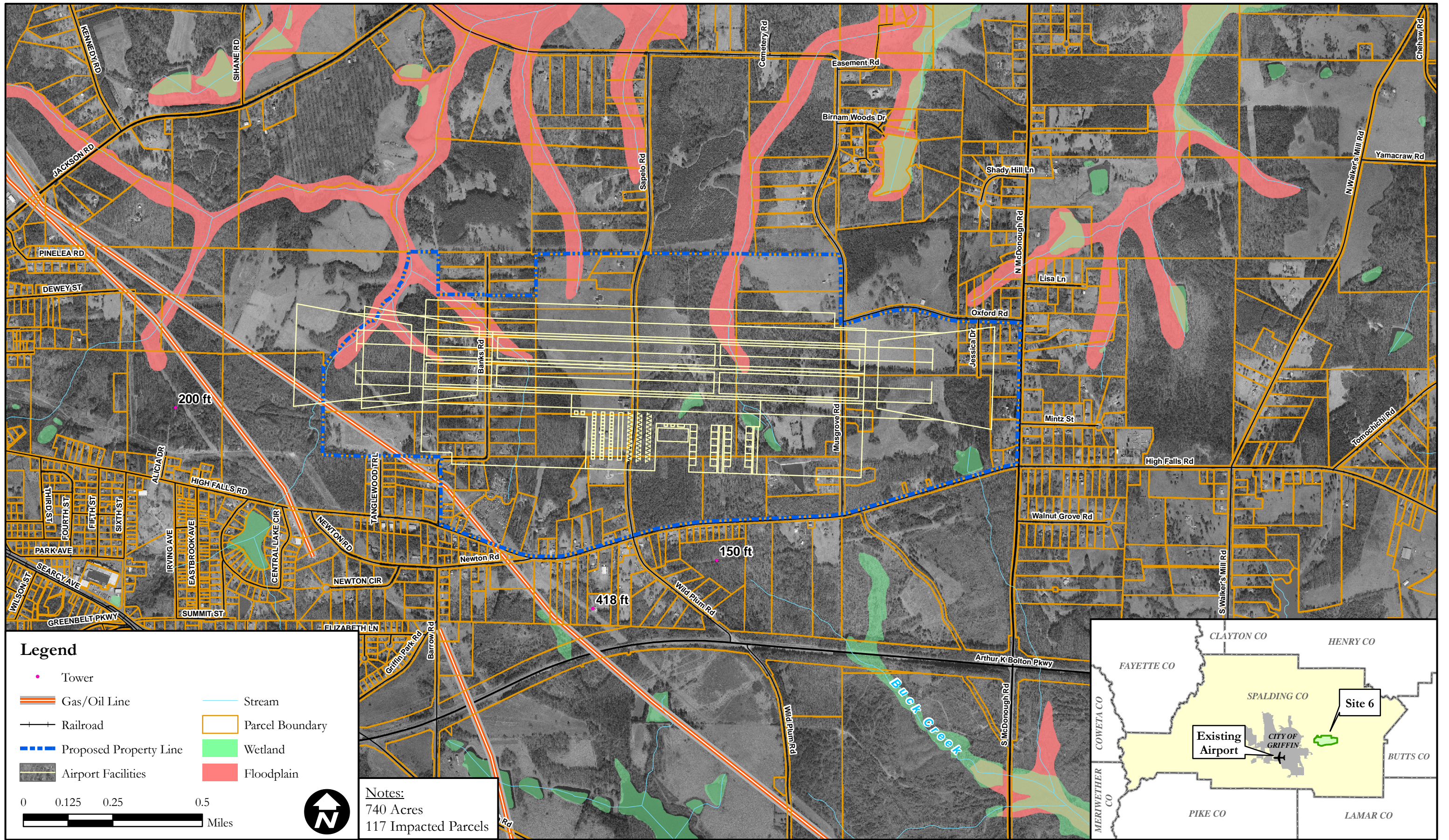
Site 7 is shown on **Figure 11**, is located in northeast Spalding County, with North McDonough Road as its western boundary, Amelia Road as the eastern boundary, and northern and southern boundary following individual land parcel lines. The Towaliga River is near the northern boundary. Site 7 consists of 913 acres. The advantages and disadvantages of this site are:

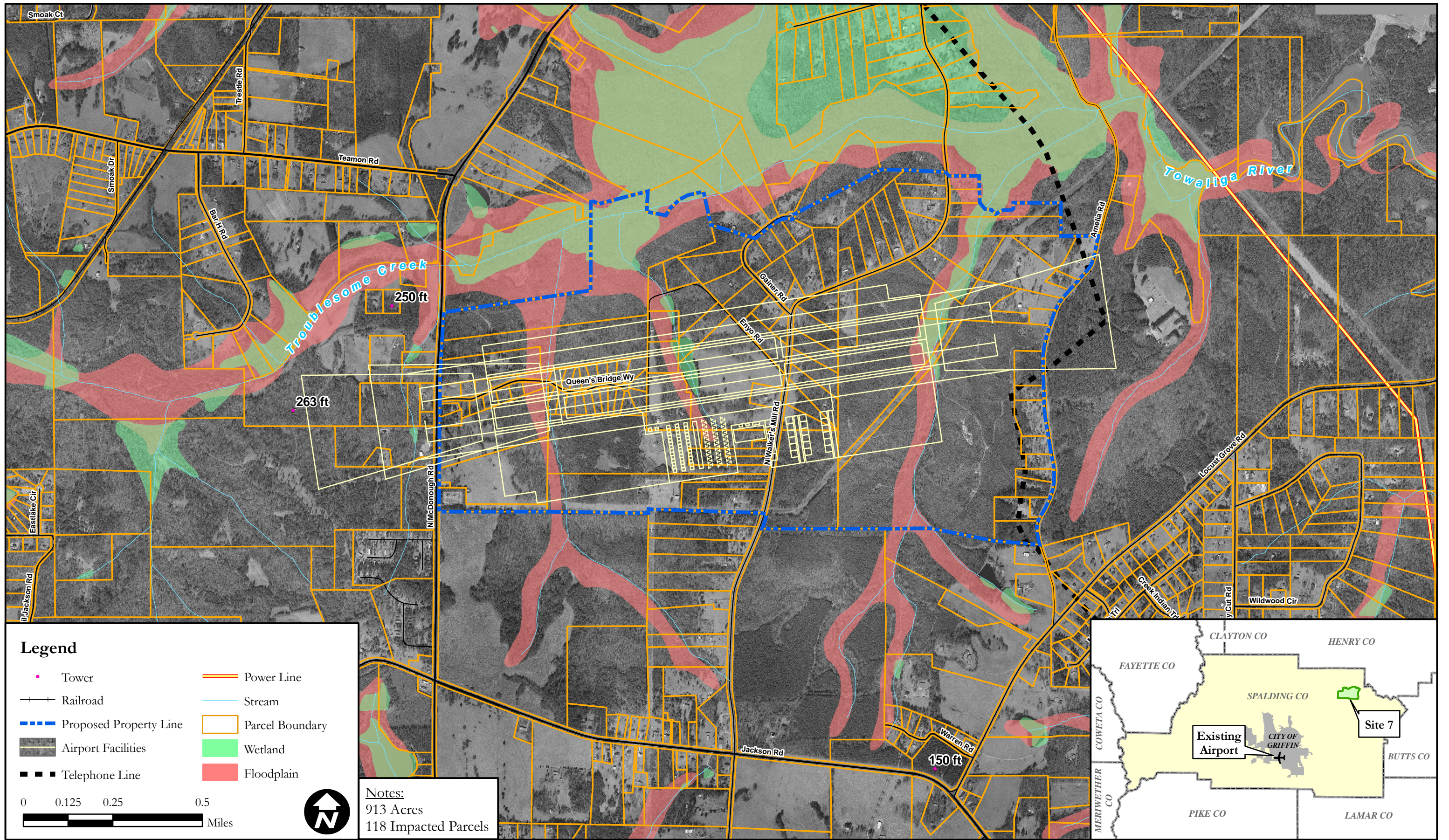
Advantages:

- Access to SR 16 via North McDonough Road;
- Many land parcels are vacant; and
- Potential for future expansion.

Disadvantages:

- Some residential land uses surrounding site;
- Transmission wires to bury or relocate;
- Some cell tower relocation;







- Impacts to flood plains; and
- Impacts to streams and wetlands.

Site 8

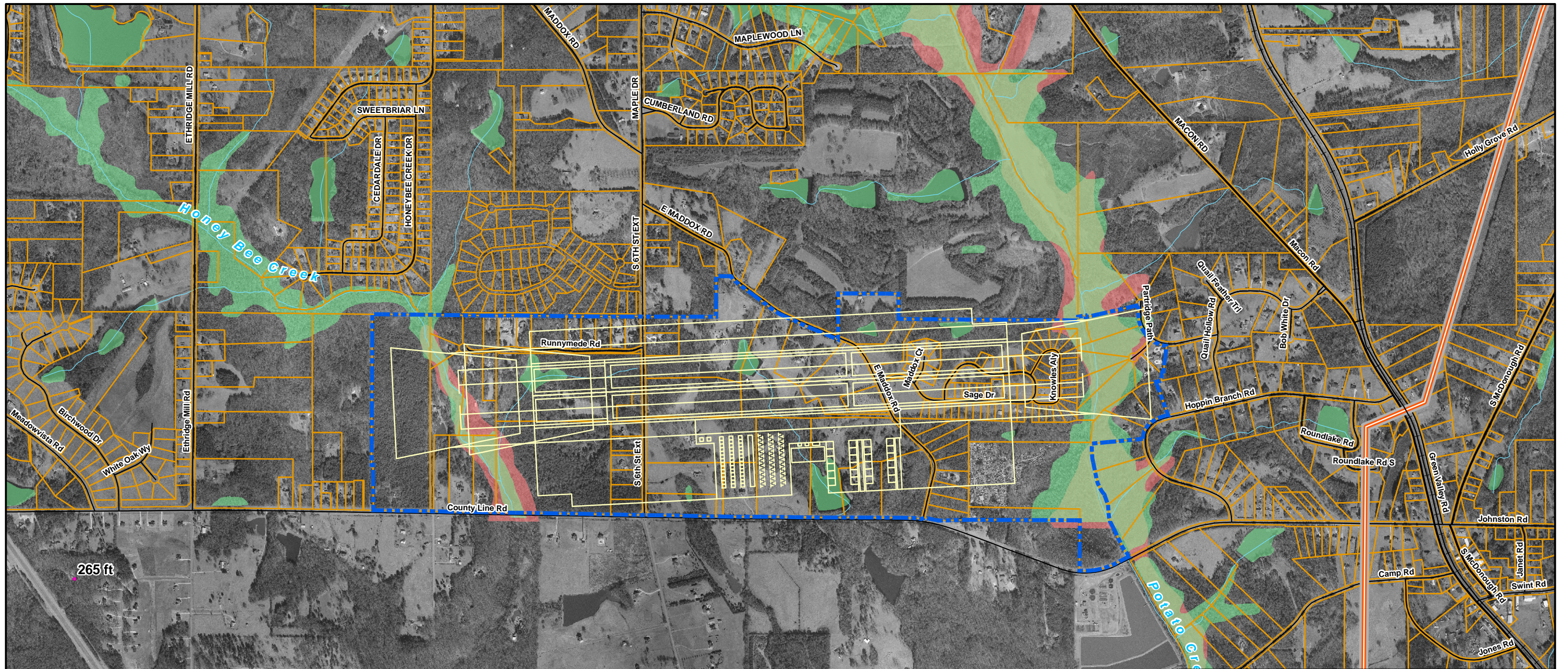
Site 8 is shown on **Figure 12**, is located in south Spalding County, along the Lamar County boundary. County Line Road forms the southern border of the site, with Potato Creek as the eastern boundary, and parcel lines along the north and east boundaries. Site 8 consists of 667 acres. The advantages and disadvantages of this site are:

Advantages:

- Relatively flat terrain; and
- No tower relocation.

Disadvantages:

- Some environmental impact.
- Surface access require improvements for access to SR 16; and
- Residential land uses surrounding site.



Legend

- Tower
- Gas/Oil Line
- Railroad
- Proposed Property Line
- Airport Facilities
- Stream
- Parcel Boundary
- Wetland
- Floodplain



Notes:
 667 Acres
 140 Impacted Parcels





SECTION 4 – COMPARATIVE SITE RATINGS

The preliminary evaluation of the eight sites was a consolidated effort to explore all issues that could influence site selection with refined criteria. The following categories of site suitability were applied to all sites for a more in depth analyses:

- infrastructure and land acquisition;
- environmental considerations;
- constructability;
- operational capability; and
- industrial compatibility.

These criteria provided the framework for a preliminary analysis of each site utilizing easily accessible resources, such as State of Georgia databases, GIS data sets from City of Griffin and Spalding County, FAA regulations, and engineers' experience based on similar projects.

Each site was rated with a '1', '2', or '3' for each sub-category of the previous categories. A rating of 1 was attributed to sites at which the criteria was not desirable and likely would present significant issues of cost, effort, or applicable approvals. A rating of 2 was given to sites that, in comparison to others, exhibited neither undesirable nor optimally desirable characteristics. A rating of 3 was given to sites that presented the most desirable properties of the criterion.

The following sections detail the basis of how each category and related sub-categories were reviewed and rated.

4.1 Rating Criteria

Infrastructure and Land Acquisition

Infrastructure requirements considered in this category include surface access, utilities access, and the relative ease of land acquisition for the land parcels required for airport construction.

- **Surface access** – The existing roadway network in the vicinity of each site and the level of improvement required to provide adequate access from the site to SR 16 were factors in the rating of surface access for each site. Sites that rated a '3' are adjacent to SR 16 with minimal or no additional construction of roads to access the site. Those with ratings of '2' are nearby a main county or state road, such as North McDonough Road, with sufficient access to SR 16. Sites rated with a '1' would require significant improvement in order to access SR 16.
- **Utilities access** – Readily available utilities access, such as sanitary sewer, water, electricity, and communications, at a site will reduce costs associated with extending utilities lines to the site prior to construction. A site with a rating of '2.5' or '3' has most or all utilities are present in the vicinity of the site. Sites rated with '2' do not have on-site utilities, but infrastructure required to connect with existing lines would not require major or expensive construction. A rating of '1' or '1.5'



indicates that utilities are not easily accessible to the site and significant extensions would be required to provide sufficient utilities to the site.

- **Land acquisition** – The number of parcels impacted by the preliminary airport boundary and needed for acquisition also represent potential cost and time effort involved for public involvement and relocations of residents. Each site is rated relative to each other, with a rating of ‘3’ as the least parcels impacted on the site compared to the other sites; a rating of ‘2’ for sites with similar number of parcels compared to several other sites; and a rating of ‘1’ for sites with the most parcels impacted.

Table 2 presents the ratings of each of the sub-categories with Infrastructure and Land Acquisition category. The preliminary average is the overall rating for the category.

Table 2 Infrastructure and Land Acquisition Ratings								
Refined Criteria	Site 1	Site 2	Site 3	Site 4	Site 5	Site 6	Site 7	Site 8
Surface Access	2	3	3	3	1	2	3	1
Utilities Access	1.5	1.5	1.5	3	1.5	2.5	2	3
Ease of Land Acquisition	1	1	2	3	1	1	2	1
Preliminary Average	1.50	1.83	2.17	3.00	1.17	1.83	2.33	1.67

Environmental Considerations

The National Environmental Policy Act (NEPA) requires agencies using federal funds for a project to ensure that the project does not impact or impair environmental resources by a conducting a comprehensive evaluation of its effects. Although detailed studies are necessary to meet NEPA requirements for environmental assessment of the construction of a potential new airport and its alternatives, the results of this preliminary evaluation serve as guidance for rating each site.

Each site was researched using existing and readily available resources in order to gather information about potential environmental constraints located within the boundary of each preliminary site. A rating was provided for each environmental category, with ‘1’ indicating that extensive environmental resources are prevalent on the site; a rating of ‘2’ representing existing environmental resources, but could potentially be mitigated with minor impact to the surrounding environment; and a rating of ‘3’ represents favorable environmental conditions on the site.

The following sections detail the 12 environmental categories evaluated for each preliminary site boundary. It is important to note that the impacts to each resource were estimated based on the preliminary property boundary. Actual impacts may be higher or lower than this estimate when a comprehensive environmental assessment is prepared based on more specific design requirements.

- **Wetlands** – Desirable conditions are less than 10 acres per site, moderate wetlands are between 10 and 100 acres per site, and sites with greater than 100 acres of wetlands are undesirable.
- **Streams** – The fewest linear feet of streams within the site (< 12,000 linear feet) was considered desirable with a score of 3, a score of 2 was assigned to sites



- with a moderate amount of streams (between 12,000 and 15,000 feet), and a score of 1 was given to sites with greater than 15,000 linear feet of streams within the entire site. Again, the proposed footprint of the airport was not utilized to produce the score.
- **Floodplains** – The score was based on the acreage of floodplains located on the site. A score of 1 was given to sites with greater than 75 acres of floodplains, a score of 2 was given to sites with less than 75 acres but more than 40 acres of floodplains, and a score of 3 was assigned to sites with less than 40 acres of floodplains within the entire site. The proposed airport footprint was not utilized to produce the score. Also, the type/category of floodplains within each site was not considered.
 - **Water quality** – Cabin Creek and Potato Creek are listed on EPD's 303(d) list for impaired waters for not fully supporting their designated use. In order to be issued a buffer variance for impacts to a 303(d) listed water body, four of the 20 additional Best Management Practices recommended by EPD have to be incorporated into the Erosion and Sediment Control Plan.
 - **Historic properties** – Ratings were based on whether National Register listed properties were located within the boundary of the site or if properties are located outside of the boundary but possibly within the Area of Potential Effect. It is important to note that a complete physical survey of historical properties would be required in order to determine if any historic properties or potentially eligible properties might be affected within a particular site or its Area of Potential Effect.
 - **Archaeological sites** – A GDOT archaeologist was contacted to determine if any known archaeological sites are located within or near the boundary of each potential site. Lower scores were assigned to those sites considered most likely to impact known archaeological sites.
 - **Minority and low-income populations and environmental justice** – Communities protected under Title VI of the Civil Rights Restoration Act include particular segments of society such as low-income communities or ethnic/racial minority groups that may sometimes bear a disproportionate amount of risk associated with environmental degradation and hazards. The U.S. Environmental Protection Agency defines Environmental Justice as the "fair treatment for people of all races, cultures, and incomes, regarding the development of environmental laws, regulations, and policies." GIS and U.S. Census maps were reviewed to determine the percentage of minorities or low-income populations within the site. Ratings were based on how likely the site would be to impact minority communities in the county, with a rating of '3' being no impact to low income or minority communities and a rating of '1' being a high impact to low income or minority communities.
 - **Hazardous waste sites** – GIS maps were reviewed to determine if any known landfills or hazardous spill sites are located within any of the proposed site boundaries. Site 2 appears to contain a portion of an abandoned landfill, Yamacraw Road Municipal Solid Waste Landfill. Additional studies of potential



UST/hazardous waste sites will be required. A rating of 3 was assigned to those sites that did not encroach upon a known waste facility, and a rating of 1 was given to any site occurring within the boundary of a waste facility.

- **Existing and future farmland** – Spalding County land use maps were used to calculate the amount of land designated for agricultural use within each site location. A rating of 3 was given to the site/sites with the fewest acres of existing farmlands within the boundary, a rating of 2 was assigned to sites with moderate farmland impacts, and a rating of 1 was assigned to those sites with the largest number of farmland impacts. Site 5 encompasses an operating dairy farm.
- **Threatened and endangered species** – The Georgia Department of Natural Resources Non-game Division was contacted to gather site specific information regarding known occurrences of threatened and endangered species in proximity to each potential site location. There were no known occurrences of threatened and endangered species on or in proximity to Sites 2, 3, 4, 5, 6 or 8. It was noted that a state-protected species, the Altamaha shiner (*Cyprinella xaenura*), is known to occur approximately three miles from Sites 1 and 7 in the Towaliga River. However, this species is not protected by the Endangered Species Act, and is not known to occur on any of the proposed sites. Therefore, a score of 3 was assigned to all proposed sites.

The ratings of each site's environmental sub-category are shown in **Table 3**. The preliminary average of all environmental sub-categories for each site comprise the environmental rating for each site.

Refined Criteria	Site 1	Site 2	Site 3	Site 4	Site 5	Site 6	Site 7	Site 8
Wetlands	2	1	3	1	2	3	2	1
Streams	1	3	1	2	2	1	2	3
Water Quality	3	1	1	1	3	1	3	1
Floodplains	1	1	3	2	2	2	1	2
Historic Properties	1	3	2	3	3	3	2	3
Archaeological Sites	1	2	2	2	3	3	1	2
Environmental Justice	2	2	2	3	3	3	2	3
Hazardous Waste Sites	3	1	3	3	3	3	3	3
Farmland	1	2	2	2	1	2	2	3
Threatened & Endangered Species	3	3	3	3	3	3	3	3
Preliminary Average	1.80	1.90	2.20	2.20	2.50	2.40	2.10	2.40

Source: THE LPA GROUP INCORPORATED, 2008.

