

Outline for Georgia Senate Hearing regarding Paulding Airport and cities with multiple airports

BLAKE SWAFFORD

Southeast Region Aviation Lead
for Hanson Professional Services

- Bachelor and Master's Degrees in Civil Engineering
- Former Airport Manager for Paulding Northwest Atlanta Airport (2006-2016).
- Former Air Traffic Controller.
- Former President of the Georgia Airports Association.
- Working in aviation industry for over 20 years.

History of Paulding Airport

- Inception – Paulding Airport identified as a need by the Georgia Dept. of Transportation in 1999 in the Georgia Statewide Aviation System Plan. City of Atlanta purchased 10,000 acres of property in Paulding County in 1970's as potential site for future airport
- County Effort – Began in 2003. Potential Airport was added to the Federal Aviation Administration's (FAA) National Plan of Integrated Airport's System (NPIAS) in 2004 making the airport development eligible for federal grant funds
- Design & Construction – Began design in 2004, began property acquisition in 2005 and began construction in 2006. Most of airport was finished by 2010.
- Airport Development Challenges – Airport opened during the recession. In 2012 airport received a direct hit from an EF-3 tornado, destroying most of the aircraft on the airport and all of the existing hangars.

- Growth Opportunity – In 2014 the airport developed a relationship with a private aviation development group that offered the opportunity to bring new development, including limited commercial service, to the Paulding Airport.
- Opposition – Soon after the announcement was made regarding the commercial service, very powerful legal opposition was encountered in addition to very public opposition from the City of Atlanta and Delta Airlines.
- Battle continues today – The airport has now been bogged down for over 4 years in court with a myriad of legal oppositions to the commercial service and multiple complaints and oppositions filed with the FAA by the City of Atlanta and Delta Airlines.

Atlanta and Hartsfield Jackson International Airport

- Largest City in the US with only 1 commercial service airport – other major cities have as many as 3, 4 or even 5 commercial service airports serving their metropolitan regions
- One of the largest percentages of operations controlled by a single airline (80%)
- With single airport, at risk for natural disasters, power outages & security stoppages

Success with multiple airports

- Orlando International Airport and Orlando-Sanford International Airport
- Tampa International Airport and St. Pete-Clearwater International Airport
- O’Hare International Airport and Chicago Rockford International Airport
- George Bush Intercontinental Airport and William Hobby Airport
- Latest, Seattle-Tacoma International Airport and Boeing Field

The Ultra-Low Cost Carrier (ULCC) Model

- Allegiant, Frontier, Spirit, Sun Country, Via Air, Silver, Elite, Porter
- Currently 7%. Projected to be 12% within 2 years
- After consumers who are not currently flying, secondary and underserved markets (Boyd *Forbes*)

Benefits of 2nd airport to the region and the state

- Increases travel options and alternatives for citizens of Atlanta and Georgia
- Reduces leakage to surrounding states, primarily Tennessee and Alabama
- Maximizes usage of existing infrastructure (\$65 million asset in Paulding not being used)
- Creates additional tourism into the state with ULCC seats from new markets
- Takes cars off the road (I-75, I-85, I-20)

Bottom line: Multiple airports work together seamlessly in cities across the country and around the world. A second commercial service airport in the Atlanta Metropolitan area would bring new airlines, which would bring new service, which would bring new jobs, revenue, visitors and increased travel options to the region.