



"Your Aviation Gateway"

# Griffin-Spalding County Airport

1035 South Hill Street  
Griffin, GA 30224

[www.cityofgriffin.com](http://www.cityofgriffin.com)

Telephone (770) 227-2928  
Fax (770) 229-2346

September 20, 2011

Thank you for attending the public hearing open house for the proposed replacement of the Griffin-Spalding County Airport project. In this handout package, you will find a need and purpose statement, alternatives analysis, environmental statement, location maps, and comment card.

As you enter the room, you will notice displays of the proposed project. City of Griffin and Spalding County representatives, who can be identified by the nametags they are wearing, are available to discuss the project and answer your questions. Please take this opportunity to discuss the project with a representative. There will be no formal presentation.

A court reporter is available for those persons who would like to make a verbal statement about the project. You may also complete a comment card and deposit it into the box provided here or send in written comments about the project until September 30, 2011. Written comments should be sent to one of the following locations:

<p>Mr. Frederick Gardiner, Director City of Griffin – Office of Planning and Development 100 S. Hill Street Griffin, GA 30223</p>	<p>Spalding County Community Development Director 119 E. Solomon Street Griffin, GA 30224</p>	<p>Mr. Robert Mohl, Airport Manager Griffin-Spalding County Airport 1035 S. Hill Street Griffin, GA 30224</p>
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All comments will be made a part of the project record. We hope you will take advantage of this opportunity to let us know your view of the proposal.

The displays you see here tonight will be available for review for ten days after the public hearing open house at each of the locations mentioned above. An electronic version of the Draft Environmental Assessment, as well as all of the printed materials provided to attendees at this meeting, will be made available on the websites of both the city and the county. Please visit [www.cityofgriffin.com](http://www.cityofgriffin.com) or [www.spaldingcounty.com](http://www.spaldingcounty.com) if you wish to view these documents. A copy of all comments received will be added to the Final Environmental Assessment (FEA), and responses to the comments will also be provided in the FEA.

Again, thank you for attending this public hearing open house and for giving us your comments. If you should have any questions or need additional information, feel free to contact Mr. Robert Mohl at (770) 227-2928 ext. 4, Mr. Frederick Gardiner at (770) 233-4130, or the Spalding County Community Development Director at (770) 467-4220.

Sincerely,

Robert Mohl, Airport Manager  
Griffin-Spalding County Airport

RM/pc

Attachments

## **Need & Purpose Statement**

The purpose of the Proposed Action is to provide improvements to the Griffin-Spalding County Airport by constructing a new location Level III business airport facility. The proposed new location airport would include the following components:

- A runway at least 5,500 feet long and 100 feet wide;
- A full-parallel taxiway accessing both transient and based aircraft facilities;
- Additional aircraft storage facilities to meet demand;
- Precision instrument approach with runway end identifier lights (REILs) and/or approach lighting system;
- High-intensity runway lighting (HIRL);
- Jet A and 100LL above-ground fuel farm; and
- Rotating beacon, visual glide slope indicators (VGSIs), and automated weather reporting system.

The Proposed Action is needed to meet federal and state requirements for a general aviation airport, as well as to accommodate existing aviation demand and to foster future aeronautical and economic growth in the Spalding County area, based on the following primary factors:

- Federal Aviation Administration (FAA) modeling indicates that at least 5,500 feet of usable runway length is required in order to accommodate 75 percent of the general aviation fleet of large airplanes, including the Cessna Citation 500 Series, Learjets, Raytheon Hawkers, Dassault Falcon models 10/20/50, and the Bombardier Challenger 300.
- The FAA recommends that RPZs be located on airport property, or at a minimum, on property that is controlled by the airport sponsor. The existing runway configuration provides little potential for the RPZs to safely become larger if instrument approach minima are decreased to less than one statute mile.
- The existing taxiway configuration requires aircraft landing on Runway 32 or departing on Runway 14 that are either based or visiting on-airport businesses on the south side of the airport to cross or back-taxi the active taxiway in order to access these facilities. A full parallel taxiway that provides access to all airport facilities would increase operational safety and efficiency.
- The separation between the runway centerline and the taxiway centerline is one of the FAA airport design factors that determine the lowest instrument approach minima available. The existing separation is approximately 150 feet from the full parallel taxiway and 220 feet from the partial parallel taxiway, which are non-standard separation distances for an ARC B-II airport. The ideal runway-taxiway separation would be 300 feet in order to achieve approach minima as low as one-half statute mile, as well as to safely accommodate larger aircraft.
- The Proposed Action would meet state qualifications set forth in the Georgia Aviation Systems Plan for a Level II business airport (with a 5,000-foot runway) and for a Level III business airport (with a 5,500-foot runway) when considering the expected Airport Service Area (ASA) and forecasted fleet mix. The Airport has already lost at least one business client that was forced to move to Peachtree City Airport due to the current airport limitations.
- Spalding County and other area counties rely, in part, on a convenient and safe airport facility to help promote future economic development. The existing Airport currently