Constructability

To assess constructability, each preliminary site was examined using available GIS data, Federal Emergency Management Agency (FEMA) floodplain maps, and soil survey maps. Using the available data, the sites were given a rating for six different categories, including hydrology, terrain, soil conditions, road relocations, utilities, and construction costs. Each site was given a rating from 1 to 3 for each category, with 1 being the lowest and 3 being the highest score. The constructability of each site was derived from the average of the ratings in each sub-category, as follows:



- **Hydrology** – Stream crossings and stormwater management often create challenges during design and construction, which can have a significant effect on the project cost. Therefore, it was important to consider each site’s hydraulic and hydrologic characteristics to compare the estimated design effort and comparable construction cost of each site. Future stormwater management facilities, stream crossings, specifically FEMA regulated floodplains, and stream relocations were the main aspects assessed to determine constructability and ultimately the overall cost of each site. A rating of ‘3’ was given to a site if the terrain, streams, and other features indicated that minimal effort would be required to maintain the existing hydrology of the site. A rating of ‘2’ was given to a site where the terrain as well as the number of stream crossings were average as compared to the other sites, while a rating of ‘1’ was given to a site with more complex hydrologic features, such as multiple FEMA floodplain crossings.
- **Terrain** – Often the most expensive construction aspect is the earthwork operations required to grade the site in accordance with FAA standards. A rating of ‘3’ was given to a relatively flat site. A rating of ‘2’ was given to a site with moderate grade changes. A rating of ‘1’ was given to a site with significant grade changes. To determine constructability, only the general terrain was considered when looking at this item and additional earthwork to provide clearances for surfaces was not considered.
- **Soil conditions** – Certain soil types are more conducive to construction than other, and the potential presence of rock is expensive and time consuming to excavate and place as embankment during construction. U.S. Geologic Survey soil maps were reviewed to estimate existing soil types in the vicinity of each site. A rating of ‘3’ was given to a site if there appeared to be little to no potential for rock excavation and unsuitable soils. A rating of ‘2’ was given to a site with a site that had an average estimated amount of unsuitable material and rock excavation as compare to the other sites. A rating of ‘1’ was given to a site if the potential for rock excavation and unsuitable soils was greater than average.
- **Road relocations** – Relocating existing roads around the airport or industrial areas should be avoided if possible, to prevent disruptive surface access and reduce design and construction costs. A site was given a rating of ‘3’ if no road relocations are expected as a result of construction; a rating of ‘2’ was given to a site that requires minor road relocations; and a rating of ‘1’ was given to a site if a major road or extensive road relocations are required for construction.
- **Utilities** – Existing utilities that extend through the proposed site would need to be buried, relocated, or modified as a part of the project to operate safely. Gas and oil pipelines, electrical transmission wires, water and sewer lines, and communications lines were considered in this sub-category. A site was given a rating of ‘3’ if no utilities require relocation or modification; a rating of ‘2’ was given to a site that requires minor utilities relocations or modifications will be required; and a rating of ‘1’ was given to a site if many utilities require complex relocations for construction.



- **Construction costs** – The relative costs of construction were estimated for each of the constructability sub-categories.

Table 4 shows the ratings of each site for the constructability sub-categories. Higher rated sites generally had flatter terrain, less impacts to FEMA regulated floodplains, good existing soil conditions, and fewer road relocations, resulting in lower anticipated construction costs. While some sites scored lower than others and would require more effort to develop, none of the sites are considered undevelopable.

Table 4 Constructability Ratings								
Refined Criteria	Site 1	Site 2	Site 3	Site 4	Site 5	Site 6	Site 7	Site 8
Hydrology	1	1	2	1	3	1	2	1
Terrain	1	1	3	2	3	2	1	3
Soil Conditions	2	1	3	2	2	2	1	1
Road Relocations	1	2	3	1	2	2	2	1
Utilities	3	2	1	1	2	1	2	2
Construction Costs	1	2	3	1	3	2	1	2
Preliminary Average	1.50	1.50	2.50	1.33	2.50	1.67	1.50	1.67

Operational Capability

The operational capability of each site considers the requirements for normal airport operations. Each site was given a rating from 1 to 3 for each category, with 1 being the lowest and 3 being the highest score. The following sub-categories were rated to evaluate each site's operational capability:

- **Obstructions to airspace** – The airspace around an airport must be clear of obstructions for safety of the airport users as well as and to persons and property on the ground. Sites with man-made obstructions, such as communications towers, may require relocation or acquisition, which is an costly project. A rating of '3' was given to a site with no known obstructions within the vicinity of the site. A rating of '2' was given to a site with one or two obstructions in the area. A rating of '1' was given to a site with many obstructions that potentially would need to be relocated or acquired.
- **Noise** – Future estimated noise contours for each site for year 2028 were based on a conservative forecast of fleet mix and operational level similar to active business airports in the Atlanta metro area. The FAA suggests noise contours of 75, 70, and 65 DNL be measured at airports such as Griffin-Spalding County, as noise exposure threshold for incompatibility is 65 DNL and contours higher than 75 DNL typically remain on airport property. A rating of '3' was given to a site with least persons exposed to noise contours. A rating of '2' was given to a site with moderate noise exposure to residents. A rating of '1' was given to a site with the most and/or highest noise exposure to residents.
- **Proximity to Landfill** - The proximity of a proposed airport to municipal waste disposal operations is important because this land use would potentially attract hazardous wildlife within the area of airport operations, particularly birds. In FAA AC 150/5200-33B, Hazardous Wildlife Attractants on or Near Airports, the FAA recommends a five mile buffer for land uses that might attract wildlife into the



airport’s approach, departure and circling airspace. Based on this guidance, a rating of “1” was given to a site within 5 miles of a municipal landfill and a rating of “3” if the site was outside five miles.

- **Area for future development** – Ideally, a new Griffin-Spalding County Airport site would have adjacent areas around initial facility development that could be reserved for future aeronautical development. Limited area for airport expansion may create congestion and delays at an airport with maximized facility development. A rating of ‘3’ was given to a site with ample area for future development. A rating of ‘2’ was given to a site with moderate area for future development. A rating of ‘1’ was given to a site with minimal or no adjacent area for future development.

Table 5 presents the ratings for operational capability sub-categories and the preliminary average for the category. All sites, except Site 8, have man-made obstructions in the vicinity of the site. Sites 3 and 5 have ample area for future development; Sites 2, 6, and 7 have some area for future development; while Sites 1, 4, and 8 have minimal surrounding area for future development. Some degree of noise issues may occur on all sites other than Site 5.

Table 5 Operational Capability Ratings								
Refined Criteria	Site 1	Site 2	Site 3	Site 4	Site 5	Site 6	Site7	Site 8
Obstructions to Airspace	1	2	1	1	2	1	1	3
Noise	1	1	2	2	3	2	2	1
Proximity to Landfills	3	1	1	1	1	3	3	3
Area for Future Development	1	2	3	1	3	2	2	1
Preliminary Average	1.50	1.50	1.75	1.25	2.25	2.00	2.00	2.00

Industrial Compatibility

Airport and industrial land uses must be compatible with the surrounding area as well as the community’s comprehensive plan for future land use. An airport and industrial park would not be compatible with a neighborhood in most cases, for example. A rating of ‘3’ was given to a site with the most industrial compatibility. A rating of ‘2’ was given to a site with moderate industrial compatibility. A rating of ‘1’ was given to a site with the least surrounding industrial compatibility.

Table 6 presents the ratings for industrial compatibility

Table 6 Industrial Compatibility Ratings								
Refined Criteria	Site 1	Site 2	Site 3	Site 4	Site 5	Site 6	Site7	Site 8
Industrial Land Use	1	2	3	3	1	3	1	1
	1.00	2.00	3.00	3.00	1.00	3.00	1.00	1.00

4.2 Preliminary Ratings

Table 7 presents the ratings for all sites within all categories. The four sites eliminated from further analysis are Sites 2, 3, 4, and 5, but ratings are shown for comparative



purposes. The highest rated sites for further consideration in the detailed analysis of each site are Site 6 and Site 7.

**Table 7
 Preliminary Site Evaluation Ratings**

Refined Criteria	Site 1	Site 2	Site 3	Site 4	Site 5	Site 6	Site7	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	1.00	1.67	2.00	1.33	2.67	1.67	1.67	1.67
Industrial	1.00	2.00	3.00	3.00	1.00	3.00	1.00	1.00
Preliminary Average	1.63	1.65	2.14	1.98	1.81	2.26	1.93	1.90

Note: Operational ratings
 Source: THE LPA GROUP INCORPORATED, 2008.

4.3 Site Screening and Final Ranking

Upon presentation of this analysis to GDOT, Griffin and Spalding County were informed that the state requirement for separation of landfill from airport is more stringent than that of the FAA. GDOT policy states that a new landfill site must be at least five miles from an existing airport; therefore, the converse policy was assumed that a new airport site must remain at least five miles from an existing landfill with no exceptions.

As a result of the changes to the siting criteria, the four sites within five miles of the Butts County landfill on the east side of the county were withdrawn from further consideration upon completion of the preliminary analysis. Further, Site 4 was eliminated from further consideration, as the property was purchased for a stand-alone industrial project at the time of this writing.

Based the preliminary site evaluation, top four sites are Site 1, 6, 7 and 8, with Site 6 being the highest ranked of those sites.



SECTION 5 – DETAILED SITE EVALUATION

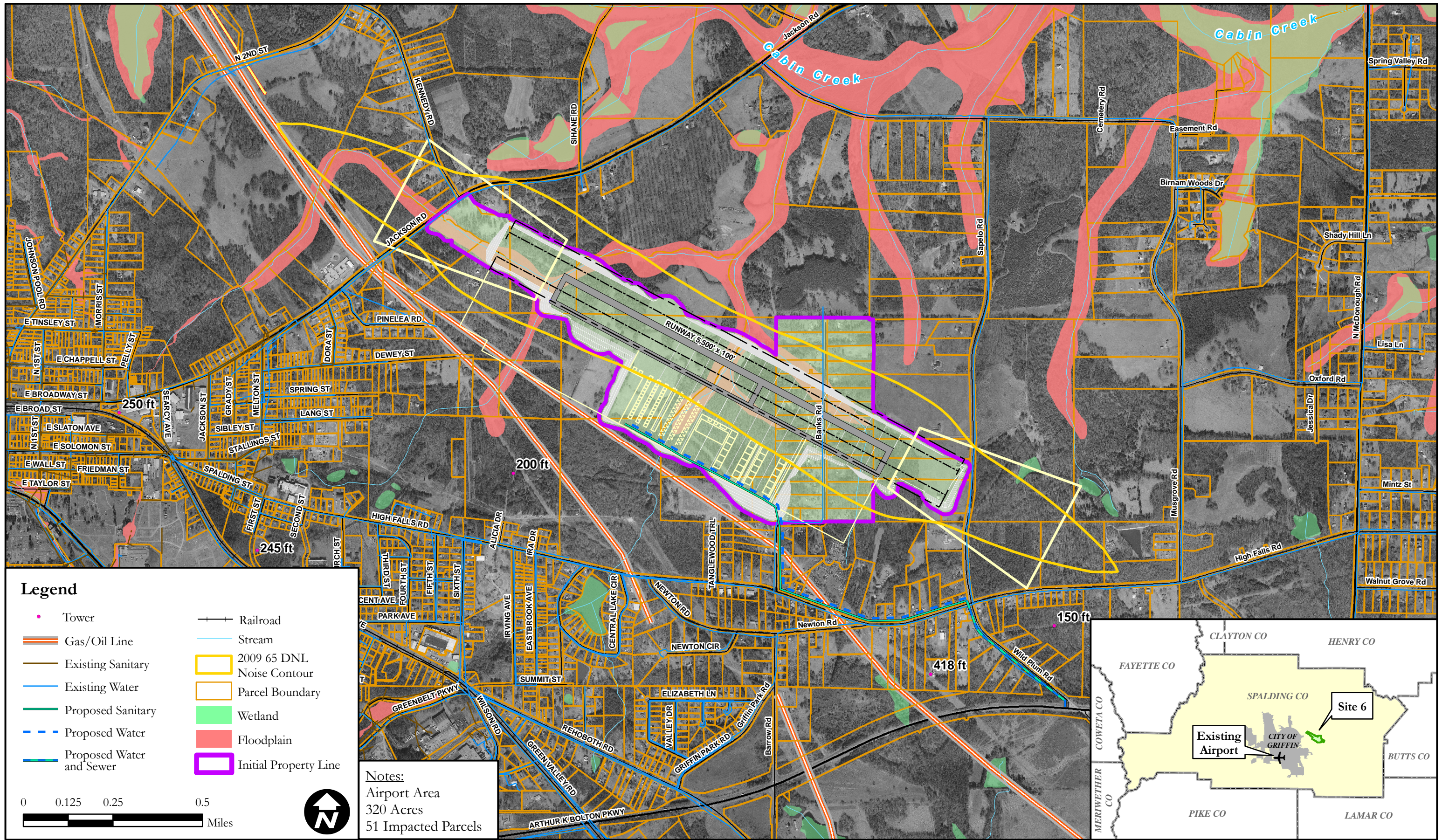
The two top-rated sites, Site 6 and Site 7, from the preliminary evaluation were carried forward for a detailed evaluation, which includes a preliminary grading scheme for the airport and industrial park, utilities schematic, roadway improvements, and cost estimates. The issues with both sites are similar. The airport template was refined based on the preliminary grading plan, potential obstructions, utilities availability, and potential environmental impacts.

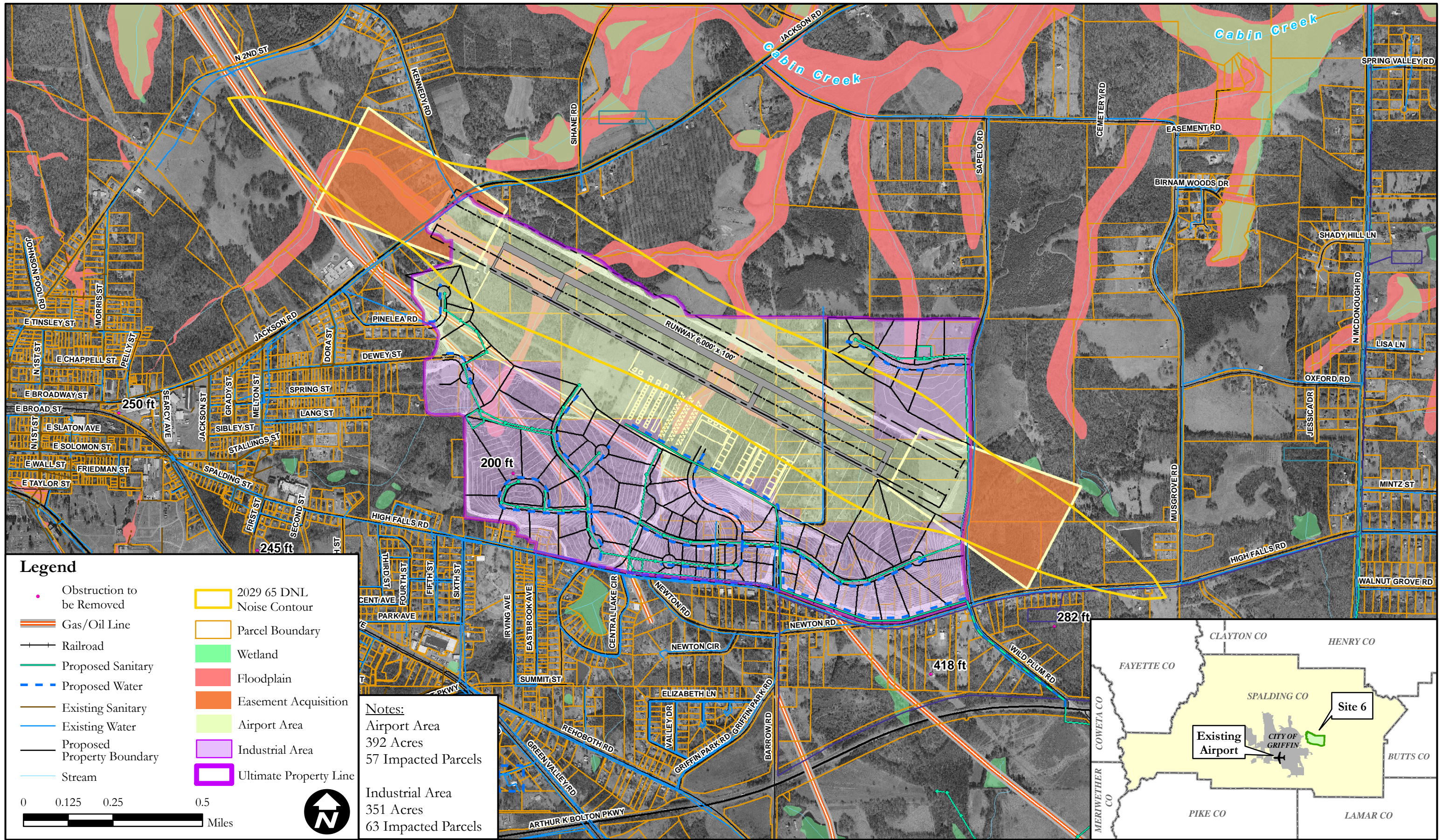
The airport buildings include approximately 42 conventional hangars measuring 50 ft x 50 ft, approximately 66 tie-downs, one 12-unit t-hangar, and 24 conventional hangars measuring 100 ft x 100 ft. These facilities are equivalent to what is currently occupied at the existing Griffin-Spalding County Airport. Utilities include water and sewer.

5.1 Site 6 Initial and Ultimate Layout

Site 6 initial development, shown on **Figure 13**, includes a single 5,500 ft long, 100 ft wide runway with a full parallel taxiway on the south side of the runway. The runway is configured along an approximate 120°/300° heading, or in a northwest/southeast direction. A major feature of Site 6 in the detailed analysis is that its original proposed site boundaries conflicted with the more stringent landfill buffer of five miles. The site was reconfigured to include property outside of the buffer, as reflected **Figure 13**. The proposed site encompasses approximately 320 acres over 51 parcels. Three communications towers on the site in the vicinity of the proposed runway require acquisition or relocation to meet FAA airspace safety standards prescribed in FAR Part 77, *Objects Affecting Navigable Airspace*.

Site 6 ultimate development includes a 500 ft runway extension to the northwest and a grading plan to reserve the maximum airfield area frontage for landside facilities, as shown on **Figure 14**. The proposed ultimate airport site encompasses approximately 72 additional acres and six additional parcels, for a total proposed site of approximately 392 acres over 57 parcels. Depending on the role of the airport in the future, ample space is available for any type of aeronautical development considered at the time.





