

Facilities



Architect's Rendering

The centerpiece of the Paulding Northwest Atlanta Airport will be its 23,000 square-foot, state of the art terminal building and Fixed Base Operator (FBO). Located adjacent to the extensive main ramp area, the FBO and fueling facilities are capable of handling several large business jets simultaneously. The FBO, which is slated to open in early 2010, will feature all of the amenities that any professional pilot has come to expect, including internet and electronic weather access, meeting areas, pilot rest areas, and sufficient parking for both vehicles and aircraft of all sizes. The remaining building space will be available for lease to tenants and other aviation companies.



Hangar space will be plentiful, with a planned mix of corporate and box hangars available. Clever eco-planning has allowed for several areas of the airport property to be expanded for the anticipated growth in years to come.

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“The State Of Georgia is proud to have been a vital partner in the development and construction of the new Paulding Regional Airport. I commend the vision and energy of all who have helped bring this facility from conception to reality. An effective, efficient transportation network is a key to economic vitality, and the Paulding Regional Airport will be an engine that drives growth in this community for years to come.”

— Governor Sonny Perdue —



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Introduction



The Paulding Northwest Atlanta Airport (PUJ) is the first jet-capable airport to be built in Georgia in over thirty years, and its design provides a very solid foundation and infrastructure for the future of aviation and commerce in Paulding County.

Named by the United States Department of Commerce as winner of the 2007 “Excellence for Innovation in Economic Development” Award, the airport is the centerpiece of a 10,000 acre pod system designed to enhance commerce and industry. Additionally, the Nature Conservancy, a prominent national organization focused on conserving the environment and self-sustainable development, has endorsed the airport’s 600 acre design. The eco-friendly foresight that was adopted during the planning phases will ensure the airport’s place on a very short list of “Green-Airports.”



The Paulding Northwest Atlanta Airport maintains a focus upon supporting positive relationships with its neighbors in surrounding areas, and airport users will find that the facilities and lack of congestion provides a positive flying experience each and every time. As northwest Atlanta’s newest business executive airport, the ultimate goal is to provide long-term profit generation that can self-sustain the airport for independent development as it rewards stakeholders. The airport continues to seek federal and state funds to constantly improve facilities and to better serve customers.

Airport of the Future

Paulding County has consistently been ranked as one of the Ten Fastest-Growing counties in the United States over the past decade. Recognizing this tremendous growth, the airport was built and planned for aggressive growth and increased aircraft operations in the immediate future. Pilots will be utilizing the best navigational equipment and ground / runway safety standards. The arrival and departure procedures are seamless due to the airport’s prime location, northwest of Atlanta’s busy Class B airspace. Safety is the standard for the design of the airport, and proactive pilots, aircraft owners, and passengers will appreciate the ease of usage and accessibility that it provides for both VFR and IFR flights.



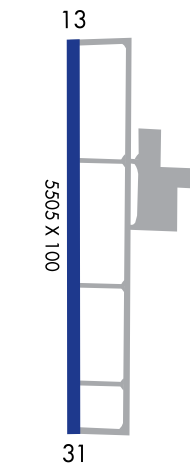
The designers of the Paulding Northwest Atlanta Airport accounted for the complex Class B airspace surrounding the airport. The airport consists of a single, 5,500’ x 100’ runway (13-31) capable of handling most business aircraft in service today. Runway 31 is uniquely equipped with a localizer and glide slope, providing Category 1 ILS (Instrument Landing System) capabilities for low-visibility and low-ceiling approaches. GPS-WAAS approaches are also available on runway 31, in addition to runway 13. A parallel taxiway provides ease of use for ground operations, with sufficient turn off space for landing and departing aircraft. AWOS is also available on the field for timely updates on weather and wind conditions.

Airport Specifications

FAA Airport Identifier – KPUJ / PUJ
Airport Rotating Beacon with Pilot Activated Airport Lighting
AWOS – Automated Weather Observation System (on airport)

Runway 13 / 31 General Overview

5,500 feet (usable length) x 100 feet (width)
Concrete, Grooved Surface
HIRL (High Intensity Runway Lighting)
Single Wheel Landing Gear - 50,000 pounds, maximum ramp weight
Dual Wheel Landing Gear- 90,000 pounds, maximum ramp weight



Runway 13

Non-Precision Approach – GPS / WAAS
Non-Precision Approach Runway Markings

1,289’ Touchdown Zone Elevation

REIL (Runway End Identifier Lighting)
PAPI (Precision Approach Path Indicator)

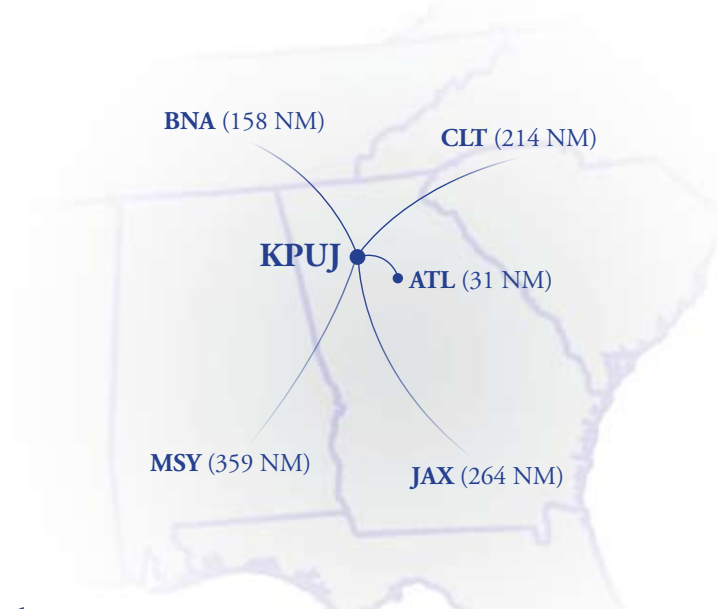
Runway 31

Precision Approach - ILS / LOC with DME
Precision Approach Runway Markings
Non-Precision Approach GPS / WAAS

1,283’ Touchdown Zone Elevation

REIL (Runway End Identifier Lighting)
PAPI (Precision Approach Path Indicator)

Location



PUJ Airport Authority
240 Constitution Blvd., Dallas, GA 30132
Phone: (678) 224-4230 FAX: (770) 505-8877
www.pauldingairport.com

For more information regarding business opportunities inside and surrounding the Paulding Northwest Atlanta Airport, please call Blake Swafford, Airport Director at (678) 224-4230.

Architect/Engineer – **The LPA Group**, (770) 263-9118



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