accommodates many successful aeronautical businesses with steady revenue and continuous tenancy. However, businesses using larger aircraft must take loading penalties (e.g., less fuel; less cargo; fewer passengers) in order to safely take off and land on the existing 3,701-foot runway. These businesses are potentially losing clients due to the runway length limitations of the existing Airport facility; other general aviation airports in the south Atlanta region provide similar aviation services but have longer runways. An airport with a 5,500-foot runway and adequate landside facilities would support potential business and economic development in the area by accommodating 75 percent of the general aviation fleet at 60 percent useful load.

### **Alternatives Analysis**

The no-action alternative is designated as Alternative 1 in the Environmental Assessment (EA). Four build alternatives also were considered: the two options for expanding and upgrading the Airport at its existing location, designated as Alternative 2A (with a 5,000-foot runway) and Alternative 2B (with a 5,500-foot runway); and the two sites ranked in the Airport Site Selection Study as being most suitable for a new-location general aviation airport, designated as Alternative 3 and Alternative 4. The Alternative 3 site is located just northeast of the city of Griffin, with High Falls Road as the southern boundary and Musgrove Road as the eastern boundary; the northern and western boundaries follow individual land parcel lines. The Alternative 4 site is located in northeast Spalding County, with North McDonough Road as the western boundary and Amelia Road as the eastern boundary; the northern and southern boundaries also follow individual land parcel lines.

The five alternatives underwent additional screening as part of the EA to identify a preferred alternative to be further analyzed for potential environmental impacts. The alternatives that were consistent with the need and purpose of the Proposed Action were carried forward to be evaluated for their potential to minimize adverse social and environmental impacts, and Alternative 3 was selected as the primary build alternative to be carried forward to a full analysis of potential environmental impacts. Alternative 1 (the no-action alternative), which does not meet the need and purpose, was also carried forward to a full analysis of potential environmental impacts, as required by the Council on Environmental Quality (CEQ) regulations.

### **Environmental Statement**

#### *Affected Environment*

The study areas for this EA generally encompass the existing airport boundaries and RPZs for Alternative 1 (the no-action alternative) and the proposed airport boundaries and RPZs for Alternative 3 (the preferred build alternative). The study areas also extend beyond these boundaries, as applicable to specific environmental analysis categories. The general conditions at the Alternative 1 and Alternative 3 sites are summarized in **Table 1**.