Legend

- Obstruction to be Removed
- Gas/Oil Line
- Railroad
- Proposed Sanitary
- Proposed Water
- Existing Sanitary
- Existing Water
- Proposed Property Boundary
- Stream
- 2029 65 DNL Noise Contour
- Parcel Boundary
- Wetland
- Floodplain
- Easement Acquisition
- Airport Area
- Industrial Area
- Ultimate Property Line

0 0.125 0.25 0.5 Miles

Notes:
 Airport Area
 392 Acres
 57 Impacted Parcels
 Industrial Area
 351 Acres
 63 Impacted Parcels

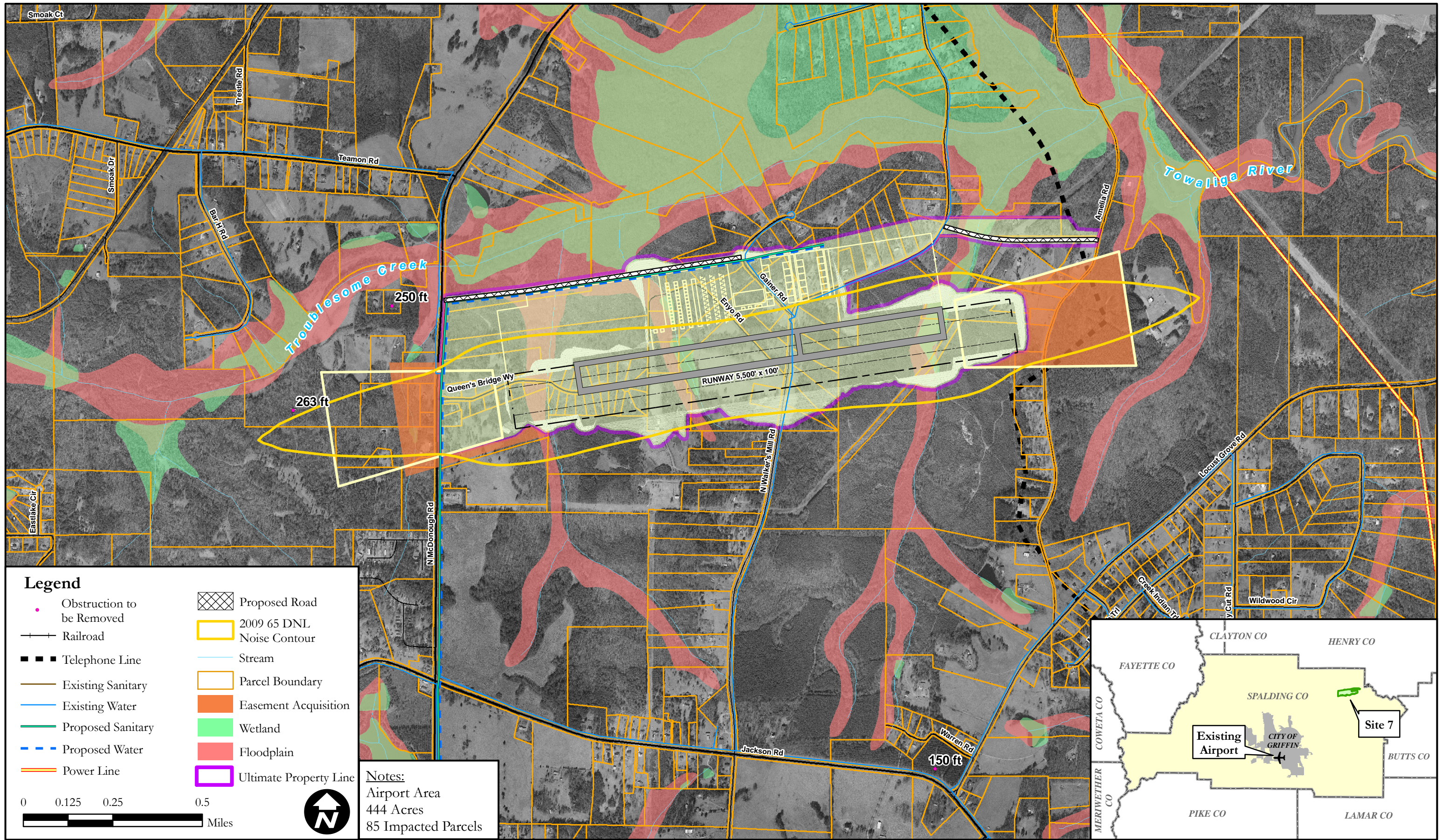
FIGURE 14
SITE 6
 Ultimate Development

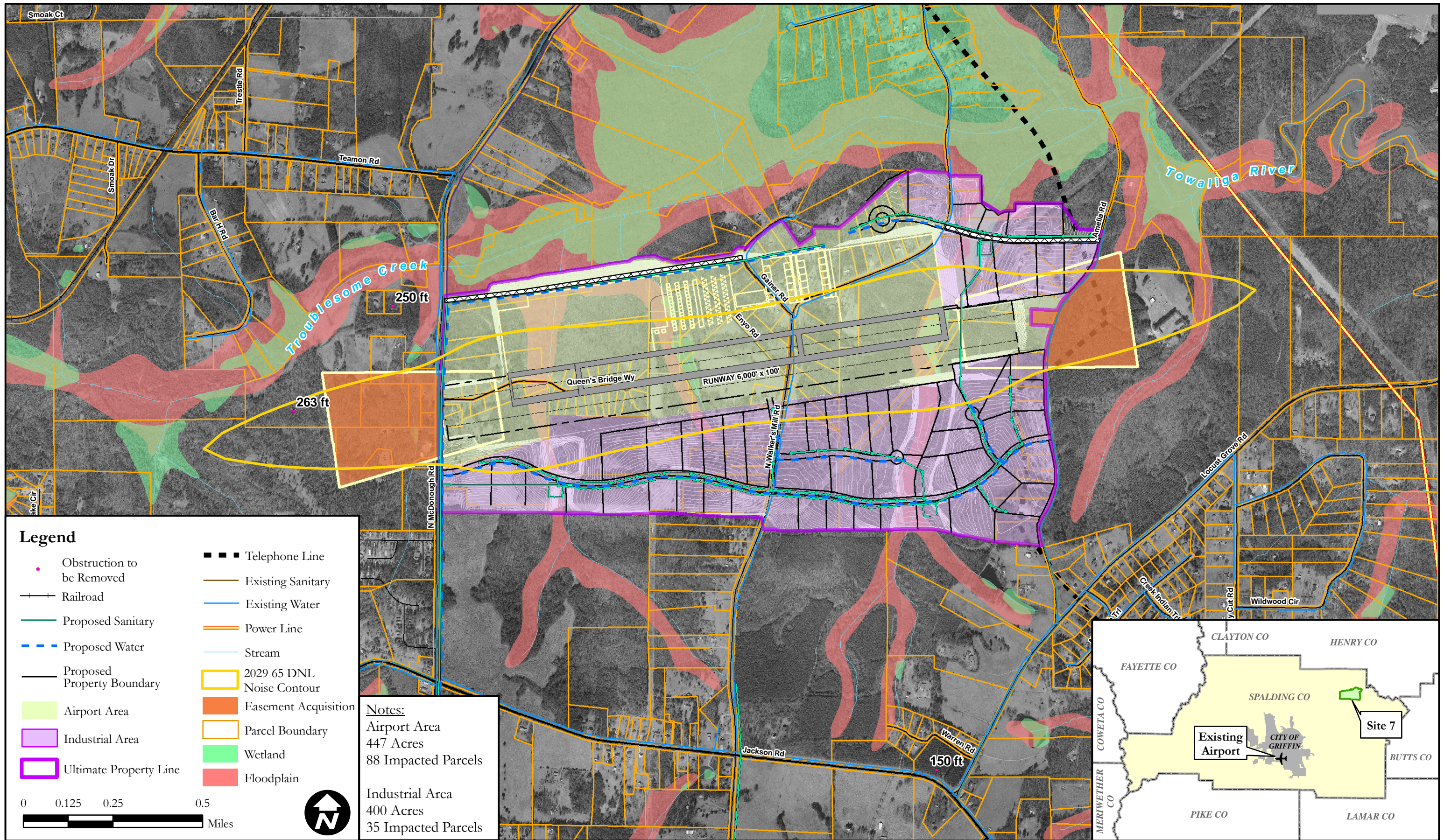


5.2 Site 7 Initial and Ultimate Layout

The initial Site 7 airport construction concept is shown on **Figure 15**. It proposes a single 5,500 ft long, 100 ft wide runway with a full parallel taxiway on the north side of the runway. The runway is configured along an approximate 080°/260° heading, or in a west/east direction. The entire initial site, including landside facilities, encompasses approximately 416 acres on 85 parcels. Three communications towers in the vicinity of the proposed airfield require acquisition or relocation to meet FAA airspace safety standards prescribed in FAR Part 77, *Objects Affecting Navigable Airspace*.

Site 7 ultimate proposed airport concept includes a 500-foot runway extension to the west, as shown in **Figure 16**. The proposed ultimate airport site encompasses approximately 31 additional acres and three additional parcels, for a total proposed site of approximately 447 acres over 88 parcels. Additional developable space is reserved for future aeronautical development along the frontage of the parallel taxiway.







5.3 Cost Estimates

The cost estimates for the development of a new airport site are engineers' opinion of construction and presented in **Table 8** and **9** including potential federal and state matching funds at 95% federal and 2.5% state for eligible costs.

Table 8				
Airport Cost Opinion – Initial Development-				
Site 6 – Initial Development				
	Total Cost	FAA Funds	State Funds	Local Funds
Site Selection, Environmental, Planning	\$1,030,000	\$978,500	--	\$51,500
Land Acquisition and Relocation	\$7,000,000	\$6,650,000	\$175,000	\$175,000
Obstruction Removal	\$6,000,000	\$5,700,000	\$150,000	\$150,000
Environmental Mitigation	\$3,800,000	\$3,610,000	\$95,000	\$95,000
Construction - Airport	\$38,000,000	\$36,100,000	\$950,000	\$950,000
Construction - Facilities	\$600,000	--	--	\$600,000
Total Initial Airport Cost	\$56,430,000	\$53,038,500	\$1,370,000	\$2,021,500
Site 7 – Initial Development				
	Total Cost	FAA Funds	State Funds	Local Funds
Site Selection, Environmental, Planning	\$1,030,000	\$978,500	--	\$51,500
Land Acquisition and Relocation	\$19,900,000	\$18,905,000	\$497,500	\$497,500
Obstruction Removal	\$6,000,000	\$5,700,000	\$150,000	\$150,000
Environmental Mitigation	\$2,900,000	\$2,755,000	\$72,500	\$72,500
Construction - Airport	\$43,900,000	\$41,705,000	\$1,097,500	\$1,097,500
Construction - Facilities	\$600,000	--	--	\$600,000
Total Initial Airport Cost	\$74,330,000	\$70,138,500	\$1,820,000	\$2,471,500

Note: Costs presented above reflected estimates and funding participation based on 2008 criteria.

Source: THE LPA GROUP INCORPORATED, 2008.



Table 9				
Airport Cost Opinion – Ultimate Development-				
Site 6 – Ultimate Development				
	Total Cost	FAA Funds	State Funds	Local Funds
Land Acquisition and Relocation	\$1,000,000	\$950,000	\$25,000	\$25,000
Obstruction Removal	--	--	--	--
Environmental Mitigation	\$1,100,000	\$1,045,000	\$27,500	\$27,500
Construction - Airport	\$15,800,000	\$15,010,000	\$395,000	\$395,000
Airport Additional Cost Total	\$17,900,000	\$17,005,000	\$447,500	\$447,500
<i>Construction - Industrial Park</i>	<i>\$37,500,000</i>	--	--	<i>\$37,500,000</i>
Total Additional Cost	\$55,400,000	\$17,005,000	\$447,500	\$37,947,500
Site 7 – Ultimate Development				
	Total Cost	FAA Funds	State Funds	Local Funds
Land Acquisition and Relocation	\$1,000,000	\$950,000	\$25,000	\$25,000
Obstruction Removal	--	--	--	--
Environmental Mitigation	\$800,000	\$760,000	\$20,000	\$20,000
Construction - Airport	\$16,700,000	\$15,865,000	\$417,500	\$417,500
Airport Additional Cost Total	\$18,500,000	\$17,575,000	\$462,500	\$462,500
<i>Construction - Industrial Park</i>	<i>\$49,400,000</i>	-	-	<i>\$49,400,000</i>
Total Additional Cost	\$67,900,000	\$17,575,000	\$462,500	\$49,862,500

Note: Costs presented above reflected estimates and funding participation based on 2008 criteria.

Source: THE LPA GROUP INCORPORATED, 2008.



SECTION 6 - CAPITAL IMPROVEMENT PLAN

This purpose of this section is to provide guidance for the funding and implementation of a potential replacement airport by creating a suggested Capital Improvement Program (CIP) in order to prioritize the most important projects to be constructed in the near-term. Most importantly, the CIP provides preliminary cost estimates, a determination of potential funding sources and timeframes for completion. The CIP should provide the City of Griffin, Spalding County, GDOT, and FAA with the information needed to integrate financial planning of funding for the replacement airport project should this project move forward. Costs shown within the CIP are preliminary estimates to be used for planning purposes only. Furthermore, the CIP provides a suggested schedule for implementation, but the actual construction of these projects will ultimately be defined by demand for facilities, and availability of funding.

6.1 Funding Sources

Federal Airport Improvement Program

The FAA's Airport Improvement Program (AIP) is the primary source of funding for airport capital projects at NPIAS airports. Griffin-Spalding County Airport is included in the NPIAS as a general aviation airport and is eligible for AIP funding. AIP grants currently cover up to 95% of an eligible project's cost (*Note: This was the funding level at in 2008 when this site selection study was completed. Funding level later changed to 90% of eligible costs*). The two major categories of funding for general aviation airports include entitlement and discretionary grant programs. In Georgia, AIP grants at general aviation airports are administered by GDOT Aviation Programs under the State Block Grant program.

Under the Fiscal year 2008 FAA funding system, Griffin is eligible to receive nonprimary entitlement funding of \$150,000 per fiscal year. Further, each annual nonprimary entitlement grant can be held for up to three years, and enable to the airport to accumulate funds in nonprimary entitlement grants for one project.

Discretionary grants above the annual nonprimary entitlement grant of \$150,000 are available to Griffin for specific projects determined by GDOT and the FAA. The FAA/GDOT has established the national priority system for the award process of AIP discretionary grants, and each project must show proper justification in accordance with the system. The FAA AIP discretionary grants typically fund 95% of the total project cost.

Georgia Airport Aid Program

GDOT operates the Georgia Airport Aid Program (GAAP) for the purpose of providing funding for planning, capital improvements, maintenance, and approach aids to 103 publicly-owned airports in Georgia. Where federally funded projects are typically funded at 95% by the FAA, GDOT funding assistance for eligible projects is usually 2.5%. Further, some airport projects not eligible for or not included in FAA AIP funding may be funded by GDOT at 50%-100%. With respect to funding priority, all projects funded by



the FAA which are eligible for state funding assistance are given the highest priority for GAAP funds. However, general aviation airport projects are given priority for state funding assistance over the commercial service airport projects because general aviation airports typically generate less local revenue and are thus more dependent upon state funding assistance.

Local

The remainder of the project costs after FAA and GDOT funds are granted for Griffin-Spalding County Airport are the responsibility of the City of Griffin and Spalding County, the owner and operator of the airport. In some cases, projects related to the replacement airport project have been undertaken by the owner using 100% local funds with the expectation that these projects will be reimbursed for federal and state matching shares once key milestones are completed.

6.2 Capital Improvement Plan

This CIP presented in **Table 10** provides a year-to-year project listing and estimated costs. Each project is divided by potential federal and state matching grants as well as anticipated later reimbursements of local funds. Each of the project costs shown are estimated planning figures in 2008 dollars. The costs are an estimated total figure which includes items such as design, engineering, planning, grading, supplies, construction and associated utilities. These costs should be used for planning purposes only and detailed cost estimates should be obtained prior to implementation of each project.

This CIP assumes future sale of the existing airport property and reinvestment of that equity into the new airport. An appraisal of the current airport's leasehold value is \$8,400,000 and included in **Appendix A**.

Table 10 presents the replacement airport CIP.



Table 10				
Capital Improvement Plan – Proposed Replacement Airport				
Prior Commitments				
Project	Total Cost	FAA Funds	State Funds	Local Funds
Airport Site Selection Study - Phase 1 and 2 (Future Reimb.)	\$240,000	\$0	\$0	\$240,000
Total - Prior Commitments	\$240,000	\$0	\$0	\$240,000
FY 2010				
Project	Total Cost	FAA Funds	State Funds	Local Funds
Airport Environmental Assessment - Phase 1 (Future Reimb.)	\$360,000	\$0	\$0	\$360,000
Total – FY 2010	\$360,000	\$0	\$0	\$360,000
FY 2011				
Airport Environmental Assessment - Phase 2, including Permitting & Mitigation Plan (Future Reimb.)	\$280,000	\$0	\$0	\$280,000
Airport Master Plan Update (Future Reimb.)	\$150,000	\$0	\$0	\$150,000
Federal Reimbursement for Site Selection Study, Environmental Assessment, and Master Plan Update	In Above	\$978,500	\$0	\$0
Local Reimbursement for Site Selection Study, Environmental Assessment, and Master Plan Update	In Above	\$0	\$0	(\$978,500)
Total – FY 2011	\$430,000	\$978,500	\$0	(\$548,500)
FAA FY 2012				
Project	Total Cost	FAA Funds	State Funds	Local Funds
Purchase of Environmental Mitigation Credits	\$3,300,000	\$3,135,000	\$82,500	\$82,500
Water Quality Monitoring Program	\$500,000	\$475,000	\$12,500	\$12,500
Land Acquisition - Phase 1 (Initial Grading & Borrow Site Limits Only) (Future Reimb.)	\$5,000,000	\$0	\$0	\$5,000,000
Construct Runway (5,500' x 100'), Parallel Taxiway and Terminal Apron - Clearing & Stormwater Control Facilities	\$5,100,000	\$4,845,000	\$127,500	\$127,500
Total – FY 2012	\$13,900,000	\$8,455,000	\$222,500	\$5,222,500
FY 2013				
Project	Total Cost	FAA Funds	State Funds	Local Funds
Land Acquisition - Phase 2 (Balance of Initial Airfield Parcels) (Future Reimb.)	\$2,000,000	\$0	\$0	\$2,000,000
Construct Runway (5,500' x 100'), Parallel Taxiway and Terminal Apron - Grading & Drainage - Phase 1	\$10,300,000	\$9,785,000	\$257,500	\$257,500
Total – FY 2013	\$12,300,000	\$9,785,000	\$257,500	\$2,257,500



Table 10 (Continued)				
Capital Improvement Plan – Proposed Replacement Airport				
FY 2014				
	Total Cost	FAA Funds	State Funds	Local Funds
Construct Runway (5,500' x 100'), Parallel Taxiway and Terminal Apron - Grading & Drainage - Phase 2	\$10,200,000	\$9,690,000	\$255,000	\$255,000
Total – FY 2014	\$10,200,000	\$9,690,000	\$255,000	\$255,000
FY 2015				
	Total Cost	FAA Funds	State Funds	Local Funds
Obstruction Removal / Mitigation - Towers	\$6,000,000	\$5,700,000	\$150,000	\$150,000
Construct Airport Entrance Road & Site Utilities	\$2,000,000	\$0	\$1,500,000	\$500,000
Total – FY 2015	\$8,000,000	\$5,700,000	\$1,650,000	\$650,000
FY 2016				
	Total Cost	FAA Funds	State Funds	Local Funds
Construct Runway (5,500' x 100'), Parallel Taxiway and Terminal Apron - Paving, Lighting, Marking & Fencing	\$8,900,000	\$8,455,000	\$222,500	\$222,500
Install Precision Approach Navigational Equipment (ILS)	\$1,500,000	\$0	\$1,125,000	\$375,000
Construct Terminal Building	\$600,000	\$0	\$0	\$600,000
Total – FY 2016	\$11,000,000	\$8,455,000	\$1,347,500	\$1,197,500
FY 2017				
	Total Cost	FAA Funds	State Funds	Local Funds
Federal Reimbursement for Land Acquisition - Phase 1	In Above	\$4,750,000	\$0	\$0
Local Reimbursement for Land Acquisition - Phase 1	In Above	\$0	\$0	(\$4,750,000)
Total – FY 2017	\$0	\$4,750,000	\$0	(\$4,750,000)
FY 2018				
	Total Cost	FAA Funds	State Funds	Local Funds
Federal Reimbursement for Land Acquisition - Phase 2	In Above	\$1,900,000	\$0	\$0
Local Reimbursement for Land Acquisition - Phase 2	In Above	\$0	\$0	(\$1,900,000)
Existing Airport Leasehold Buyout (2009 Dollars)	\$8,400,000	\$0	\$0	\$8,400,000
Sale of Existing Airport Property	In Above	\$0	\$0	(\$8,400,000)
Total FY 2018				
Multi-Year CIP Total				
	Total Cost	FAA Funds	State Funds	Local Funds
Multi-Year CIP Total	\$64,830,000	\$49,713,500	\$3,732,500	\$2,984,000

NOTES:

Projects shown with FEDERAL funding have a cost sharing of FEDERAL (95%) / STATE (2.5% of Estimated Construction Cost) / LOCAL (Remainder). Projects shown with STATE funding have a cost sharing of STATE (75% of Estimated Construction Phase Costs) / LOCAL (Remainder)

Project costs shown under the New Airport heading represent preliminary order of magnitude costs, and will be refined periodically in the future as the various Airport Planning and Environmental Studies are completed.

Source: THE LPA GROUP INCORPORATED, 2008.



APPENDIX A

Preliminary Appraisal of Market Value

Griffin-Spalding County Airport Aviation/Hangar Leaseholds Griffin, Georgia



Prepared for

Mr. Jim Duguay
Manager, Aviation Planning
The LPA Group, Inc.
3595 Engineering Drive
Norcross, Georgia 30092

Date of Appraisal: April 1, 2009





*Airport
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Phone (813) 269-2525

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April 8, 2009

Mr. Jim Duguay
Manager, Aviation Planning
The LPA Group, Inc.
3595 Engineering Drive
Norcross, Georgia 30092

RE: Preliminary Market Values
Griffin-Spalding County Airport Hangar Leaseholds
Griffin, Georgia

Dear Mr. Duguay:

In accordance with your request, we have inspected the Griffin-Spalding County Airport and hangar leaseholds thereon, as well as completed a comprehensive study of the local and regional general aviation market, for the purpose of providing preliminary estimate of the Market Value of the individual hangar leaseholds at the Griffin, Georgia airport. The purpose of this preliminary valuation is to assist The LPA Group with their analysis of a potential relocation of the Airport. The valuation provides a range of preliminary value conclusions for each of the 47 private hangar leaseholds, which is only a small component of the overall cost/benefit analysis of the overall Airport complex. (Note: Only the aviation/hangar leaseholds are the subject of this analysis. The Kiwanis and Sheriff's Department sites are excluded herein.)

In this analysis, a range of preliminary value conclusions is provided. The low end of the range is reflective of the leasehold interest of each Lessee based upon the terms and conditions of each ground lease. According to these existing lease agreements with the City of Griffin and Spalding County, leases generally reflect 30-year ground lease terms with varying expiration dates. However, what is not specifically stated in each lease is what occurs at lease termination with regard to the improvements. In traditional airport ground leases, at lease termination, ownership of all improvements reverts to the Lessor, which in this case would be the City of Griffin and Spalding County. In such leases, the Lessee's leasehold interest is limited to the present value of the difference between market rent and contract rent over the remaining term of the lease.

In the case of the leaseholds at the Griffin-Spalding County Airport, the leases are silent as to what is to occur at lease termination. As such, the high range of the preliminary value estimate herein is representative of a prospective value whereby the ownership of the improvements always remains with the Lessee. It is recommended that the City and County obtain a legal opinion as to the intent of the agreements in order to more accurately reflect the potential market value of each leasehold.

It is significant to note that all of the T-hangar and tiedown leases on the Airport reflect month-to-month leases with no ownership rights to any structures or improvements. As such, these facilities are excluded from this analysis, as they offer no leasehold value and would not require acquisition should the decision be to relocate the Airport.

Solutions as Unique as the Problems . . .

Mr. Jim Duguay
April 8, 2009
Page Two

The data and analyses herein represent a Summary Appraisal Report, per your request and in conformance with the *Uniform Standards of Professional Appraisal Practice*.

