

Facilities



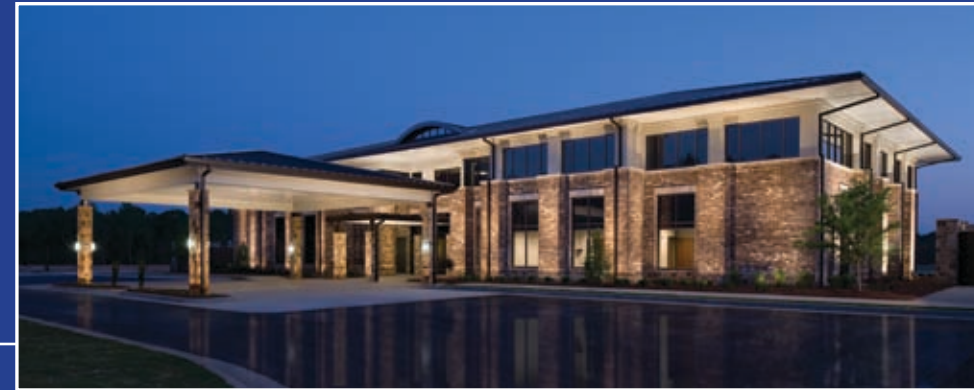
The centerpiece of the Paulding Northwest Atlanta Airport is its 23,000 square-foot, state of the art terminal building, which is home to the airport's fixed base operator (FBO), Paulding Jet Center. The interior of the new terminal building is extremely

unique for a building of its type, with natural stone and wood accents that truly enhance the facility's modern appearance.

Paulding Jet Center's fueling facilities are capable of servicing several business jets simultaneously, and all of the amenities that pilots and passengers have come to expect, including Wi-Fi, electronic weather access, meeting areas and pilot rest areas are available throughout the spacious terminal building of the FBO.



Additional office spaces are available for lease to tenants and other aviation related companies, such as aircraft management companies and flight schools that may require airside access.



"The Paulding Northwest Atlanta Airport continues to serve as a catalyst for exciting and unique economic development opportunities of the future. The growth and progress of the airport continues to garner significant attention throughout the aviation industry for Paulding County."

Blake Swafford, Airport Director



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Paulding Jet Center

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Overview



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 industry in Paulding County. Recently named by the United States Department of Commerce as winner of the “Excellence for Innovation in Economic Development” Award, the airport is the centerpiece of a pod system designed to enhance commerce and industry in the region.

As metro Atlanta’s newest general and business aviation airport, the ultimate goal is to provide long-term profit generation and job creation that will self-sustain the airport for independent commercial development as it rewards stakeholders. The airport continues to seek federal and state funds to continuously improve facilities and to better serve its customers.



The Nature Conservancy, a prominent national organization focused on conserving the environment and self-sustainable development, has also endorsed the airport’s 600-acre design. The eco-friendly foresight that was adopted during the planning phases ensures the airport’s place on a very unique list of “Green Airports.”

Growth for the Future

Located twenty-five miles northwest of Atlanta, Paulding County has been one of the fastest growing counties in the United States over the past ten years. Paulding Northwest Atlanta Airport was designed to accommodate for rapid growth in both private and corporate aircraft operations over the next fifty years. The arrival and departure procedures for the airport’s VFR and IFR flights are seamless due to its prime location just outside and underneath Atlanta’s busy, Class Bravo airspace.



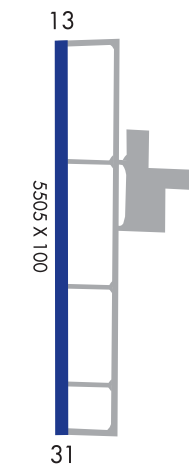
Paulding Northwest Atlanta Airport is unique in its location, amenities, and services, but it is most unique in terms of its room for growth and custom business development. The airport provides an ideal logistical location for an aircraft manufacturer, charter operator or MRO seeking to expand its operations for future growth. The 650-acre airport property includes an adjacent, 110-acres of commercial and industrial land parcels that are favorably zoned for immediate development. Parcels of all sizes are available with direct runway and ramp access, as well as off-airport parcels that will accommodate non-aviation related industries.

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)

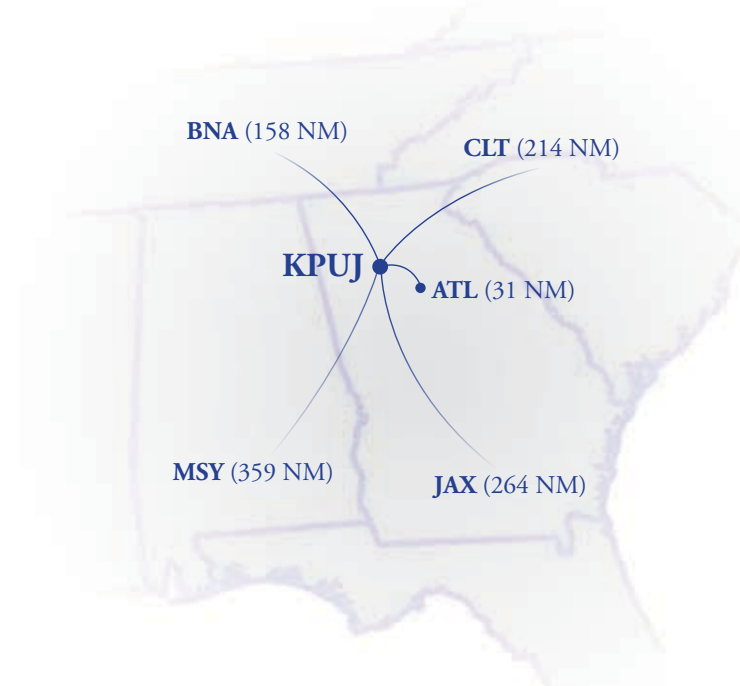
Runway 31

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



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