#### *Environmental Consequences*

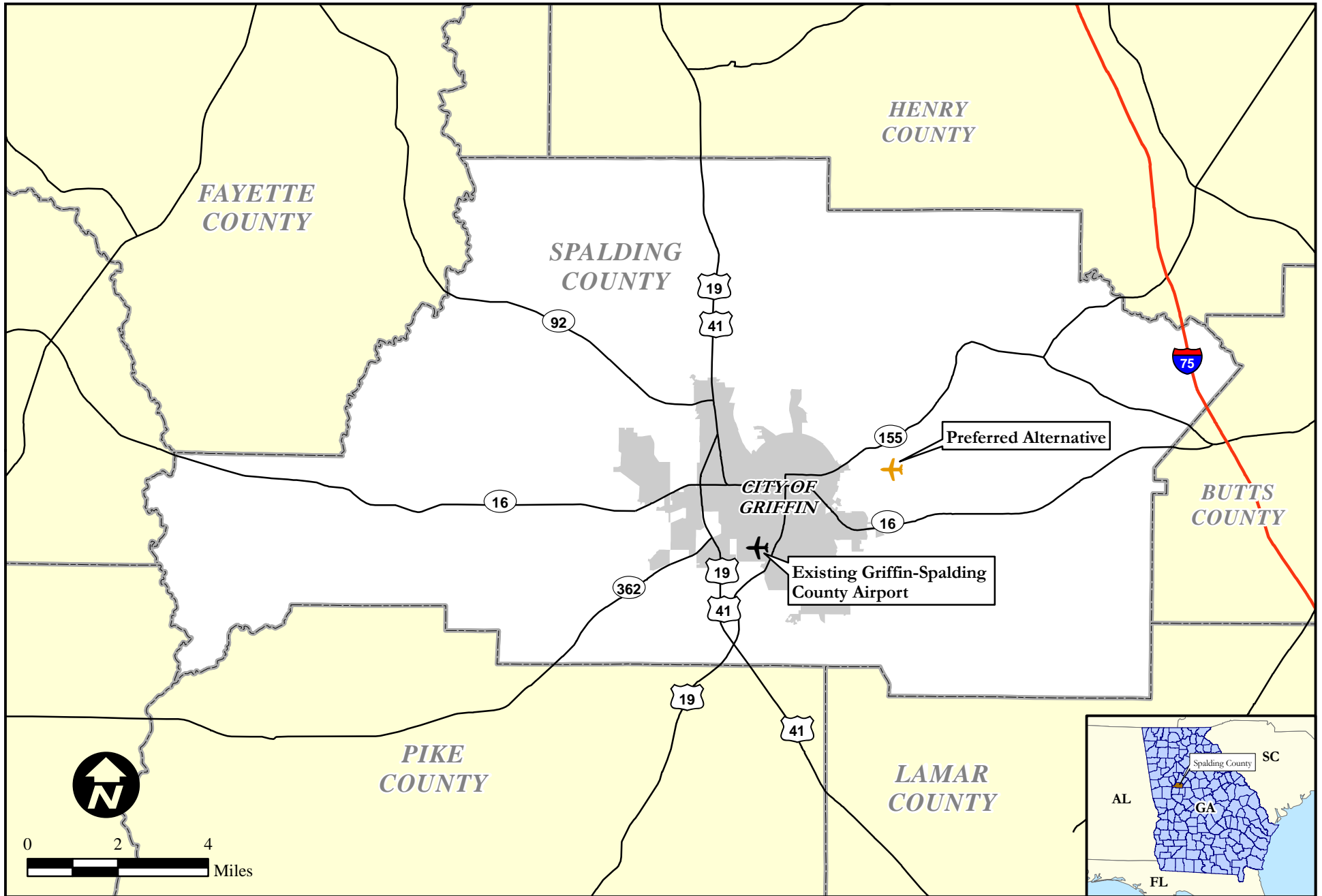
The potential benefits and adverse impacts associated with Alternatives 1 and 3 were evaluated for 22 categories of the human, physical, and natural environment, as summarized in **Table 2**.

**TABLE 1  
SUMMARY OF EXISTING CONDITIONS**

<b>Environmental Category</b>	<b>Alternative 1 (No Action)</b>	<b>Alternative 3 (Preferred Build)</b>
Air Quality	Non-attainment area for ozone and particulates; below threshold for NAAQS analysis but CAA General Conformity Rule applies	Non-attainment area for ozone and particulates; below threshold for NAAQS analysis but CAA General Conformity Rule applies
Biotic Communities	No significant natural areas / habitats present	Forested; agricultural; stream habitats present
Coastal Barrier Resources Act	Not applicable	Not applicable
Coastal Zone Management Act	Not applicable	Not applicable
Cultural / Historical Resources	Five historic resources listed on National Register of Historic Places (NRHP) present in vicinity	Ten historic resources listed, eligible, or potentially eligible for NRHP; two potentially eligible archaeological sites
Energy Supply / Natural Resources	No resources present	Forest resources present
Farmland	No farmlands present	Prime farmland and farmland of state importance present
Floodplains	No floodplains present	100-year floodplains present
Hazardous Materials Sites	Eleven sites in 0.5 mile radius	Four sites in 0.5-mile radius
Land Use	Transportation land use present on site (Airport excluding Runway Protection Zones); Commercial, Industrial, Institutional, Parks, Undeveloped, and Residential land uses present on adjacent parcels	Agriculture / Forest, Low-Density Residential, Undeveloped / Vacant, and Rural Reserve land uses present on site and on adjacent parcels
Light Emissions	High-Density Residential and Institutional / Public land uses present onsite and in vicinity	Low-Density and Medium Density Residential land uses present onsite and in vicinity
Noise	High-Density Residential and Institutional / Public land uses present onsite and in vicinity	Low-Density and Medium Density Residential land uses present onsite and in vicinity
DOT Act Section 4(f) / 303(c)	Cultural resources and Parks / Recreation land use present on site and in vicinity	Cultural resources present on site and in vicinity
Social Impacts & Environmental Justice (EJ)	EJ populations present in 2000 U.S. Census Block Groups applicable to site vicinity	EJ populations potentially present in 2000 U.S. Census Block Group applicable to site and site vicinity
Solid Waste	Significant structural & pavement materials present	Forest products and low-density residential buildings present
Threatened & Endangered Species	No individuals recorded / identified; no habitats present	No individuals recorded / identified; no habitats present
Water Quality	Ison Branch (supporting designated use as fishing)	Cabin Creek (not supporting designated use as fishing)
Waters of the U.S.	No federal or state waters present	Cabin Creek and tributaries present
Wild and Scenic Rivers	None present in vicinity	None present in vicinity