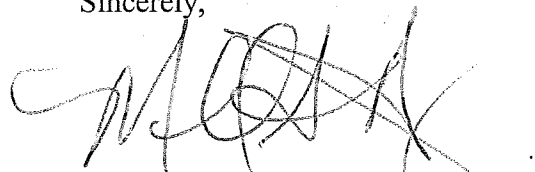
The following document is intended to comply with the reporting requirements set forth under Standards Rule 2-2(b) of the Uniform Standards of Professional Appraisal Practice for a Summary Appraisal Report. Therefore, it may not include full discussions of the data, reasoning, and analyses that were used in the valuation process to develop the appraiser's opinion. Within this document, summarized data and analyses are included, with supporting documentation along with such as reasoning and analyses retained by the appraiser. The appraiser is not responsible for any unauthorized use of this report.

Based upon the analysis herein, with consideration to the existing lease terms and facilities located on each aviation/hangar leasehold at the Griffin-Spalding County Airport, it is our preliminary opinion that the range of Market Values, as of April 1, 2009, is approximately **\$7,500,000 to \$8,400,000**.

It should be noted that the range of value conclusions reflect preliminary values only. In the course of this analysis, the appraiser was not provided full copies of all lease agreements or any site/facility plans that would be necessary to complete full, detailed appraisal of each leasehold on the Airport. Only a cursory inspection of each leasehold was performed, at the Client's request, since detailed appraisals documenting each leasehold individually would be necessary should the Airport be relocated, which would warrant acquisition or relocation of each Lessee. Moreover, the preliminary analyses herein reflect the value of the leasehold estate only of the various facilities, and excludes any going-concern business values or personal property/equipment.

The following Summary Appraisal Report contains pertinent data assembled during our investigation, along with our analyses and conclusions. We appreciate this opportunity to be of service to you, The LPA Group, The City of Griffin and Spalding County on this project. If you should have any further questions, or request additional information or clarification, please advise.

Sincerely,



Michael A. Hodges, MAI
State of Georgia
Certified General Real Property Appraiser
License No. 4018

APPRAISAL DEVELOPMENT AND REPORTING PROCESS

This assignment involved preparation of a preliminary appraisal of the aviation/hangar leaseholds identified herein as part of the Griffin-Spalding County Airport in Griffin, Georgia. In the completion of this assignment, the appraiser inspected the leasehold sites and all associated improvements, as well as assessed the overall Airport development, surrounding neighborhood, and competing airports within the region. All available information on comparable land and improved sales, rental data, construction costs, and accrued depreciation were gathered and analyzed. Confirmation of market data was via third-party sources deemed reliable by the appraiser. Available market data was then used to facilitate the three recognized approaches to value, where appropriate, to include the Cost Approach, the Market Data/Sales Comparison Approach, and the Income Capitalization Approach. Only the Income Capitalization Approach was utilized in this analysis given the scope of the assignment and availability of market data. Our preliminary conclusions and range of values are based on a comprehensive study of market trends observed in the area.

SCOPE OF THE ASSIGNMENT

The scope of this assignment is to estimate the preliminary range of Market Value of the individual aviation/hangar leaseholds at the Griffin-Spalding County Airport in Griffin, Georgia. The purpose of this preliminary valuation is to assist The LPA Group with their analysis of a potential relocation of the Airport on behalf of the City of Griffin and Spalding County, Georgia. The valuation provides a range of preliminary value conclusions for each of the 47 private hangar leaseholds, which is only a small component of the overall cost/benefit analysis of the overall Airport complex. (Note: Only the aviation/hangar leaseholds are the subject of this analysis. The Kiwanis fairgrounds and the Sheriff's Department site are excluded herein.)

In this analysis, a range of preliminary value conclusions is provided. The low end of the range is reflective of the leasehold interest of each Lessee based upon the terms and conditions of each ground lease. According to these existing lease agreements with the City of Griffin and Spalding County, leases generally



reflect 30-year ground lease terms with varying expiration dates. However, what is not specifically stated in each lease is what occurs at lease termination with regard to the improvements. In traditional airport ground leases, at lease termination, ownership of all improvements reverts to the Lessor, which in this case would be the City of Griffin and Spalding County. In such leases, the Lessee's leasehold interest is limited to the present value of the difference between market rent and contract rent over the remaining term of the lease.

In the case of the leaseholds at the Griffin-Spalding County Airport, the leases are silent as to what is to occur at lease termination. As such, the high range of the preliminary value estimate herein is representative of a prospective value whereby the ownership of the improvements always remains with the Lessee. It is recommended that the City and County obtain a legal opinion as to the intent of the agreements in order to more accurately reflect the potential market value of each leasehold.

It is significant to note that all of the T-hangar and tiedown leases on the Airport reflect month-to-month leases with no ownership rights to any structures or improvements. As such, these facilities are excluded from this analysis, as they offer no leasehold value and would not require acquisition should the decision be to relocate the Airport.

This valuation is conveyed to the Client in a Summary Appraisal Report reflecting salient facts and conclusions on the properties identified herein. Consideration is given to all pertinent factors affecting the properties and the specific dates and values defined herein. Detailed site/facility and market data is retained in the appraiser's files.

PURPOSE AND FUNCTION OF THE ASSIGNMENT

On behalf of the City of Griffin and Spalding County, Georgia, Mr. Jim Duguay, Manager of Aviation Planning for The LPA Group, has requested a preliminary range of the Market Value of the various aviation/hangar leaseholds at the Griffin-Spalding County Airport in Griffin, Georgia.

It should be noted that the range of value conclusions reflect preliminary values only, in accordance with the Client's request. In the course of this analysis, the appraiser was not provided full copies of all lease agreements or any site/facility plans that would be necessary to complete full, detailed appraisal of each leasehold on the Airport. Only a cursory inspection of each leasehold was performed, at the Client's request, since detailed appraisals documenting each leasehold individually would be necessary should the Airport be relocated, which would warrant acquisition or relocation of each Lessee. Moreover, the preliminary analyses herein reflect the value of the leasehold estate only of the various facilities, and excludes any going-concern business values or personal property/equipment.

It is assumed that *Airport Business Solutions (ABS)* and their representatives were provided all available information relative to the leaseholds by the hangar owners, and representatives of The LPA Group, the City of Griffin and Spalding County, and that said information is current and accurate. *ABS* reserves the right to modify its conclusions if it is discovered that pertinent information was not made available.

IDENTIFICATION OF PROPERTY APPRAISED

The subject sites lie on the northwest side of the Griffin-Spalding County Airport (FAA Identifier 6A2), which is a 197-acre, single runway general aviation airport in Griffin, Georgia. The valuation herein provides a range of preliminary value conclusions for 47 private hangar leaseholds of the overall Airport complex. (Note: Only the aviation/hangar leaseholds are the subject of this analysis. Kiwanis fairgrounds and the



Sheriff's Department site are excluded herein.) These leaseholds are all improved with hangar facilities of various sizes, with most of the facilities being small private hangar structures. However, some of the structures are larger hangar complexes with offices, shops, paint facilities, and other improvements and amenities. All of the leaseholds offer street addresses on either Barry Whatley Way or Sky Harbor Way, which are the two primary interior thoroughfares at the Airport. Terms of the various leases will be discussed further herein.

COMPETENCY PROVISION

In accordance with the *Uniform Standards of Professional Appraisal Practice* and requirements of the Appraisal Institute, the consultant preparing this report possesses the necessary expertise and experience to complete an analysis of this uniqueness and complexity. Michael A. Hodges, MAI has been analyzing aviation-related properties since 1988, and has been employed in the aviation appraisal and consulting field exclusively since 1995. Over the past few years, Mr. Hodges has completed aviation valuation and consulting projects in 46 states, and has been contracted by airport sponsors, aviation businesses, lending institutions and

various private entities. In addition, over the past twenty years, Mr. Hodges has completed numerous aviation-related assignments within the State of Georgia.

DATE OF VALUE ESTIMATE

The date of this report is April 8, 2009, which corresponds to our written composition. The date of valuation is April 1, 2009. An on-site review and personal inspection of the leaseholds was performed by Michael A. Hodges, MAI on January 27 and 28, 2009.

DEFINITIONS OF VALUE

The primary value estimate herein conforms with the definition of "Market Value" per The Appraisal Foundation and the *Uniform Standards of Professional Appraisal Practice*, specifically defined as follows:

The most probable price which a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller each acting prudently and knowledgeably, and assuming the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby: (1) buyer and seller are typically motivated; (2) both parties are well informed or well advised, and acting in what they consider their best interests; (3) a reasonable time is allowed for exposure in the open market; (4) payment is made in terms of cash in United States dollars or in terms of financial arrangements comparable thereto; and (5) the price represents the normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale. (Uniform Standards of Professional Appraisal Practice, Appraisal Standards Board of The Appraisal Foundation)

PROPERTY RIGHTS ANALYZED

Fee simple estate is defined as “absolute ownership unencumbered by any other interest or estate; subject only to the limitations of the four powers of government.” This classification of ownership consists of the full “bundle of rights” which includes the right to use real estate, to sell it, to lease it, to give it away, or to choose to exercise all or none of these rights. In the case of income-producing properties, it is typical for an owner to grant the right of use and occupancy for all or part of a property to another by a lease.

The property rights analyzed herein are those of the Leasehold Estate of the various leaseholders noted herein. The leasehold estate is created by the existing ground lease agreements with the City of Griffin and Spalding County, Georgia, whereby each Lessee maintains a leasehold interest in the properties predicated upon current ground leases only, with all improvements constructed at the expense of the Lessee.

As previously noted, the existing lease agreements generally reflect 30-year ground lease terms with varying expiration dates. However, what is not specifically stated in each lease is what occurs at lease termination with regard to the improvements. In traditional airport ground leases, at lease termination, ownership of all improvements reverts to the Lessor, which in this case would be the City of Griffin and Spalding County. In such leases, the Lessee’s leasehold interest is limited to the present value of the difference between market rent and contract rent over the remaining term of the lease. In the case of the leaseholds at the Griffin-Spalding County Airport, the leases are silent as to what is to occur at lease termination. It is recommended that the City and County obtain a legal opinion as to the intent of the agreements in order to more accurately reflect the potential market value of each leasehold.

LEGAL DESCRIPTION

Legal descriptions of the various leaseholds were not provided as part of this preliminary value estimate. Land and building areas have been obtained from Airport records and the appraiser’s site inspection.

PROPERTY TAXES

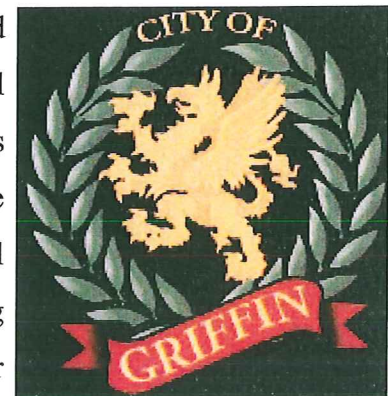
The subjects are located within Spalding County, Georgia, and consequently subject to real property taxation on the leaseholds, which are the responsibility of each Lessee, in accordance with the terms of their ground lease agreement. Moreover, any and all business and personal property taxes imposed on the sites by any local, State or Federal entity are the responsibility of the Lessee.

REGIONAL AND AREA DATA SUMMARY

Given the scope of this preliminary valuation, a detailed area analysis has been omitted herein. However, a brief summary of the area is as follows. The City of Griffin is located in the State of Georgia within Spalding County. The area is generally recognized as a bedroom community of Atlanta, which lies just to the north. Spalding County is located in the west-central part of Georgia and encompasses 201 square miles. Bordered by Clayton, Coweta, Fayette, Henry, Butts, Lamar, Pike, and Meriwether counties, Spalding County lies 40 miles south of downtown Atlanta and 55 miles northwest of Macon. Spalding County is a part of the Atlanta Metropolitan Statistical Area (MSA).



The City of Griffin is the County seat of Spalding County, and encompasses a total land area of 14.6 square miles. The City offers a total population of 23,451 persons according to the 2000 Census, which compares to the Spalding County population for that same period of 58,471 people. The community offers a diverse economic base, reflecting a mixture of local businesses and industries, as well as smaller commercial businesses catering to the local residents. It is a typical bedroom community of a major metropolitan area, and has an abundance of resources to offer. All of these



factors bode extremely well for the aviation activities at the Griffin-Spalding County Airport, which is further evidenced by the number of hangars and small aviation businesses currently based at the Airport

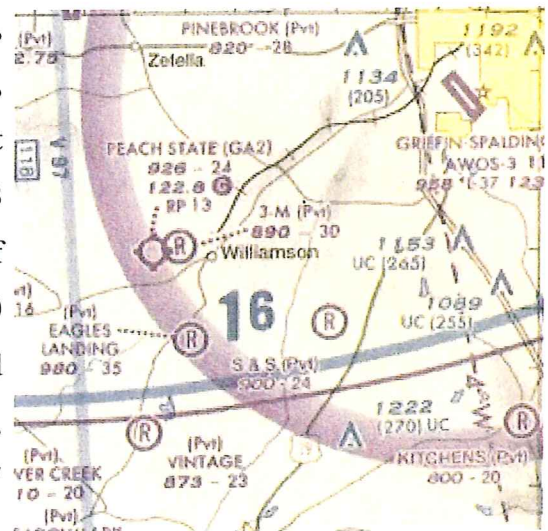
GRIFFIN-SPALDING COUNTY AIRPORT

The Griffin-Spalding County Airport (FAA Identifier 6A2) is located approximately two miles south of downtown Griffin at an elevation of 958 feet. The Airport is designated as a general aviation airport by the Federal Aviation Administration (FAA) and is typical of most smaller community airports throughout the United States. The Airport



occupies 197 acres with a 3,700-foot by 75-foot asphalt paved runway (14/32) with a full length taxiway. The Airport primarily serves recreational aviators, although it does attract some business aviation, primarily those aircraft seeking the services of one of the many commercial aviation businesses on the field.

Runway 14/32 offers medium intensity runway edge lights, a 2-light approach indicator lighting (PAPI) system on Runway 32, and runway end identifier lights. Each runway end has a 200-foot displaced threshold. There is also a rotating beacon, NDB transmitter, and AWOS II. According to the Department of Transportation (DOT), the Airport averages just under 12,500 operations annually, of which the majority (56%) are designated local general aviation. The Airport has a total of 93 based aircraft, which include 59 single engine, 22 multi-engine, 2 jets, 7 helicopters, and 3 ultralights.



Fixed base operation (FBO) services at 6A2 are provided by the Airport (Griffin Aviation), which offers fuel and other amenities such as aircraft parking and storage, and a passenger terminal. Fuel services are offered both full-service and self-service from 10,000 and 4,000-gallon 100LL/Avgas tanks and a 12,000-gallon Jet-A tank.

As noted previously, the Griffin-Spalding County Airport is typical of most smaller general aviation airports found in communities of this size. However, the abundance of hangar facilities and aviation businesses is unique given the relatively short runway length. This tends to indicate the strength of the aviation community in the region, especially given the number of competing airports within a 50-mile radius of 6A2. All of these factors bode well for the



Airport and community, whether the Airport remains in its current location or is relocated to an alternate site within the County.

SITE AND IMPROVEMENT DESCRIPTION

The subject sites lie on the northwest side of the Griffin-Spalding County Airport (FAA Identifier 6A2), which is a 197-acre, single runway general aviation airport in Griffin, Georgia. The valuation herein provides a range of preliminary value conclusions for 47 private hangar leaseholds of the overall Airport complex. (Note: Only the aviation/hangar leaseholds are the subject of this analysis. The Kiwanis fairgrounds and the Sheriff's Department site are excluded



herein.) These leaseholds are all improved with hangar facilities of various sizes, with most of the facilities being small private hangar structures. However, some of the structures are larger hangar complexes with offices, shops, paint facilities, and other improvements and amenities. All of the leaseholds offer street addresses on either Barry Whatley Way or Sky Harbor Way, which are the two primary interior thoroughfares at the Airport. The following is a brief synopsis of each leasehold.

Address: 221 Sky Harbor Way
Owner: Dave Morse
Use: Ridgeley Auto Finish

This site is a 21,475 square foot parcel improved with a 9,875 square foot metal hangar with attached office, plus a 4,200 square foot exterior canopy. The facility is currently used for automobile painting and refinishing. The 30-year lease began on August 1, 2002. Overall quality and condition are fair to average.

Address: 219 Sky Harbor Way
Owner: Ronnie Powers
Use: Atlanta Air Salvage

This site is a 18,600 square foot parcel improved with a 17,240 square foot metal office/hangar, including a two-story interior office area, as well as 1,600 square feet of paved ramp. The facility is currently used for aircraft dismantling and storage. The 30-year lease began on March 1, 2005. Overall quality and condition are average.

Address: 215 Midfield Drive
Owner: Lance Toland
Use: Emory Flight Office/Hangar

This is a 22,800 square foot parcel improved with a 14,000 square foot metal office/hangar, 6,400 square feet of paved ramp, and 6,400 square feet of automobile parking. The facility is currently used for aircraft storage and pre-flight air ambulance office areas for Emory Flight Air Ambulance. The 30-year lease began on August 1, 2005. Overall quality and condition are average to good.

Address: 213 Midfield Drive
Owner: Lance Toland
Use: Air Methods Office/Hangar

This is a 25,080 square foot parcel improved with a 13,275 square foot metal office/hangar and 6,400 square feet of paved ramp. The facility is currently used for aircraft storage and pre-flight air ambulance office areas for Aeromed/Air Methods Air Ambulance. The 30-year lease began on August 1, 2005. Overall quality and condition are average to good.

Address: 100 Midfield Drive
Owner: Lance Toland
Use: Lance Toland & Associates Office & Hangar

This 29,620 square foot parcel is improved with a 1,650 square foot log office building, 12,000 square foot metal hangar and 6,400 square feet of paved ramp. The facility is currently used for office facilities and personal aircraft storage for Lance Toland & Associates. The 30-year lease began on August 1, 2005. Overall quality and condition are rated good.

Address: 207 Barry Whatley Way
Owner: Jeffrey Scott Collins
Use: Precision Avionics Specialists

This site is a 10,000 square foot parcel improved with a 6,400 square foot metal office/hangar with 1,500 square feet of interior office and 3,600 square feet of paved ramp. The facility is currently used for avionics repair and installation and has 3-phase power. In addition, the hangar is heated and insulated. The 30-year lease began on June 1, 2005 on the main 6,400 square foot site. The 3,600 square foot ramp parcel reflects a lease beginning on May 15, 2006, expiring on April 14, 2034. Overall quality and condition are fair to average.

Address: 205 Barry Whatley Way
Owner: Dick Ward
Use: Air Wrench

This is a 6,400 square foot parcel improved with a 6,400 square foot metal hangar with insulated fiberglass doors. The facility is currently used for aircraft maintenance. The 30-year lease began on February 17, 1997. Overall quality and condition are average.

Address: 203 Barry Whatley Way
Owner: Dr. Mike Biddle
Use: Storage Hangar

This is a 3,600 square foot parcel improved with a 3,600 square foot insulated metal hangar with metal track style doors. The facility is currently used for aircraft storage. The 30-year lease began on November 1, 2002. Overall quality and condition are average.

Address: 201 Barry Whatley Way
Owner: Allan Brittain
Use: Storage Hangar

This is a 4,200 square foot parcel improved with a 4,200 square foot metal hangar with plexiglass doors. The facility is currently used for aircraft storage. The 30-year lease began on March 12, 1998. Overall quality and condition are average.

Address: 200 Barry Whatley Way
Owner: Don Swords
Use: Don's Dream Machine

This is a 8,800 square foot parcel improved with a 8,800 square foot insulated metal hangar with 2,400 square feet of interior office/shop and track style hangar doors. The facility is currently used for aircraft maintenance and storage. The 30-year lease began on June 1, 2002. Overall quality and condition are average.

Address: 199 Barry Whatley Way
Owner: Louis Thacker
Use: Storage Hangar

This 4,800 square foot parcel is improved with a 5,400 square foot insulated metal high bay office/hangar with two story office area within the rear portion of the hangar. The facility is currently used for aircraft storage. The 30-year lease began on July 1, 1998. Overall quality and condition are good.

Address: 121 Barry Whatley Way
Owner: Fred Gordon
Use: Storage Hangar

This is a 1,512 square foot parcel improved with a 1,512 square foot metal hangar with metal accordion style doors and 12-foot door height. The facility is currently used for aircraft storage. The 30-year lease began on September 30, 2000. Overall quality and condition are fair.

Address: 119 Barry Whatley Way
Owner: Dr. Jim Gore
Use: Storage Hangar

This is a 1,512 square foot parcel improved with a 1,512 square foot metal hangar with metal bi-fold 12-foot doors and a flat metal roof. The facility is currently used for aircraft storage. The 30-year lease began on February 1, 2002. Overall quality and condition are fair.

Address: 117 Barry Whatley Way
Owner: Herbert V. Cox
Use: Storage Hangar

This is a 1,512 square foot parcel improved with a 1,512 square foot metal hangar with metal accordion style 12-foot doors and a flat metal roof. The facility is currently used for aircraft storage. The 30-year lease began on December 1, 2005. Overall quality and condition are fair.

Address: 115 Barry Whatley Way
Owner: Brett Lavender
Use: Storage Hangar

This is a 3,025 square foot parcel improved with a 3,025 square foot metal quonset hangar with a bi-fold door. The facility is currently used for aircraft storage. The 30-year lease began on May 1, 2002. Overall quality and condition are fair.

Address: 113 Barry Whatley Way
Owner: James Gore
Use: Storage Hangar

This is a 1,512 square foot parcel improved with a 1,512 square foot metal hangar with metal bi-fold style doors and a mansard metal roof. The facility is currently used for aircraft storage. The terms of this lease are unknown. Overall quality and condition are fair.

Address: 109 Barry Whatley Way
Owner: Kenneth Bishop
Use: Storage Hangar

This 3,000 square foot parcel is improved with a 3,000 square foot metal quonset hangar with metal track style doors. The facility is currently used for aircraft storage. The 30-year lease began on June 20, 2002. Overall quality and condition are fair.

Address: 107 Barry Whatley Way
Owner: Thomas Moyer
Use: Storage Hangar

This is a 4,800 square foot parcel improved with a 4,800 square foot metal hangar with metal track style doors. The facility is currently used for aircraft storage. The 30-year lease began on January 1, 2004. Overall quality and condition are fair.

Address: 105 Barry Whatley Way
Owner: Ken Bishop
Use: Storage Hangar

This 3,600 square foot parcel is improved with a 3,600 square foot metal hangar with bi-fold doors. The facility is currently used for aircraft storage. The 30-year lease began on April 1, 2004. Overall quality and condition are fair.

Address: 103 Barry Whatley Way
Owner: Christian Air Ministry
Use: Storage Hangar

This is a 3,600 square foot parcel improved with a 3,600 square foot metal hangar with plexiglass doors and a metal roof. The facility is currently used for aircraft storage. The 15-year lease began on December 7, 2006. Overall quality and condition are fair.

Address: 101 Barry Whatley Way
Owner: Dave Everett
Use: Storage Hangar

This is a 4,080 square foot parcel improved with a 3,600 square foot metal hangar with metal roof. The facility is currently used for aircraft storage. The 15-year lease began on September 20, 1993. Overall quality and condition are fair. This hangar is currently subleased.

Address: 129 Sky Harbor Way
Owner: Ron Alexander
Use: Alexander Technical Institute

This 29,750 square foot parcel improved with a 22,950 square foot metal office/hangar complex that includes an 8,700 square foot hangar, 12,000 square feet of office area, and 2,250 square feet of shop. The facility also includes 2 paint booths, a radome testing room, welding shop, grind room, a clean room, and 6,800 square feet of paved ramp. The facility was originally built in 2000 and is currently used as an aircraft maintenance and training operation. The 30-year lease began on April 1, 1999. Overall quality and condition are good.

Address: 125 Sky Harbor Way
Owner: Antonio Dias
Use: Advanced Aircraft Refinishers

This is an 8,850 square foot parcel improved with a 6,500 square foot metal paint hangar with a 2,350 square foot paved ramp. This two-bay facility was built in 2006 and includes 900 square feet of office and 900 square feet of storage, and is sprinklered and includes explosive proof lighting and an extensive air filtration system. The main 6,500 square foot site reflects a 30-year lease commencing on August 1, 2005, while the secondary 2,350 square foot site containing the ramp beginning on March 1, 2006 for a 5 year term. Overall quality and condition are rated good.

Address: 123 Sky Harbor Way
Owner: Brian Upson
Use: Storage Hangar

This is a 3,600 square foot parcel improved with a 3,600 square foot metal storage hangar. The facility is currently used for aircraft storage. The 30-year lease began on May 4, 2003. Overall quality and condition are average.

Address: 117 Sky Harbor Way
Owner: Charles Wynn
Use: Storage Hangar

This is a 2,500 square foot parcel improved with a 2,500 square foot metal storage hangar. The facility is currently used for aircraft storage. The 30-year lease began on June 1, 1999. Overall quality and condition are average.

Address: 133 Sky Harbor Way
Owner: Terry Hatchett
Use: Storage Hangar

This is a 2,500 square foot parcel improved with a 2,500 square foot metal storage hangar. The facility is currently used for aircraft storage. The 30-year lease began on February 1, 1999. Overall quality and condition are average.

Address: 135 Sky Harbor Way
Owner: Dennis Maslanka
Use: Storage Hangar

This is a 2,500 square foot parcel improved with a 2,500 square foot metal storage hangar. The facility is currently used for aircraft storage. The 30-year lease began on November 1, 1999. Overall quality and condition are average.

Address: 137 Sky Harbor Way
Owner: Gerald Bailey
Use: Storage Hangar

This is a 2,500 square foot parcel improved with a 2,500 square foot metal storage hangar. The facility is currently used for aircraft storage. The 30-year lease began on July 14, 1999. Overall quality and condition are average.

Address: 139 Sky Harbor Way
Owner: Stan Treadway
Use: Storage Hangar

This is a 2,500 square foot parcel improved with a 2,500 square foot metal storage hangar. The facility is currently used for aircraft storage. The 30-year lease began on January 1, 2008. Overall quality and condition are average.

Preliminary Market Value Range
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April 8, 2009

Address: 141 Sky Harbor Way
Owner: Whitworth Construction
Use: Storage Hangar

This is a 2,500 square foot parcel improved with a 2,500 square foot metal storage hangar. The facility is currently used for aircraft storage. The 30-year lease began on February 1, 2006. Overall quality and condition are average. This hangar is subleased to Tony Dias.

Address: 143 Sky Harbor Way
Owner: Peggy & Charlie Brockenbrough
Use: Storage Hangar

This 3,000 square foot parcel improved with a 3,000 square foot metal storage hangar. The facility is currently used for aircraft storage. The 30-year lease began on February 1, 1999. Overall quality and condition are average. This hangar is subleased to Tony Dias.

Address: 119 Sky Harbor Way
Owner: Whitworth Construction
Use: Storage Hangar

This is a 2,500 square foot parcel improved with a 3,250 square foot metal office/hangar. The facility is currently used for aircraft storage, and includes a 2-story office/apartment at the rear of the hangar. The 30-year lease began on April 1, 2000. Overall quality and condition are good.

Address: 115 Sky Harbor Way
Owner: John G. Threlkeld
Use: Storage Hangar

This is a 2,500 square foot parcel improved with a 2,500 square foot metal storage hangar. The facility is currently used for aircraft storage. The 30-year lease began on May 1, 2000. Overall quality and condition are average to good.

Address: 113 Sky Harbor Way
Owner: Michael Harr
Use: Storage Hangar

This is a 2,500 square foot parcel improved with a 2,500 square foot metal storage hangar. The facility is currently used for aircraft storage. The 30-year lease began on July 1, 2000. Overall quality and condition are average to good.

Address: 111 Sky Harbor Way
Owner: James E. McGowen
Use: Storage Hangar

This is a 2,500 square foot parcel improved with a 2,500 square foot insulated, unheated metal storage hangar with plexiglass doors. The facility is currently used for aircraft storage, but also has a shower/restroom. The 30-year lease began on April 1, 2001. Overall quality and condition are average to good.

Address: 109 Sky Harbor Way
Owner: Whitworth Construction
Use: Storage Hangar

This is a 2,500 square foot parcel improved with a 2,500 square foot metal storage hangar. The facility is currently subleased for aircraft storage. The 30-year lease began on December 1, 1999. Overall quality and condition are average to good.

Address: 105 Sky Harbor Way
Owner: Ed Bowlin & Associates
Use: Storage Hangar

This 6,000 square foot parcel is improved with a 7,400 square foot insulated, high-bay metal storage hangar with 18-foot metal doors. The facility has a 2-story attached office area. The facility is currently used for aircraft storage. The 30-year lease began on December 1, 1999. Overall quality and condition are good.

Address: 101 Sky Harbor Way
Owner: Fred Gordon
Use: Thacker Maintenance Hangar

This is a 6,600 square foot parcel improved with a 6,600 square foot metal office/hangar. The facility is currently used for aircraft maintenance, and includes 1,200 square feet of office. The 30-year lease began on December 1, 1999. Overall quality and condition are average.

Address: 202 Barry Whatley Way
Owner: Whitworth Construction
Use: Whitworth Construction Office/Storage/Hangar

This 3,360 square foot parcel improved with a 4,260 square foot office/storage/hangar facility housing Whitworth Construction's operations. The facility a total of 2,620 square feet of heated and cooled space, including a 900 square foot second story office area. In addition to the office space, the facility is currently used as warehouse space. The 30-year lease began on July 20, 2000. Overall quality and condition are rated good.

Address: 204 Barry Whatley Way
Owner: Antonio Dias
Use: Advanced Aircraft Refinishers

This site is a 4,950 square foot parcel improved with a 4,950 square foot metal hangar with a small office area. The facility is currently used for aircraft stripping, and was in the process of adding a Camp filtration system. The 30-year lease began on June 1, 2005. Overall quality and condition are average.

Address: 210 Sky Harbor Way
Owner: Morgan & Company
Use: Non-Aviation Warehouse

This 7,200 square foot parcel is improved with a 7,200 square foot insulated, high-bay metal storage hangar with finished office/shop area. The facility was constructed as a hangar, but is currently utilized as a production and warehouse operation. The 30-year lease began on May 10, 2000. Overall quality and condition are average.

Address: 212 Barry Whatley Way
Owner: Tom Holt & Earl Clements
Use: Freeman's Just Plane Hardwood

This 3,600 square foot parcel improved with a 3,600 square foot metal office/hangar. The facility is currently used for aircraft maintenance and storage. The 30-year lease began in 2007, and reflected a new lease upon acquisition of the facility from McElroy. Overall quality and condition are average.

Address: 147 Sky Harbor Way
Owner: Dan Gryder
Use: Herpa Maintenance

This is a 4,500 square foot parcel improved with a 6,300 square foot insulated, high-bay metal storage hangar with an 1,800 square foot second story office along the rear. The development also includes a center floor drain that connects to a 500-gallon underground tank for storm water. The facility is currently used for aircraft maintenance. The 30-year lease began on March 29, 2006. Overall quality and condition are good.

Address: 149 Sky Harbor Way
Owner: Ken Nesbitt
Use: Storage Hangar

This is a 3,600 square foot parcel improved with a 3,600 square foot metal office/hangar. The facility is currently used for aircraft storage. The 30-year lease began on May 1, 2000. Overall quality and condition are average.

Address: 151 Sky Harbor Way
Owner: Robert Brown
Use: Storage Hangar

This is a 3,600 square foot parcel improved with a 3,600 square foot metal office/hangar. The facility is currently used for aircraft storage. The 30-year lease began on August 1, 2000. Overall quality and condition are average.

Address: 149 Sky Harbor Way
Owner: John Tucker
Use: Storage Hangar

This is a 3,600 square foot parcel improved with a 3,600 square foot metal office/hangar. The facility is currently used for aircraft storage. The 30-year lease began on January 18, 2005. Overall quality and condition are average.

As previously noted, only the aviation/hangar leaseholds are the subject of this analysis. The Kiwanis fairgrounds and the Sheriff's Department sites are excluded herein. In addition, the T-hangars and tiedowns are excluded from this analysis in that they reflect month-to-month leases and therefore do not generate any leasehold value.

HIGHEST AND BEST USE ANALYSIS

Highest and best use may be defined as:

The reasonably probable and legal use of vacant land or an improved property, which is physically possible, appropriately supported, financially feasible, and that results in the highest value.

Highest and best use reflects a basic assumption about real estate market behavior - that the price a buyer will pay for a property is based on his or her conclusions about the most profitable use of the site or property. Therefore, sites and improved properties tend to be put to their highest and best uses. However, the determination of a property's highest and best use set forth in an appraisal may or may not conform with the existing use. The determination of highest and best use must be based on careful consideration of prevailing market conditions, trends affecting market participation and change, and the existing use of the subject property.

Because the use of land can be limited by the presence of improvements, highest and best use is determined separately for the land or site as though vacant and available to be put to its highest and best use, or for the property as improved. (The Appraisal of Real Estate)

The subject property identified herein includes the 47 aviation/hangar leaseholds at the Griffin-Spalding County Airport. The subject sites offer good locations on the Airport with adequate accessibility for vehicular and aircraft traffic. Although the highest and best use of the subject property would likely be different without the Airport's influence, the sites' designation within the Airport Layout Plan for general aviation development and support, and conforms with the existing uses and developments situated on the Airport. Based upon the surrounding uses and feature characteristics of the subject site, with primary emphasis to the location, existing zoning regulations, development restrictions, and peripheral development, it is the appraisers' opinion that the highest and best use of the subject property, as if vacant, would be for some type of aviation-related development to include offices, hangars, and other aviation-related commercial services.

With regard to the highest and best use as improved, the subject facilities reflect hangar and office/hangar structures of various sizes, to include associated paved aircraft ramp on some parcels. Based upon the location and facility utility, it is the appraiser's opinion that the highest and best use of the subject leaseholds, as improved, is with the existing hangar facilities.

It should be noted that the analyses of highest and best use are predicated on continued operation of the Griffin-Spalding County Airport, as well as continued accessibility to the Airport's infrastructure and amenities.

APPROACHES TO VALUE ESTIMATE

In the appraisal process, under ideal circumstances, there are three basic approaches to an estimate of value. These approaches are briefly defined as:

1. ***Cost Approach*** - In this approach the indication of value is derived by estimating the value of the land based on sales of similar land, and adding to this value the replacement cost of improvements less accrued depreciation.

2. ***Market Data or Direct Sales Comparison Approach (Market Approach)***- This method develops a value estimate by the direct comparison of the subject of the appraisal with properties that are similar in nature or which are adapted to the same use which have recently sold or which are listed for sale in the open market under competitive conditions.

3. ***Income Capitalization Approach*** - In this approach the value of the property is indicated by the capitalization of an anticipated net rental income stream over a specified period of time. Four steps are required: (1) Gross Income is estimated; (2) Expenses are deducted to estimate net income; (3) A capitalization rate is selected; and, (4) The net income estimate is capitalized into an indication of value by applying the selected capitalization rate.

In the appraisal of the subject property, all three customary approaches have been considered. However, it is the appraiser's conclusion that only the Income Capitalization Approach is germane in the valuation of the subject.

The Cost Approach is not generally deemed pertinent in the analysis of aviation facilities due to the inherent obsolescence of many airport-based facilities, as well as the disconnect between prevailing market rents and construction costs in other scenarios. Secondly, a land value analysis from the evaluation of recent comparable land sales is not available in that airport land does not sell, and the unique characteristics are not

reasonably compared to non-airport properties. Finally, in this analysis, only the Market Value of the Leasehold Estate is addressed, which considers the impact of the terms and conditions of the existing lease.

Regarding the Market or Sales Comparison Approach, airports that received Federal funding are prohibited from selling properties on the airport. As such, all airport properties are generally subject to long-term leases, with leasehold improvements generally constructed by either the landlord or tenant. While sales do occasionally occur, they are typically the transfer of only the leasehold interest, or of a going-concern, where allocation between the real estate, personal property and goodwill are difficult at best. As such, the Market or Sales Comparison Approach is omitted herein.

The Income Capitalization Approach is the only germane method of analysis of the subject property in that it is part of an operating airport and available for lease only. The appraiser surveyed airports on a national basis to derive pertinent rental rates on comparable general aviation land, ramp, and office/hangar facilities. Specific attention is given to airports offering similar locational, physical, and operational characteristics to the Griffin-Spalding County Airport, that is an effort was made to limit data to smaller general aviation airports. Detailed comparable data and analyses have been retained in the appraiser's files.

INCOME CAPITALIZATION APPROACH

The Income Approach develops a value estimate for a property through the treatment of an actual or projected net income stream. This recognizes value as the present worth of future benefits of ownership in the form of the net income received by the owner. In developing the value estimate through this approach, the potential or economic rental for the property is estimated and an allowance for vacancy and collection loss is deducted resulting in an effective gross or collected income. Typical expenses incurred in the operation of the real estate are then estimated and deducted from the effective gross income, resulting in a net operating income. This net income is then capitalized into value using a rate commensurate with the risks inherent in the ownership of the property and reflective of current market behavior for the type of investment. An income analysis can be facilitated through both a Direct Capitalization method and Discounted Cash Flow Analysis. In this instance, both methods were employed.

As discussed herein, in this analysis, a range of preliminary value conclusions is provided. The low end of the range is reflective of the leasehold interest of each Lessee based upon the terms and conditions of each ground lease. According to these existing lease agreements with the City of Griffin and Spalding County, leases generally reflect 30-year ground lease terms with varying expiration dates. However, what is not specifically stated in each lease is what occurs at lease termination with regard to the improvements. In traditional airport ground leases, at lease termination, ownership of all improvements reverts to the Lessor, which in this case would be the City of Griffin and Spalding County. In such leases, the Lessee's leasehold interest is limited to the present value of the difference between market rent and contract rent over the remaining term of the lease.

In the case of the leaseholds at the Griffin-Spalding County Airport, the leases are silent as to what is to occur at lease termination. As such, the high range of the preliminary value estimate herein is representative of a prospective value whereby the ownership of the improvements always remains with the Lessee. *It is recommended that the City and County obtain a legal opinion as to the intent of the agreements in order to more accurately reflect the potential market value of each leasehold.*

The first step in the completion of an Income Capitalization Approach is the derivation of a market rental rate for the subject facilities. In the estimate of a market rental rate for the aforementioned facilities, the appraiser has relied primarily upon market rental data for similar facilities at other similarly sized and competing airports around the region. The rental rates represent “net” rents with the tenant responsible for utilities, insurance, taxes, and all repairs and maintenance. This is a traditional lease structure for aviation leases at airports throughout the United States.

The next step in estimating the Market Value of the Leasehold Estate is to assess the current leases and contract rents assigned, and compare them with the estimated market rents. The Market Value of the Leasehold Estate is represented by the present value of the difference between market rent and contract rent over the remaining term of the lease. These annual differences are discounted to a present value conclusion to reflect the value associated with the lessee’s positive financial position through economic benefits of maintain below market rental rates.

In addition, in that there is a questions as to the reversionary clauses of the leases, the aforementioned difference is also directly capitalized into a value without the application of a discount factor. This analysis will yield a value indication assuming ground lease terms in perpetuity without any transfer of improvement ownership to the Airport.

Predicated upon an analysis of the terms and conditions of the existing leases, with consideration to the physical characteristics of the subjects and current market data, estimated market rents exceed contract rent on virtually all of the subject leaseholds. In this analysis, the Market Value of the Leasehold Estate is calculated in two methods. In the initial analysis, annual cash flows are discounted at an annual discount rate of 11 percent on annual cash flow differences in advance. The second analysis capitalizes the cash flow difference at an overall rate of 10 percent. The rate premium for the discounted cash flow analysis is reflective of the higher risk associated with a long-term income stream. On the following page is a summary of the value conclusions for each parcel based upon these two analysis methods.