**TABLE 2  
SUMMARY OF POTENTIAL ENVIRONMENTAL IMPACTS**

<b>Environmental Category</b>	<b>Alternative 1 (No Action)</b>	<b>Alternative 3 (Preferred Build)</b>
Air Quality	No Impacts	Minor Impacts
Biotic Communities	No Impacts	Impacts
Coastal Barrier Resources Act	No Impacts	No Impacts
Coastal Zone Management Act	No Impacts	No Impacts
Construction Impacts	No Impacts	Temporary Impacts
Cultural / Historical Resources	No Impacts	No Impacts
Cumulative / Indirect Impacts	No Impacts	Minor Impacts / Impacts
Energy Supply / Natural Resources	No Impacts	Minor Impacts
Farmland	No Impacts	Minor Impacts
Floodplains	No Impacts	Impacts
Hazardous Materials Sites	No Impacts	No Impacts
Induced Socioeconomics	Impacts (Negative)	Impacts (Positive)
Land Use	No Impacts	Impacts
Light Emissions	No Impacts	Minor Impacts
Noise	No Impacts	Minor Impacts
DOT Act Section 4(f) / 303(c)	No Impacts	No Impacts
Social Impacts & Environmental Justice	No Impacts	No Impacts
Solid Waste	No Impacts	Minor Impacts
Threatened & Endangered Species	No Impacts	No Impacts
Water Quality	No Impacts	Minor Impacts
Waters of the U.S. (Streams / Wetlands)	No Impacts	Impacts / No Impacts
Wild and Scenic Rivers	No Impacts	No Impacts



**GRIFFIN-SPALDING COUNTY AIRPORT  
ENVIRONMENTAL ASSESSMENT**

**FIGURE 1  
LOCATION MAP**

# City of Griffin & Spalding County

## Public Hearing Open House Comment Card

### Draft Environmental Assessment

Prepared for the Proposed Replacement of the Griffin-Spalding County Airport

*Please print responses.*

Name \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_

Do you support the project?     For     Against     Conditional     Uncommitted

Comments \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

How did you hear about this meeting?     Newspaper     Word of Mouth     Other

\_\_\_\_\_

Was the location of the meeting convenient for you to attend?     Yes     No

If no, please suggest a general location that is more convenient to your community.

\_\_\_\_\_

Was the time of the meeting convenient for you to attend?     Yes     No

If no, please suggest a time frame that is more convenient for you. \_\_\_\_\_

Were your questions answered by the project representatives?     Yes     No

Do you understand the project after attending this meeting?     Yes     No

Please share your suggestions on improving the way we conduct our public meetings.

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Please mail your comments to one of the following locations:

<p><i>Mr. Frederick Gardiner, Director City of Griffin – Office of Planning and Development 100 South Hill Street Griffin, GA 30223</i></p>	<p><i>Spalding County Community Development Director 119 East Solomon Street Griffin, GA 30024</i></p>	<p><i>Mr. Robert Mohl, Airport Manager Griffin-Spalding County Airport 1035 South Hill Street Griffin, GA 30224</i></p>
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