**GRIFFIN-SPALDING COUNTY AIRPORT
PRELIMINARY HANGAR LEASEHOLD SUMMARY**

Lot	Lot	Address	Owner	Use	Lease Began	Lease Ends	Land Area (Sq. Ft.)	Ramp Area (Sq. Ft.)	Building Area (Sq. Ft.)	Preliminary Market Value - Low Range	Preliminary Market Value - High Range
221	A	221 Sky Harbor Way	Dave Morse	Ridgeley Auto Finish	8/1/2002	7/31/2032	21,475		9,875	\$160,000	\$175,000
219	B	219 Sky Harbor Way	Ronnie Powers	Atlanta Air Salvage	3/1/2005	2/28/2035	17,000		17,240	\$280,500	\$300,000
Ramp	BR				3/1/2005	2/28/2035	1,600	1,600			
215	D	215 Midfield Drive	Lance Toland	Emory Flight Office/Hangar	8/1/2005	7/31/2035	10,000		14,000	\$575,000	\$610,000
Ramp	DR				8/1/2005	7/31/2035	6,400	6,400			
Parking	D-1			Air Methods Office/Hangar	8/1/2005	7/31/2035	6,400		13,275	\$540,000	\$575,000
213	E	213 Midfield Drive			8/1/2005	7/31/2035	12,280				
Ramp	FR				8/1/2005	7/31/2035	6,400	6,400			
100	F	100 Midfield Drive		Lance Toland Associates	8/1/2005	7/31/2035	1,960		12,000	\$610,000	\$650,000
Ramp	G				8/1/2005	7/31/2035	10,000	10,000			
Ramp	H2				8/1/2005	7/31/2035	6,400	6,400			
100	F1			Office	8/1/2005	7/31/2035	11,260		1,650		
Ramp	HR	207 Barry Whatley Way	Jeffery Scott Collins	Precision Avionics Specialists	6/1/2005	5/31/2035	6,400	3,600		\$225,000	\$240,000
205	I	205 Barry Whatley Way	Dick Ward	Air Wrench	2/17/1997	2/16/2027	6,400		6,400	\$180,000	\$210,000
203	J	203 Barry Whatley Way	Dr. Mike Biddle	Storage Hangar	11/1/2002	10/31/2032	3,600		3,600	\$80,000	\$80,000
201	1	201 Barry Whatley Way	Allan Brittain	Storage Hangar	3/12/1998	3/11/2028	4,200		4,200	\$82,000	\$94,000
200	L	200 Barry Whatley Way	Don Swords	Don's Dream Machine	6/1/2002	5/31/2032	8,800		8,800	\$220,000	\$240,000
199	L	199 Barry Whatley Way	Louis Thacker	Storage Hangar	7/1/1998	6/30/2028	4,800		5,400	\$180,000	\$210,000
121	2	121 Barry Whatley Way	Fred Gordon	Storage Hangar	9/30/2000	9/29/2030	1,512		1,512	\$30,000	\$35,000
119	3	119 Barry Whatley Way	Dr. Jim Gore	Storage Hangar	2/1/2002	1/31/2032	1,512		1,512	\$31,000	\$35,000
117	5	117 Barry Whatley Way	Herbert V. Cox	Storage Hangar	12/1/2005	11/30/2035	1,512		1,512	\$32,000	\$35,000
115	6	115 Barry Whatley Way	Brett Lavender	Storage Hangar	5/1/2002	4/30/2032	3,025		3,025	\$75,000	\$82,500
113	7	113 Barry Whatley Way	James Gore	Storage Hangar			1,512		1,512	\$31,000	\$35,000
109	8	109 Barry Whatley Way	Kenneth Bishop	Storage Hangar	6/20/2002	6/19/2032	3,000		3,000	\$48,000	\$52,000
107	9	107 Barry Whatley Way	Thomas Moyer	Storage Hangar	1/1/2004	12/31/2033	4,800		4,800	\$100,000	\$110,000
105	10	105 Barry Whatley Way	Ken Bishop	Storage Hangar	4/1/2004	3/31/2034	3,600		3,600	\$92,000	\$100,000
103	3	103 Barry Whatley Way	Christian Air Ministry	Storage Hangar	6/7/2006	6/6/2021	3,600		3,600	\$72,000	\$100,000
101		101 Barry Whatley Way	Dave Everett	Storage Hangar	9/20/1993	9/20/2008	4,080		3,600	\$0	\$100,000
129	A1	129 Sky Harbor Way	Ron Alexander	Alexander Technical Institute	4/1/1999	3/31/2029	22,950		22,950	\$855,000	\$970,000
Ramp	A3						6,800	6,800			
125 NS	A2	125 Sky Harbor Way	Antonio Dias	Advanced Aircraft Refinishers	8/1/2005	7/30/2035	6,500		6,500	\$415,000	\$440,000
Ramp	A4				3/1/2006	2/28/2011	2,350	2,350		\$400	\$2,500
123	A3	123 Sky Harbor Way	Brian Upson	Storage Hangar	5/4/2003	4/30/2033	3,600		3,600	\$92,000	\$100,000
117	A5	117 Sky Harbor Way	Charles Wynn	Storage Hangar	6/1/1999	5/31/2029	2,500		2,500	\$60,000	\$70,000
133	A6	133 Sky Harbor Way	Terry Hatchett	Storage Hangar	2/1/1999	1/31/2029	2,500		2,500	\$60,000	\$70,000
135	A6a	135 Sky Harbor Way	Dennis Maslanka	Storage Hangar	11/1/1999	10/31/2029	2,500		2,500	\$60,000	\$70,000
137	A7	137 Sky Harbor Way	Gerald Bailey	Storage Hangar	7/14/1999	7/13/2029	2,500		2,500	\$60,000	\$70,000
139	A8	139 Sky Harbor Way	Stan Treadway	Storage Hangar	1/1/2008	12/31/2038	2,500		2,500	\$65,000	\$70,000
141	A9	141 Sky Harbor Way	Whitworth Construction	Leased to Tony Dias	2/1/2006	1/31/2036	2,500		2,500	\$65,000	\$70,000
143	A10	143 Sky Harbor Way	Peggy & Charlie Brockenbrough	Leased to Tony Dias	2/1/1999	1/31/2029	3,000		3,000	\$72,000	\$81,000
119	A4	119 Sky Harbor Way	Whitworth Construction	Storage Hangar	4/1/2000	3/31/2030	2,500		3,250	\$81,500	\$91,000
115	A11	115 Sky Harbor Way	John G. Threlkeld	Storage Hangar	1/1/2000	4/30/2030	2,500		2,500	\$62,000	\$70,000
113	A12	113 Sky Harbor Way	Michael Harr	Storage Hangar	7/1/2000	6/30/2030	2,500		2,500	\$62,000	\$70,000
109	A14	109 Sky Harbor Way	James E. McGowin	Storage Hangar	4/1/2001	3/31/2031	2,500		2,500	\$62,000	\$70,000
105	A15	105 Sky Harbor Way	Whitworth Construction	Leased Storage Hangar	12/1/1999	11/30/2029	2,500		2,500	\$62,000	\$70,000
101	A16	101 Sky Harbor Way	Ed Bowlin & Associates	Storage Hangar	12/1/1999	11/30/2029	6,000		7,400	\$185,000	\$210,000
202	A19	202 Barry Whatley Way	Fred Gordon	Thacker Maintenance Hangar	12/1/1999	11/30/2029	6,600		6,600	\$220,000	\$250,000
204	A20	204 Barry Whatley Way	Whitworth Construction	Whitworth Const. Office/Hangar	7/20/2000	7/19/2030	3,360		4,260	\$300,000	\$335,000
210	A21	210 Sky Harbor Way	Antonio Dias	Advanced Aircraft Refinishers	6/1/2005	5/31/2035	4,950		4,950	\$266,000	\$285,000
212	A22	212 Barry Whatley Way	Morgan & Company	Non-Aviation Warehouse	5/10/2000	5/9/2030	7,200		7,200	\$175,000	\$200,000
147	A23	147 Sky Harbor Way	Tom Holt & Earl Clements	Freemans Just Plane Hardware	3/29/2006	4/29/2032	3,600		3,600	\$94,000	\$100,000
149	A24	149 Sky Harbor Way	Dan Gryder	Herpa Maintenance	5/1/2000	4/30/2030	4,500		6,300	\$220,000	\$240,500
151	A25	151 Sky Harbor Way	Ken Nesbitt	Storage Hangar	8/1/2000	7/31/2030	3,600		3,600	\$90,000	\$100,000
153	A26	153 Sky Harbor Way	Robert Brown	Storage Hangar	1/18/2005	1/17/2035	3,600		3,600	\$92,000	\$100,000
									Totals	\$7,504,000	\$8,373,500
									Round to	\$7,500,000	\$8,400,000

RECONCILIATION AND FINAL VALUE ESTIMATE

Reconciliation is the process of evaluating facts, trends, observations, and conclusions developed in the valuation methods utilized to derive the final estimates for the preliminary Market Values of the Leasehold Estate in the properties identified herein as part of the Griffin-Spalding County. Based upon the value analyses provided herein, a range of preliminary values from \$7,500,000 to \$8,400,000 is offered for the 47 aviation/hangar leaseholds analyzed.

PRELIMINARY RANGE OF VALUES

***SEVEN MILLION FIVE HUNDRED THOUSAND TO
EIGHT MILLION FOUR HUNDRED THOUSAND DOLLARS***

(\$7,500,000 to \$8,400,000)

CERTIFICATION

I certify that, to the best of my knowledge and belief:

The statements of fact contained in this report are true and correct.

The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions and are my personal, impartial, and unbiased professional analyses, opinions, and conclusions.

I have no present or prospective interest in the property that is the subject of this report and no personal interest with respect to the parties involved.

I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.

My engagement in this assignment was not contingent upon developing or reporting predetermined results.

My compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.

The reported analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the requirements of the Code of Professional Ethics & Standards of Professional Appraisal Practice of the Appraisal Institute.

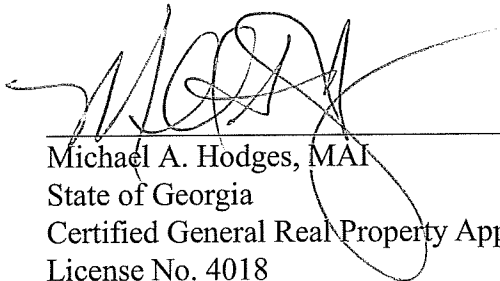
The reported analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Uniform Standards of Professional Appraisal Practice.

The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.

I have made a personal inspection of the properties that are the subject of this report.

No one provided significant real property appraisal assistance to the person signing this certification.

As of the date of this report, I have completed the continuing education program of the Appraisal Institute.



Michael A. Hodges, MAI
State of Georgia
Certified General Real Property Appraiser
License No. 4018

Preliminary Market Value Range
Griffin-Spalding County Airport Hangar Leaseholds
April 8, 2009

ADDENDA



**GENERAL ASSUMPTIONS AND
LIMITING CONDITIONS**

GENERAL ASSUMPTIONS AND LIMITING CONDITIONS

1. The legal and/or metes and bounds as pointed out by the client are assumed to be correct.
2. No survey of the property has been made by the appraiser and no responsibility is assumed in connection with such matters.
3. No responsibility is assumed for matters of a legal nature affecting title to the property nor is an opinion of title rendered. The title is assumed to be good and merchantable but not necessarily owned in fee by the client as of the date of this opinion.
4. Information furnished by others is assumed to be true, correct and reliable. A reasonable effort has been made to verify such information; however, no responsibility for its accuracy is assumed by the appraisers.
5. It is assumed that there are no hidden or unapparent conditions of the property, sub-soil, or structures which would render it more or less valuable. No responsibility is assumed for such conditions or for engineering which may be required to discover them.
6. It is assumed that there is full compliance with all applicable federal, state and local environmental regulations and laws unless noncompliance is stated.
7. It is assumed that all applicable zoning and use regulations and restrictions have been complied with, unless a non-conformity has been stated. All values stated herein are contingent upon the proper zoning, either existing or proposed, be granted by the local zoning authorities and adhered to regardless of the proposed use.
8. It is assumed that all required licenses and consents have been obtained from legislative or administrative authority for any use on which the value contained in this analysis is based.
9. It is assumed that the utilization of the land and improvements is within the boundaries or property lines of the property described and that there is no encroachment or trespass unless noted within this analysis.
10. The appraiser will not be required to give testimony or appear in court because of having made this analysis, with reference to the property in question, unless arrangements have been previously made.
11. Possession of this appraisal, or a copy thereof, does not carry with it the right of publication. It may not be used for any purpose by any person other than the party to whom it is addressed without the written consent of the appraisers, and in any event, only with proper written qualification and only in its entirety.
12. If there are any improvements of value, the distribution of the total valuation in this analysis between land and improvements applies only under the reported highest and best use of the property. The allocations of value for land and improvements must not be used in conjunction with any other analysis and are invalid if so used.

13. No environmental impact studies were either requested or made in conjunction with this analysis and the appraisers hereby reserve the right to alter, amend, revise or rescind any of the value opinions based upon any subsequent environmental impact studies, research or investigation.

14. Neither all nor any part of the contents of this appraisal, or copy thereof, shall be conveyed to the public through advertising, public relations, news, sales or any other media without written consent and approval of the appraisers. Nor shall the appraisers, firm or professional organization of which the appraisers are a member be identified without written consent of the appraiser.

15. Unless otherwise stated in this appraisal, the existence of hazardous material, which may or may not be present on the property, was not observed by the appraisers. The appraiser has no knowledge of the existence of such materials on or in the property. The appraiser, however, is not qualified to detect such substances. The presence of substances such as asbestos, urea-formaldehyde foam insulation, or other potentially hazardous materials may affect the value of the property. The value estimate is predicated on the assumption that there is no such materials on or in the property that would cause a loss in value. No responsibility is assumed for any such conditions, or for any expertise or engineering knowledge required to discover them. The client is urged to retain an expert in this field, if desired.

16. Current and historical market conditions have been analyzed in anticipating trends pertinent to the date of valuation. It should be noted, however, that unforeseeable changes in economic and market factors could dramatically affect the value estimate and conclusions herein.

17. The appraiser has not made a specific compliance survey and analysis of this property to determine whether or not it is in conformity with the various detailed requirements of the ADA. It is possible that a compliance survey of the property together with a detailed analysis of the requirements of the ADA could reveal that the property is not in compliance with one or more of the requirements of the Act. If so, this fact could have a negative effect upon the value of the property. Since the appraiser has no direct evidence relating to this issue, the appraiser did not consider a possible noncompliance with the requirements of ADA in estimating the value of the property.

18. This document represents a Summary Appraisal Report of the leasehold estate in the properties identified herein, as of April 1, 2009.

19. Acceptance of and/or use of this appraisal constitutes acceptance of the foregoing general assumptions and limiting conditions.

DISCOUNTED CASH FLOW ANALYSIS

**GRIFFIN-SPALDING COUNTY AIRPORT
HANGAR LEASEHOLD PRELIMINARY VALUE ANALYSIS**

Lot	Lot	Address	Owner	Use	Lease Began	Lease Ends	Land Area (Sq. Ft.)	Ramp Area (Sq. Ft.)	Market Rent	Building Area (Sq. Ft.)	Market Rent	Current Annual Rent	Annual Market Rent	Annual Differential	PV	Market Value Low Range	Market Value High Range	PV - No Reversion
221	A	221 Sky Harbor Way	Dave Moore	Ridgeley Auto Finish	8/1/2002	7/31/2032	11,600	0	\$0.35	9,875	\$2.00	\$6,335.13	\$23,810.00	\$17,474.87	\$174,749	\$160,000	\$174,749	
219	BK	219 Sky Harbor Way	Ronnie Powers	Atlanta Air Salvage	3/1/2005	2/28/2035		1,600	\$0.35	17,240	\$2.00	\$4,777.00	\$34,480.00	\$30,703.00	\$280,685	\$280,500	\$298,134	
215	D	215 Midfield Drive	Lance Toland	Emory Flight Office/Hangar	8/1/2005	7/31/2035		6,400	\$0.35	14,000	\$4.50	\$2,850.00	\$63,000.00	\$60,150.00	\$575,938	\$575,000	\$609,820	
213	E	213 Midfield Drive		Air Methods Office/Hangar	8/1/2005	7/31/2035	6,400	0	\$0.35	13,275	\$4.50	\$3,499.80	\$24,400.00	\$22,900.20	\$538,989	\$540,000	\$570,697	
100	F	100 Midfield Drive		Lance Toland Assoc. Hangar	8/1/2005	7/31/2035	6,400	0	\$0.35	12,000	\$4.50	\$3,558.60	\$24,400.00	\$22,841.40	\$609,148	\$610,000	\$644,983	
100	G				8/1/2005	7/31/2035	6,400	0	\$0.35	12,000	\$4.50	\$3,558.60	\$24,400.00	\$22,841.40				
100	H				8/1/2005	7/31/2035	6,400	0	\$0.35	12,000	\$4.50	\$3,558.60	\$24,400.00	\$22,841.40				
207	HR	207 Barry Whitley Way	Jeffery Scott Collins	Office Bldg	5/1/2006	4/10/2034		3,600	\$0.35	1,650	\$8.00	\$1,824.00	\$15,600.00	\$13,776.00	\$233,386	\$235,000	\$316,800	
205	I	205 Barry Whitley Way	Diak Ward	Precision Avionics Specialists	11/1/1997	10/31/2032		6,400	\$0.35	6,400	\$3.50	\$1,999.36	\$22,400.00	\$20,400.64	\$177,246	\$180,000	\$208,006	
203	J	203 Barry Whitley Way	Dr. Mike Biddle	Air Wrench	11/1/2002	10/31/2032		3,600	\$0.35	3,600	\$2.50	\$1,004.40	\$9,000.00	\$7,995.60	\$79,956	\$80,000	\$79,956	
201	L	201 Barry Whitley Way	Allan Brittain	Storage Hangar	3/1/2002	5/31/2032		4,200	\$0.35	4,200	\$2.50	\$1,108.80	\$10,500.00	\$9,391.20	\$81,719	\$82,000	\$93,912	
200	M	200 Barry Whitley Way	Don Swends	Dunk Dream Machine	6/1/2002	5/31/2032		8,800	\$0.35	8,800	\$2.50	\$2,232.20	\$26,400.00	\$24,076.80	\$221,310	\$220,000	\$240,768	
199	N	199 Barry Whitley Way	Louis Thacker	Storage Hangar	7/1/1998	6/30/2028		5,400	\$0.35	5,400	\$4.00	\$1,267.20	\$11,600.00	\$10,332.80	\$171,656	\$180,000	\$203,328	
121	O	121 Barry Whitley Way	Fred Gordon	Storage Hangar	9/30/2000	9/29/2030		3,600	\$0.35	3,600	\$2.50	\$999.17	\$3,780.00	\$3,380.83	\$30,497	\$30,000	\$33,808	
117	P	117 Barry Whitley Way	Dr. Jim Core	Storage Hangar	2/1/2002	1/31/2032		3,600	\$0.35	3,600	\$2.50	\$999.17	\$3,780.00	\$3,380.83	\$30,497	\$30,000	\$33,808	
115	Q	115 Barry Whitley Way	Herbert V. Cox	Storage Hangar	12/1/2005	11/30/2035		3,600	\$0.35	3,600	\$2.50	\$999.17	\$3,780.00	\$3,380.83	\$30,497	\$30,000	\$33,808	
113	R	113 Barry Whitley Way	Jan Conner	Storage Hangar	5/1/2002	4/30/2032		3,600	\$0.35	3,600	\$2.50	\$999.17	\$3,780.00	\$3,380.83	\$30,497	\$30,000	\$33,808	
109	S	109 Barry Whitley Way	Kenneth Bishop	Storage Hangar	6/20/2002	6/19/2032		3,600	\$0.35	3,600	\$2.50	\$999.17	\$3,780.00	\$3,380.83	\$30,497	\$30,000	\$33,808	
107	T	107 Barry Whitley Way	Thomas Moyer	Storage Hangar	1/1/2004	12/31/2034		3,600	\$0.35	3,600	\$2.50	\$999.17	\$3,780.00	\$3,380.83	\$30,497	\$30,000	\$33,808	
105	U	105 Barry Whitley Way	Ken Bishop	Storage Hangar	4/1/2004	3/31/2034		3,600	\$0.35	3,600	\$2.50	\$999.17	\$3,780.00	\$3,380.83	\$30,497	\$30,000	\$33,808	
103	V	103 Barry Whitley Way	Christian Air Ministry	Storage Hangar	6/7/2006	6/6/2031		3,600	\$0.35	3,600	\$3.00	\$959.40	\$10,800.00	\$9,840.60	\$71,713	\$72,000	\$88,468	
101	W	101 Barry Whitley Way	Dave Everett	Storage Hangar	9/20/1993	9/20/2008		3,600	\$0.35	3,600	\$3.00	\$1,077.12	\$10,800.00	\$9,722.88	\$72,000	\$72,000	\$87,229	
129	A1	129 Sky Harbor Way	Ron Alexander	Alexander Technical Institute	4/1/1999	3/31/2029		6,800	\$0.35	22,950	\$4.50	\$6,862.05	\$103,275.00	\$96,759.75	\$855,288	\$855,000	\$967,598	
125 NS	A2	125 Sky Harbor Way	Antonio Dias	Advanced Aircraft Refinishers	8/1/2005	7/30/2035		6,800	\$0.35	6,500	\$7.00	\$1,852.50	\$45,500.00	\$43,647.50	\$412,224	\$415,000	\$436,475	
123	A3	123 Sky Harbor Way	Brian Upson	Storage Hangar	3/1/2006	2/28/2011		2,350	\$0.35	2,350	\$3.00	\$959.25	\$22,225.00	\$20,265.75	\$392	\$400	\$423.23	
131	A4	131 Sky Harbor Way	Charles Wynn	Storage Hangar	5/4/2003	4/30/2033		2,350	\$0.35	2,350	\$3.00	\$959.25	\$22,225.00	\$20,265.75	\$392	\$400	\$423.23	
133	A5	133 Sky Harbor Way	Charles Wynn	Storage Hangar	6/1/1999	5/31/2029		2,350	\$0.35	2,350	\$3.00	\$959.25	\$22,225.00	\$20,265.75	\$392	\$400	\$423.23	
135	A6	135 Sky Harbor Way	Don Madala	Storage Hangar	1/1/1999	1/31/2029		2,350	\$0.35	2,350	\$3.00	\$959.25	\$22,225.00	\$20,265.75	\$392	\$400	\$423.23	
137	A7	137 Sky Harbor Way	Don Madala	Storage Hangar	7/14/1999	7/13/2029		2,350	\$0.35	2,350	\$3.00	\$959.25	\$22,225.00	\$20,265.75	\$392	\$400	\$423.23	
139	A8	139 Sky Harbor Way	Genald Bishop	Storage Hangar	1/1/2008	12/31/2038		2,350	\$0.35	2,350	\$3.00	\$959.25	\$22,225.00	\$20,265.75	\$392	\$400	\$423.23	
141	A9	141 Sky Harbor Way	Whitworth Construction	Lensed to Tony Dias	2/1/2006	1/31/2036		2,350	\$0.35	2,350	\$3.00	\$959.25	\$22,225.00	\$20,265.75	\$392	\$400	\$423.23	
143	A10	143 Sky Harbor Way	Peggy & Charlie Brockenkrough	Storage Hangar	2/1/1999	1/31/2029		2,350	\$0.35	2,350	\$3.00	\$959.25	\$22,225.00	\$20,265.75	\$392	\$400	\$423.23	
119	A4	119 Sky Harbor Way	John G. Turkel	Storage Hangar	4/1/2000	4/30/2030		2,350	\$0.35	2,350	\$3.00	\$959.25	\$22,225.00	\$20,265.75	\$392	\$400	\$423.23	
115	A11	115 Sky Harbor Way	Whitworth Construction	Storage Hangar	5/1/2000	6/30/2030		2,350	\$0.35	2,350	\$3.00	\$959.25	\$22,225.00	\$20,265.75	\$392	\$400	\$423.23	
111	A12	111 Sky Harbor Way	Michael Harr	Storage Hangar	4/1/2001	3/31/2031		2,350	\$0.35	2,350	\$3.00	\$959.25	\$22,225.00	\$20,265.75	\$392	\$400	\$423.23	
113	A13	113 Sky Harbor Way	James E. McGowan	Storage Hangar	12/1/1999	11/30/2029		2,350	\$0.35	2,350	\$3.00	\$959.25	\$22,225.00	\$20,265.75	\$392	\$400	\$423.23	
109	A14	109 Sky Harbor Way	Ed Bovin & Associates	Lensed Storage Hangar	12/1/1999	11/30/2029		2,350	\$0.35	2,350	\$3.00	\$959.25	\$22,225.00	\$20,265.75	\$392	\$400	\$423.23	
105	A15	105 Sky Harbor Way	Whitworth Construction	Storage Hangar	12/1/1999	11/30/2029		2,350	\$0.35	2,350	\$3.00	\$959.25	\$22,225.00	\$20,265.75	\$392	\$400	\$423.23	
101	A16	101 Sky Harbor Way	Fred Gordon	Storage Hangar	7/20/2000	7/19/2030		2,350	\$0.35	2,350	\$3.00	\$959.25	\$22,225.00	\$20,265.75	\$392	\$400	\$423.23	
204	A20	204 Barry Whitley Way	Whitworth Const. Office/Hangar	Thacker Maintenance Hangar	12/1/1999	11/30/2029		2,350	\$0.35	2,350	\$3.00	\$959.25	\$22,225.00	\$20,265.75	\$392	\$400	\$423.23	
210	A21	210 Sky Harbor Way	Whitworth Construction	Advanced Aircraft Refinishers	6/1/2005	5/31/2035		2,350	\$0.35	2,350	\$3.00	\$959.25	\$22,225.00	\$20,265.75	\$392	\$400	\$423.23	
212	A22	212 Sky Harbor Way	Whitworth Const. Office/Hangar	Thacker Maintenance Hangar	3/29/2006	4/29/2036		2,350	\$0.35	2,350	\$3.00	\$959.25	\$22,225.00	\$20,265.75	\$392	\$400	\$423.23	
147	A23	147 Barry Whitley Way	Tom Holl & Earl Clements	Forma Maintenance	8/1/2000	7/31/2030		2,350	\$0.35	2,350	\$3.00	\$959.25	\$22,225.00	\$20,265.75	\$392	\$400	\$423.23	
149	A24	149 Sky Harbor Way	Ken Nesbitt	Storage Hangar	8/1/2000	7/31/2030		2,350	\$0.35	2,350	\$3.00	\$959.25	\$22,225.00	\$20,265.75	\$392	\$400	\$423.23	
151	A25	151 Sky Harbor Way	Robert Brown	Storage Hangar	8/1/2000	7/31/2030		2,350	\$0.35	2,350	\$3.00	\$959.25	\$22,225.00	\$20,265.75	\$392	\$400	\$423.23	
153	A26	153 Sky Harbor Way	John Tucker	Storage Hangar	1/18/2005	1/17/2035		2,350	\$0.35	2,350	\$3.00	\$959.25	\$22,225.00	\$20,265.75	\$392	\$400	\$423.23	
													Total	\$7,504,400	\$8,375,500	\$837,500		
													Round to	\$7,500,000	\$8,400,000	\$300,000		

EXHIBITS



- Airports
- Nav aids
- Airspace Fixes
- Aviation Fuel
- ✈️ AIRBOSS
- Pilot Shop

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6A2 Griffin-Spalding County Airport

Griffin, Georgia, USA



GOING TO GRIFFIN?

Reserve a
Hotel Room

Rent a
Car

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FAA INFORMATION EFFECTIVE 12 MARCH 2009

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[Com](#) | [Nav](#) | [Svcs](#) | [Stats](#) | [Notes](#)

Location

FAA Identifier: 6A2
 Lat/Long: 33-13-37.1000N / 084-16-29.8000W
 33-13.618333N / 084-16.496667W
 33.2269722 / -84.2749444
 (estimated)
 Elevation: 958 ft. / 292.0 m (surveyed)
 Variation: 04W (2000)
 From city: 1 mile S of GRIFFIN, GA
 Time zone: UTC -4 (UTC -5 during Standard Time)
 Zip code: 30224

Airport Operations

Airport use: Open to the public
 Activation date: 04/1940
 Sectional chart: [ATLANTA](#)
 Control tower: no
 ARTCC: ATLANTA CENTER
 FSS: MACON FLIGHT SERVICE STATION
 NOTAMs facility: MCN (NOTAM-D service available)
 Attendance: MON-FRI 0900-1500, ALL SAT-SUN 0800-1800
 Pattern altitude: 1800 ft. MSL
 Wind indicator: lighted
 Segmented circle: no
 Lights: DUSK-DAWN
 MIRL RY 14/32 AND PAPI RY 32 PRESET
 LOW INTST DUSK TO DAWN; TO INCR
 INTST - CTAF.
 Beacon: white-green (lighted land airport)

DESTINATION DALLAS?

GUARANTEED FUEL PRICES:

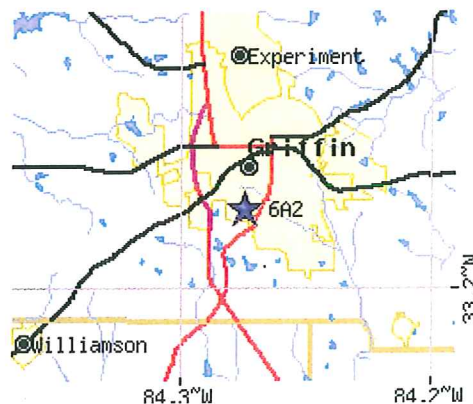
100LL **\$3.85** JETA **\$3.40**

NO MINIMUMS NO RAMP FEES

8 MINUTES TO DOWNTOWN

AMBASSADOR AVIATION
DALLAS EXECUTIVE AIRPORT (KRBD)

214-623-8800 • 131.9



Road maps at: [MapQuest](#) [MapPoint](#) [Yahoo!](#)
[Maps](#) [Google](#) [Rand McNally](#)
 Satellite photo at: [TerraServer](#) [Virtual Earth](#)

Airport Communications

CTAF/UNICOM: 123.075
 WX AWOS-3: 119.750 (770-227-3934)
 ATLANTA APPROACH: 128.575
 ATLANTA DEPARTURE: 128.575
 CLEARANCE DELIVERY: 128.575
 CLASS B: 128.575(E V97) (S V18)
 WX AWOS-3 at 4A7 (10 nm N): 124.825 (770-707-1719)
 WX AWOS-3 at OPN (16 nm S): 133.975 (706-646-4123)
 WX ASOS at FFC (17 nm NW): 118.525 (770-487-1610)

Nearby radio navigation aids

VOR radial/distance	VOR name	Freq	Var
ATLr162/25.4	ATLANTA VORTAC	116.90	00W
PDKr180/38.9	PEACHTREE VOR/DME	116.60	02W

NDB name	Hdg/Dist	Freq	Var	ID
GRIFFIN	321/3.5	412	04W	JHH .---
PECAT	115/11.5	316	02W	FF ...- ...-
COWETA COUNTY	098/22.0	234	03W	EQQ .-.- -.-.-
ALCOVY	229/34.5	370	03W	VOF ...- ----
PINE MOUNTAIN	056/37.9	272	03W	PIM .--- .. --

Airport Services

- Fuel available: 100LL JET-A
24 HR SELF-SVC FUEL AVBL.
- Parking: tiedowns
- Airframe service: MAJOR
- Powerplant service: MAJOR
- Bottled oxygen: NONE
- Bulk oxygen: NONE

Runway Information

Runway 14/32

Dimensions: 3701 x 75 ft. / 1128 x 23 m
 Surface: asphalt, in fair condition
 Weight bearing capacity: Single wheel: 26.0
 Double wheel: 30.0
 Runway edge lights: medium intensity
 Gradient: NORTHWEST.

RUNWAY 14	RUNWAY 32
Latitude: 33-13.842020N	33-13.396188N
Longitude: 084-16.744183W	084-16.248193W
Elevation: 957.5 ft.	936.7 ft.

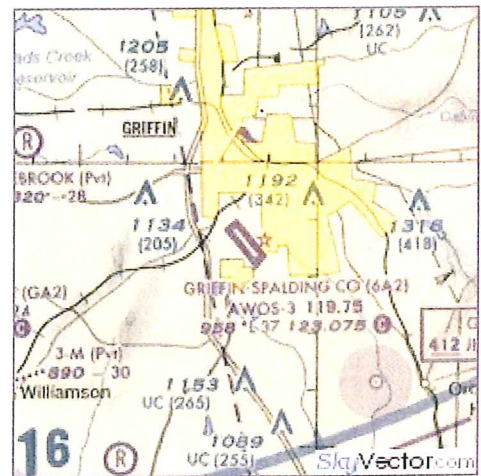
Aerial photo

WARNING: Photo may not be current or correct



Do you have a better or more recent aerial photo of Griffin-Spalding County Airport that you would like to share? If so, please [send us your photo](#).

Sectional chart



Click on chart to expand
 Sectional chart courtesy of SkyVector.com

Airport distance calculator

Flying to Griffin-Spalding County Airport?
 Find the distance to fly..

From _____ to 6A2

Sunrise and sunset

Times for 09-Apr-2009

	Local (UTC-4)	Zulu (UTC)
Morning civil twilight	06:50	10:50
Sunrise	07:16	11:16
Sunset	20:02	00:02
Evening civil twilight	20:27	00:27

Current date and time

Zulu (UTC) 09-Apr-2009 13:26:50
Local (UTC-4) 09-Apr-2009 09:26:50

Gradient: DOWN	0.6% UP	METAR
Traffic pattern: left	left	KFFC 091253Z AUTO 26007KT 210V290
Runway heading: 141 magnetic, 137 true	321 magnetic, 317 true	16nm NW 10SM FEW012 12/08 A3001 RMK AO2 SLP163 T01170083
Displaced threshold: 200 ft.	200 ft.	KOPN 091300Z AUTO 24007KT 10SM
Markings: nonprecision, in fair condition	nonprecision, in fair condition	17nm S CLR 12/ A3000 RMK AO1
Visual slope indicator:	2-light PAPI on left (3.00 degrees glide path)	KCCO 091300Z AUTO 23005KT 10SM
Runway end identifier lights: yes	yes	25nm W 11/11 A3001 RMK AO1
Touchdown point: yes, no lights	yes, no lights	KATL 091252Z 24006KT 10SM FEW300
Obstructions: 34 ft. trees, 472 ft. from runway, 280 ft. left of centerline, 8:1 slope to clear 6 FT FENCE, +16 FT TREES AND BRUSH 145 FT R OF THLD.	12 ft. pole, lighted, 272 ft. from runway, 250 ft. right of centerline, 6:1 slope to clear RWY 32 9:1 TO DSPLCD THLD, 19 FT POLE 371 FT FM DISP THLD, 210 FT R.	26nm N 12/08 A2999 RMK AO2 SLP154 T01170078
		TAF
		KATL 091120Z 0912/1018 25008KT P6SM
		26nm N SCT250 FM091800 22012KT P6SM
		FEW050 FM100000 19007KT P6SM
		SCT060 FM100900 21009KT P6SM
		BKN025 TEMPO 1014/1018 4SM - SHRA BR BKN015
		NOTAMs
		👉 Click for the latest NOTAMs
		NOTAMs are issued by the DoD/FAA and will open in a separate window not controlled by AirNav.

Airport Ownership and Management from official FAA records

Ownership: Privately-owned

Owner: CITY OF GRIFFIN AND SPALDING COUNTY
100 SOUTH HILL STREET, 3RD FLOOR
GRIFFIN, GA 30223
Phone 770-229-6425

Manager: ROBERT MOHL
1035 S HILL STREET
GRIFFIN, GA 30224
Phone 770-229-2928

Airport Operational Statistics

Aircraft based on the field: 93	Aircraft operations: avg 34/day *
Single engine airplanes: 59	56% local general aviation
Multi engine airplanes: 22	44% transient general aviation
Jet airplanes: 2	* for 12-month period ending 27 March 2008
Helicopters: 7	
Ultralights: 3	

Instrument Procedures

NOTE: All procedures below are presented as PDF files. If you need a reader for these files, you should [download](#) the free Adobe Reader.

NOT FOR NAVIGATION. Please procure official charts for flight.
 FAA instrument procedures published for use between 09 April 2009 at 0901Z
 and 07 May 2009 at 0900Z.

STARs - Standard Terminal Arrivals

AWSON ONE 2 pages: [1] [2] (336KB)

IAPs - Instrument Approach Procedures

- GPS RWY 14 [download](#) (147KB)
- GPS RWY 32 [download](#) (157KB)
- NDB RWY 32 [download](#) (164KB)
- NOTE: Special Take-Off [download](#) (33KB)
- Minimums/Departure Procedures apply

Other nearby airports with instrument procedures:

- [4A7](#) - Clayton County Airport - Tara Field (10 nm N)
- [KOPN](#) - Thomaston-Upson County Airport (16 nm S)
- [KFFC](#) - Peachtree City Airport-Falcon Field (17 nm NW)
- [KCCO](#) - Newnan Coweta County Airport (25 nm W)
- [KATL](#) - Hartsfield - Jackson Atlanta International Airport (26 nm N)

FBO, Fuel Providers, and Aircraft Ground Support

Business Name	Contact	Services / Description	Fuel Prices	Comments
Griffin-Spalding County Airport	770-227-2928 [web site] [email]	Airport management, Aviation fuel, Aircraft parking (ramp or tiedown), Hangars, Passenger terminal and lounge, Aircraft maintenance, Aircraft painting, Aircraft interiors, ... More info about Griffin-Spalding County Airport	Chevron 100LL Jet A FS \$3.80 \$3.20 SS \$3.35 \$2.75 Updated 20-Mar-2009 FS=Full service SS=Self service UPDATE PRICES	11 read write

Aviation Businesses, Services, and Facilities

Business Name	Contact	Services / Description	Comments
Don's Dream Machines	770-412-8885	no information available If you are affiliated with Don's Dream Machines and would like to show here your services, contact info, web link, logo, and more, click here	write

Where to Stay: Hotels, Motels, Resorts, B&Bs, Campgrounds

In this space we feature lodging establishments that are convenient to the Griffin-Spalding County Airport. If your hotel/inn/B&B/resort is near the Griffin-Spalding County Airport, provides convenient transportation, or is otherwise attractive to pilots, flight crews, and airport users, consider listing it here.

[FEATURE A LODGING ESTABLISHMENT](#)

AirNav users who flew into 6A2 have stayed at...

	Miles	Price (\$)
HOLIDAY INN EXPRESS HOTEL & SUITES GRIFFIN	4.0	
COMFORT INN AND SUITES GRIFFIN	4.3	60-70
BEST WESTERN GRIFFIN	3.5	80-81
IRIS INN	4.0	63-75
HOWARD JOHNSON INN SUITES	3.6	34-60

Hotels in other cities near Griffin-Spalding County Airport

- 7 in [Griffin](#)
- 4 in [Locust Grove](#)
- 12 in [McDonough](#)
- 2 in [Jackson](#)

Other hotels near Griffin-Spalding County Airport

	Miles	Price (\$)
DAYS INN GRIFFIN GA	3.7	41-50
SUPER 8 MOTEL - GRIFFIN	4.3	39-50

Distances are approximate, and may vary depending on the actual route traveled and the location of the travel start on the airport.

Would you like to see your business listed on this page?

If your business provides an interesting product or service to pilots, flight crews, aircraft, or users of the Griffin-Spalding County Airport, you should consider listing it here. To start the listing process, click on the button below

[ADD YOUR BUSINESS OR SERVICE](#)

Other Pages about Griffin-Spalding County Airport

[www.gsairport.com](#)

[UPDATE, REMOVE OR ADD A LINK](#)



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V V

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Sectionals designed for kneeboards

Ads by Google

6A2 Griffin-Spalding County Airport

Griffin, Georgia

GRIFFIN-SPALDING CO (6A2) 1 S UTC-5(-4DT) N33°13.62' W84°16.50'

ATLANTA
L-18J, A
IAP

958 B S4 FUEL 100LL, JET A TPA-1800(842)
RWY 14-32: H3701X75 (ASPH) S-26, D-30 MIRL 0.6% up NW

RWY 14: REIL. Thld dspld 200'. Trees.
RWY 32: REIL. PAPI(P2L)-GA 3.0° TCH 25'. Thld dspld 200'. Pole.

AIRPORT REMARKS: Attended Mon-Fri 1400-2000Z±, Sat-Sun 1300-2300Z±. 24 hr self-service fuel avbl. MIRL Rwy 14-32 and PAPI Rwy 32 preset low ints dusk-dawn, to incr ints-CTAF.

WEATHER DATA SOURCES: AWOS-3 119.75 (770) 227-3934.

COMMUNICATIONS: CTAF/UNICOM 123.075

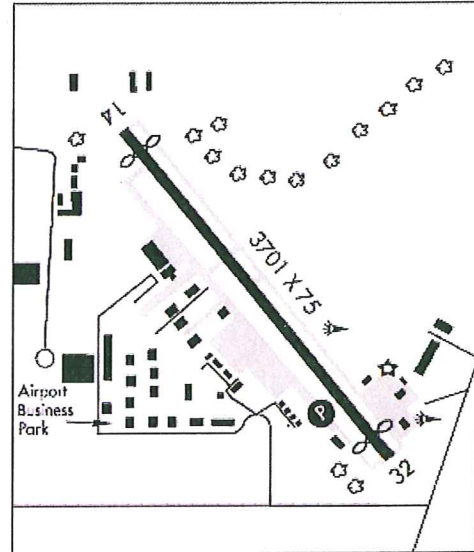
MACON FSS (MCN) TF 1-800-WX-BRIEF. NOTAM FILE MCN.

Ⓡ ATLANTA APP/DEP CON 128.575 CLNC DEL 128.575

RADIO AIDS TO NAVIGATION: NOTAM FILE ATL.

ATLANTA (H) VORTAC 116.9 ATL Chan 116 N33°37.75' W84°26.11' 162° 25.4 NM to fld. 1000/00E.

GRIFIN NDB (MHW) 412 JHH N33°11.06' W84°13.66' 321° 3.5 NM to fld. NOTAM FILE MCN.



[Download Official Airport/Facility Directory PDF](#)

Location

Coordinates: 33-13-37.1000N/084-16-29.8000W (33.22697/ -84.27494)
Located 1 mile S of Griffin, Georgia.
Surveyed Elevation is 958 feet MSL.
Traffic Pattern Altitude: 842AGL / 1800MSL

· [Ads by Google](#)

[UPS Griffin](#)

Runways

14

Runway 14
3701 x 75 Feet.
200 foot displaced threshold.
Asphalt in Fair condition.
Edge Lights: MED



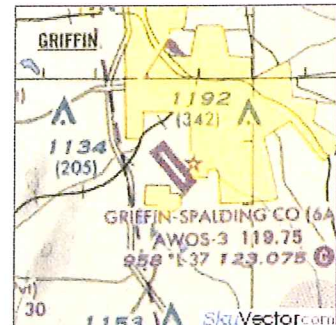
Latitude: 33-13-50.5212N
Longitude: 084-16-44.6510W
Elevation: 958

32

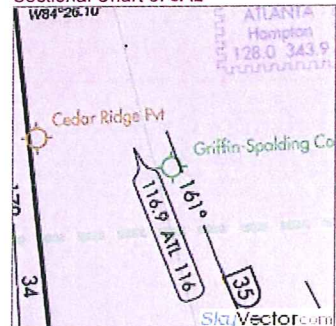
Runway 32
3701 x 75 Feet.
200 foot displaced threshold.
Asphalt in Fair condition.
Edge Lights: MED



Latitude: 33-13-23.7713N
Longitude: 084-16-14.8916W
Elevation: 937
VASI: P2L (3.0)



Sectional Chart of 6A2

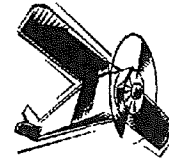


Enroute Chart of 6A2

Weather

KOPN 101520Z AUTO 20011G15KT
10SM SCT019 BKN070 BKN095 19/
A2998 RMK AO1 (16 NM S)

KOPN 101500Z AUTO 19009G16KT



Griffin-Spalding County Airport (6A2)

"Developing Aviation Commerce"

State of Georgia,

County of Spalding.

NONCOMMERCIAL GROUND LEASE

This Ground Lease ("Lease") is made this ___ day of _____, _____, between the City of Griffin, Georgia and the County of Spalding, Georgia ("landlords") and _____ ("Lessee").

WITNESSETH:

WHEREAS, the City and County are owners in fee simple of a certain tract of land situated in the City of Griffin, Spalding County, Georgia, upon which is operated the Griffin-Spalding County Airport;

WHEREAS, the owners have by appropriate resolutions established an area adjacent to said airport, with immediate access thereto, for an Airport Development Park (ADP), specifying certain lots or parcels to be leased for noncommercial use; and

WHEREAS, the lessee, upon application and after due investigation, is found to be a person, firm or corporation whose activities will promote said airport;

NOW, therefore, be it mutually agreed and covenanted by the parties, as follows:

ARTICLE I.

- 1.01 Lessor leases To Lessee, And Lessee rents and accepts from Lessor, a parcel of land within said ADP, known and more particularly described by metes and bounds on the as-built survey, prepared by Integrated Science and Engineering, dated _____, the original of which is on file in the office of the Airport Manager, as lot no. ___, together with the right of ingress and egress to and from said tract through designated roads, taxiways and easements. this leased space being _____ square feet of space with initial lease fee of _____ month and/or per year, based upon the lease rate as specified in paragraph 2.03 of this lease document.
- 1.02 This lease and the demised premises are subject to all present liens, encumbrances, conditions, rights, easements, restrictions, rights of way, covenants, other matters of record, and zoning and building codes, municipal ordinances, and airport regulations affecting or governing the demised premises or that may affect and govern the demised premises after the execution of this lease, and all matters that may be disclosed by inspection or survey.

ARTICLE II.

- 2.01** Lessee's obligation to pay rent and occupy the demised premises in accordance with this lease shall be for the term of thirty (30) years ("term"), commencing on the ___ day of _____, and ending on the ___ of _____, _____ unless terminated at an earlier date for any reason set forth in this lease.
- 2.02** If lessee holds over after the expiration of this lease term and continues to pay rent without objection from lessor, then lessee's tenancy shall be from month to month on all the terms and conditions of this lease.
- 2.03** Lessee shall pay rent to lessor, without notice or demand and without abatement, reduction, or set-off for any reason, at the office of the Airport Manager or any other place that the lessor may hereafter designate in writing. The rent shall be payable at the following annual rates for the following periods of the lease:
- (A)** For the first three (3) years of the lease term, lessee shall pay to lessor an annual rent calculated at the rate of \$0.30 per square foot of ground area leased as shown on the master plan, payable in twelve (12) equal monthly installments, due on the first day of each month. For purposes of this paragraph, said annual rent shall be deemed the "minimum yearly rent" due under this lease.
- (B)** At the end of the first three (3) years of the lease term, and at three (3) year intervals thereafter, throughout the rest of the lease term, the annual rent shall be adjusted to reflect increases in consumer price index of the bureau of labor statistics of the United States Department of Labor for the Atlanta, Georgia Region, using 1967 as the base year. Adjustments shall be determined by multiplying the minimum yearly rent as set forth above by a fraction, the numerator of which is the index number for last month of the last year prior to the adjustment, and denominator of which is the index number for the first month of the first year of the lease term. If the product of this multiplication is greater than the minimum yearly rent, Lessee shall pay this greater amount as the annual rent until the time of the next rental adjustment as called for in this paragraph. If the product of this multiplication is less than the minimum yearly rent, there shall be no adjustment in the annual rent at that time, and lessee shall pay the minimum yearly rent until the time of the next rental adjustment as called for in this paragraph. In no event shall any rental adjustment called for in this paragraph result in an annual rent less than the minimum yearly rent.
- (C)** If the consumer price index is discontinued during the lease term, the rental adjustments called for in this paragraph shall be made using the most nearly compatible statistics published by a recognized financial authority selected by lessor.
- 2.04** All rent due under this article shall be paid by Lessee on a monthly basis, in advance, on the first business day of the first calendar month of Lessee's possession of the demised premises, and on the first day of each calendar month thereafter. All installments of rent shall be paid in lawful money of the United States. Rent installments unpaid for more than thirty (30) days shall bear interest at the rate of one and one-half percent per annum, commencing on the date the rent was due and continuing until the installment is paid in full.

ARTICLE III.

- 3.01** Lessee shall have the right to use the demised premises for any lawful use or purposes relating to the general aviation needs of the community. Without detracting from the foregoing, it is understood and agreed that the primary purpose for which the demised premises will be used is for the development and construction of one or more buildings for aircraft storage.
- 3.02** Lessee shall have the right to erect structures, buildings and other improvements on the demised premise including parking areas, taxiways and aprons, **subject to prior approval of all development and construction plans by the lessor.** In connection with any construction, lessee may grade, level, and fill the land subject to approve topographical drawing prepared in compliance with applicable drainage, soil erosion and sedimentation control regulations, install roadways and walkways, and suitable landscaping. Lessor shall have no liability for any costs or expenses in connection with the construction of improvements on the demised premises. Prior to beginning any construction, lessee shall procure, and provide copies to the Lessor, as a condition of construction, performance and payment bonds in an amount sufficient to ensure payment for any materialmen or contractors furnishing services, labor or materials, and shall obtain statutory lien waivers in a form satisfactory to the lessor. Lessor shall assist Lessee in applying for and obtaining any permits required by the City of Griffin or other regulatory agencies for development, but the cost thereof shall be borne solely by the lessee.
- 3.03** Lessee shall bear all costs of connection to utilities, including meters and connection charges. Where pretreatment of wastewater is required as a condition for connection to the city sewer system, Lessee shall bear all expense of compliance, if any. Lessee covenants not to handle, store, or utilize any toxic or hazardous chemicals and substances within the demised premises, unless prior written consent from the Lessor has first been obtained. Other utilities may be extended to the demised premises, at Lessee's sole cost and expense, with prior written consent of the Lessor.
- 3.04** Lessee covenants and agrees to construct, operate, and maintain its improvements upon the leased premises in good order, condition, and repair, free from waste and nuisance. At all times, Lessee covenants to conform its business operations on the leased premises to all requirements imposed by the Federal Aviation Administration, The Georgia Department of Transportation, the City of Griffin and the County of Spalding, governing Fixed Base Operators (FBO's) and all Rules & Regulations of the Griffin-Spalding County Airport.
- 3.05** Notwithstanding any other provisions or terms of this lease, Lessee acknowledges that Lessor is subject to Federal Storm Water Regulations, 40 C.F.R. part 122, for "Vehicle Maintenance Shops" (including vehicle rehabilitation, mechanical repairs, painting, fueling, and lubrication) equipment cleaning operations and/or deicing operations that occur at the airport. Lessee further acknowledges that it is familiar with these storm water regulations and covenants that it will conduct or operate its "vehicle maintenance", equipment cleaning operations, and/or deicing activities in accordance therewith. Lessee is further aware that there are significant penalties, including fines and imprisonment, for knowing violations, and for submitting false information. Lessee further acknowledges that any fines or penalties assessed against the airport attributed to the Lessee's operation, either knowingly or not, shall be paid by the Lessee.

Lessor represents that it has taken necessary steps to apply for and obtain a Storm Water Discharge Permit (NDPES) as required by applicable law, covering the demised premises, which by reference is incorporated into this lease and any subsequent renewals. Lessee expressly consents to being named on the permit as a co-permittee and agrees to participate in any airport-organized taskforce or other work group established to coordinate storm water management activities at the airport. Notwithstanding any other terms or provisions of this lease, including Lessee's right to quiet enjoyment, Lessor and Lessee both acknowledge that close cooperation is necessary to ensure compliance with any storm water discharge permit terms and conditions, as well as to ensure safety and to minimize costs. Lessee acknowledges that it may have to undertake to minimize the exposure to storm water to "significant materials" generated, stored, handled or otherwise used by the Lessee, as defined in the Federal Storm Water Regulations by implementing and maintaining "best management practices".

3.06 Lessor may from time to time notify Lessee in writing of storm water discharge requirements of the permit that Lessee will be obligated to perform from time to time, including but not limited to: certification of non-storm water discharges; collection of storm water samples; preparation of storm water pollution prevention or similar plans; implementation of "good housekeeping" measures or best management practices; and maintenance of required records. Such written notice shall include applicable deadlines. Lessee agrees to undertake, at its sole expense unless otherwise agreed to in writing between the parties, those storm water discharge permit requirements for which it has received written notice from the Lessor. Lessee warrants that it shall meet any and all deadlines that may be imposed on or agreed to by the parties. Lessee acknowledges that time is of the essence.

3.07 For purposes of the foregoing paragraphs, the following definitions shall control:

- (a) **Storm Water** - storm water runoff, surface runoff, and drainage, including wash-down of vehicles and equipment.
- (b) **Significant Materials** - includes but is not limited to raw materials; fuels; materials such as solvents, detergents and plastic pellets; finished materials such as metallic products, raw material used in processing or production; hazardous substances designated under §101(14) of CERCLA; any chemical the facility is required to report pursuant to §313 to Title III of SARA; fertilizers, pesticides; and waste products such as ashes, slag, and sludge that have a potential to be released in storm water discharges.
- (c) **Best Management Practices** - practices employed to prevent or reduce source water pollution, such as the construction of retention basins and planting of eroded surfaces.

ARTICLE IV.

- 4.01** The rent paid to Lessor in accordance with Article II of this lease shall be absolutely net to Lessor. This means that in addition to the rent Lessee shall pay and be solely liable for all "operating costs" and "impositions" as defined below.
- 4.02** "**OPERATING COSTS**" shall include but shall not be limited to all expenses paid or incurred in connection with the following activities:
- (a) Repairs, maintenance, replacements, painting, and redecorating;
 - (b) Landscaping and maintenance of outside areas;
 - (c) Ice and snow removal;
 - (d) Insurance, including premises liability;
 - (e) Heating, ventilating, and air conditioning repair and maintenance;
 - (f) Water, sewer, gas, electricity, fuel oil, and other utilities;
 - (g) Solid waste removal;
 - (h) Supplies and sundries;
 - (i) Sales or use taxes on supplies and services;
 - (j) Cost of wages and salaries of all persons engaged in the operation, maintenance, and repair of the demised premises, including fringe benefits and social security taxes;
 - (k) All other expenses, whether or not mentioned in this lease, incurred in Lessee's operation of demised premises.
- 4.03** "**IMPOSITIONS**" shall include all permitting, fines and levies that result from construction activities or the normal operation of the demised premises; all real and personal property taxes, assessments, and other governmental charges that are laid, assessed, levied, or imposed on Lessee's business operations on the demised premises; or any lien that arises during the time of this lease on the demised premises or on any improvements constructed thereon.

ARTICLE V.

- 5.01** At all times during the lease term, Lessee shall maintain, at its sole cost, insurance covering the demised premises and all improvements thereon, without limitation against loss or damage by fire, vandalism, malicious mischief, windstorm, hail, smoke, explosion, riot, civil commotion, vehicles, aircraft, flood, or earthquake, together with any other insurance that the Lessor may require from time to time. Such insurance shall be carried by a company licensed to transact business within the State of Georgia, acceptable to Lessor. In addition the following conditions must be met:
- (a) The insurance shall be in amounts of no less than 100% of the replacement cost of the buildings and other improvements, exclusive of foundations and below-ground improvements (but sufficient to satisfy the requirements of any coinsurance clause);

- (b) The insurance shall be maintained for the mutual benefit of Lessor and Lessee, any succeeding owner of the fee title in the demised premises and any successors and assigns of Lessee. The insurance policy shall name both Lessor and Lessee as insured.
- (c) Any and all fire and other insurance proceeds that become payable at any time during the lease term because of damage or destruction of any improvements on the demised premises shall be paid to Lessee and applied by Lessee toward the cost of repairing, restoring, and replacing the damaged or destroyed improvements in the manner required. however, if Lessee elects to exercise its option to terminate this lease because of damage to or destruction of improvements then any and all fire or other insurance proceeds that become payable shall be applied, first toward the reduction of the unpaid principal of any and all obligations secured by the improvements with the balance, if any, paid to the Lessor to compensate Lessor, at least in part, for the loss of the fee estate of value of the damaged or destroyed improvement in an amount not to exceed the balance of monies due for the full term of the lease, and the remainder of insurance proceeds to the Lessee.

5.02 At all times during the lease term Lessee shall maintain, at its sole cost, comprehensive broad-form general public liability insurance against claims and liability for personal injury, death, and property damage arising from the use, occupancy, disuse, or condition of the demised premises and adjoining areas. The insurance shall be carried by a company authorized to transact business in the State of Georgia, acceptable to Lessor. In addition, the following conditions shall be met:

- (a) The insurance provided pursuant to this paragraph shall be in an amount no less than **\$1,000,000.00** per occurrence and **\$3,000,000.00** yearly aggregate, with a deductible not to exceed **\$5,000.00** per occurrence. The insurance policy shall name both Lessor and Lessee as insured.
- (b) The amounts of insurance shall be increased as lessor may reasonably require from time to time to account for inflation or generally increased insurance settlements or jury verdicts.

5.03 Lessee agrees to obtain and maintain construction liability insurance at all times when demolition, excavation, grading, or construction work is in progress on the demised premises. This insurance shall be carried by a company authorized to transact business in the State of Georgia, acceptable to Lessor, in amounts not less than \$1,000,000.00 per occurrence and \$3,000,000.00 annual aggregate with a deductible not to exceed \$5,000.00. This insurance shall name both Lessor and Lessee as insured.

5.04 In satisfaction of the foregoing requirements, **Lessee shall furnish to Lessor by delivery to the airport manager certificates of all insurance required by this article.** Failure to provide airport administration with copies of current and valid required insurance throughout the term of this lease shall constitute a default of this lease agreement. Each policy shall provide that the coverage is in full force and effect and may not be canceled unless written notice of intent to cancel has been given the insureds at least ten (10) days in advance. In the event of non-payment of premiums by the Lessee, Lessor may elect to pay the premiums and collect the amount thereof from Lessee as additional rent. Interest may be charged by lessor on unpaid premiums paid hereunder at the rate of 18% per annum.

5.05 Lessor shall not be liable for any loss, damage, or injury of any kind or character whatsoever to any person or property arising from any use of the demised premises or improvements, or caused by any defect in any building, structure, equipment, facility, or other improvements on the demised premises, or caused by or arising from any act or omission of Lessee, or any of its agents, employees, licensees, or invitees, or by or from any accident, fire, or other casualty on the land, or occasioned by the failure of Lessee to maintain the premises in safe condition. Lessee waives all claims and demands on its behalf against Lessor for any loss, damage, or injury and agrees to indemnify and hold Lessor entirely free and harmless from all liability for any loss, damage, or injury of other persons and from all costs and expenses arising from any claims or demands of other persons concerning any loss, damage, or injury caused other than by the negligent or intentional act or omission of Lessor.

ARTICLE VI.

6.01 In the event that the improvements are completely destroyed or damaged in excess of fifty (50%) percent due to any cause whatsoever the Lessee may at its own expense repair, restore, or replace the destroyed improvements if Lessee deems it practical or advisable to do so and this lease will continue in full force and effect. If Lessee deems it impractical or inadvisable to repair, restore, replace the destroyed improvements, this lease shall terminate on sixty (60) days written notice to Lessor.

6.02 Lessee shall not be permitted to mortgage or encumber Lessee's leasehold interest in the demised premises without the Lessor's consent or approval, which shall not be unreasonably withheld. In the event of default, Lessee's lender shall consent to give Lessor not less than thirty (30) days written notice prior to any foreclosure action, during which time, Lessor shall have the right, at its option, to purchase the promissory note and security instrument for the amount then owing to the lender. Upon such purchase, Lessor shall move into the position of a secured lender with all rights thereof cumulative of any other rights and remedies afforded either under this lease or by law.

6.03 Lessee's failure to pay rent within ten (10) days after the rent becomes due and payable in accordance with the terms, covenants, and agreements of this lease shall constitute a default under this lease. Lessee's failure to observe or perform or cause to be observed or performed any other term, covenant, or agreement under this lease and continuation of such failure for a period of ten (10) days after Lessor's written notice to Lessee specifying the nature of Lessee's failure shall constitute a default under this lease. Lessee's abandonment of the demised premises either by failure to begin construction of improvements within six (6) months of the execution hereof or by failure to maintain a viable aviation-related business operation from the improvements for a period of three (3) months or greater shall constitute a default under this lease. Filing of a petition in bankruptcy or insolvency by Lessee for reorganization or appointment of a receiver or trustee shall constitute a default under this lease. Any attempted sale and or assignment of Lessee's leasehold interest without the consent and approval of the lessor shall constitute an event of default under this lease.

6.04 In the event of any default by Lessee under this lease, Lessor may without further notice or demand elect to terminate Lessee's right of possession and enter upon the demised premises. This right of re-entry shall be cumulative of all other rights and remedies available to Lessor either under this lease or at law. Termination of this lease or termination of Lessee's right of possession pursuant to this paragraph shall not relieve Lessee of its liability and obligation to pay rent and other charges accrued prior to these events or relieve Lessee of liability for damages for breach. These liabilities and obligations of Lessee shall survive any expiration or termination of this lease or any entry and possession by Lessor.

6.05 Upon the termination of Lessee's right of possession under this lease pursuant to paragraph 6.04 Lessor may retain, sell, or relet any improvements, in whole or in part; provide however, Lessee shall have the right to remove from the demised premises and any improvements, all moveable structures and trade fixtures, equipment and articles of personal property used or procured for use in connection with the operation of its business on or before the expiration date. Any structures, trade fixtures, equipment and personal articles remaining on the demised premises after the expiration date or after sixty (60) days following entry by Lessor under paragraph 6.04 shall be deemed abandoned and shall become the property of Lessor.

ARTICLE VII.

7.01 In the letting of contracts for construction of improvements on the demised premises Lessee further covenants that it will seek similar assurances from its contractors and their sub-contractors of equal employment opportunity practices and shall refrain from entering into any contract with a contractor debarred from constructing public work projects for failure to comply with equal employment opportunity practices.

7.02 Lessee further covenants and agrees to conduct its activities on a non-discriminatory basis without regard to disability.

ARTICLE VIII.

8.01 The failure of Lessor to seek redress for violation of or to insist on the strict performance of any covenant, agreement, term, provision, or condition of this lease shall not constitute a waiver of the covenant, agreement, term, provision, or condition. The receipt by Lessor of rent with knowledge of the breach of any covenant, agreement, term, provision, or condition of this lease shall not be deemed a waiver of that breach.

- 8.02** No provision of this lease shall be deemed to have been waived unless the waiver is in writing and signed by the parties against whom enforcement is sought. No payment by Lessee or receipt by Lessor of a lesser amount than the rent stipulated in this lease shall be deemed to be other than for payment of rent or other charge owing by Lessee as Lessor shall elect. No endorsement of statement on any check or any letter accompanying any check or payment of rent shall be deemed binding on Lessor or deemed an accord and satisfaction and Lessor may accept a check or payment from Lessee without prejudice to Lessor's right to recover the balance of the rent or other charges owing by Lessee and without limitation on Lessor's right to pursue each and every remedy in this lease or provided by law. Each right and remedy of Lessor provided for in this lease shall be cumulative and in addition to every other right or remedy provided for in this lease or now or later existing at law, in equity, by statute, or otherwise.
- 8.03** This lease and any exhibits referenced herein and attached hereto contain the entire agreement between Lessor and Lessee and any agreement or understanding prior to execution of this lease, not specified herein shall be ineffective, null, and void. Any attempt to waive, modify, release, discharge, surrender, terminate, or effect any change in the terms and conditions of this lease shall be ineffective unless in a writing signed by all parties.
- 8.04** All notices and demands of any kind that either party may be required or may desire to give to the other in connection with this lease must be given by certified mail, return receipt requested, with postage fully prepaid and addressed to the party to be served at the addresses set forth below, to-wit:

LESSOR: AIRPORT MANAGER
CITY OF GRIFFIN
P. O. BOX T
GRIFFIN, GEORGIA 30224

LESSEE:

The parties acknowledge their obligation to give written notice to the other party of any changes in the address at which notice shall be given. Notice shall be deemed received on first attempted delivery, whether actually accepted or not, if given as provided herein.

- 8.05** Lessor or its agents or designees shall have the right to enter upon the demised premises and improvements during reasonable business hours for inspection or to complete any work that may be necessary because of Lessee's default under any of the terms, covenants, and conditions of this lease continuing beyond the applicable periods of grace or to exhibit the demised premises and improvements to potential Lessees.
- 8.06** If any term, covenant, or condition of this lease shall be invalid or unenforceable to any extent the remainder of the terms, covenants, and conditions of this lease shall remain in full force and effect and shall in no way be affected, impaired, or invalidated.

- 8.07** This lease and the term and estate granted by this lease or any part of this lease or the term or estate granted, may not be assigned or sublet without Lessor's prior written consent and approval.
- 8.08** Lessor covenants and agrees that Lessee on payment of the rent and other charges provided for in this lease and fulfillment of the obligations under the covenants, agreements, and conditions of this lease, shall lawfully and quietly hold, occupy and enjoy the demised premises during the lease term without any interference from anyone claiming through or under Lessor.

ARTICLE IX.

- 9.01** Lessee shall during the term of this lease cause proper return to be made with the Tax Commissioner of Spalding County of the value of its leasehold and improvements. Failure to pay the taxes levied against Lessee's leasehold interest and improvements by the due date for collection of such taxes shall constitute grounds for default.
- 9.02** Lessee shall obtain all necessary licenses, permits, and certificates required by the City of Griffin as a condition or the right to conduct a business or profession from the demised premises. Lessee acknowledges that rent paid to Lessor under this lease is not in lieu of any required permits and licenses including occupational taxes, if any.

ARTICLE X.

- 10.1** This lease is executed in four original counterparts signed by each party. Upon execution, each party shall receive and retain an original, signed counterpart. Lessor shall maintain one (1) fully executed original counterpart in the office of the Airport Manager, Griffin-Spalding County Airport, for public inspection during regular business hours.
- 10.2** As soon as practicable after execution of this lease Lessor and Lessee shall execute in recordable form, a Memorandum of Lease for recording in the office of the clerk, superior court of Spalding County referencing the fact that this lease has been entered and the fact that a fully executed counterpart is on file in the Airport Manager's Office.

WHEREFORE, The parties, acting through their duly authorized and empowered representatives have caused to be executed this lease under their hands and seals, the day and year first above written.

LESSOR:

CITY OF GRIFFIN, GEORGIA (SEAL)

BY: _____
CITY MANAGER

COUNTY OF SPALDING (SEAL)

BY: _____
COUNTY MANAGER

(SEAL)

LESSEE:

LESSEE

ATTEST _____

WITNESSED IN THE PRESENCE OF:

NOTARY PUBLIC
COMMISSION EXPIRES:

QUALIFICATIONS OF APPRAISER