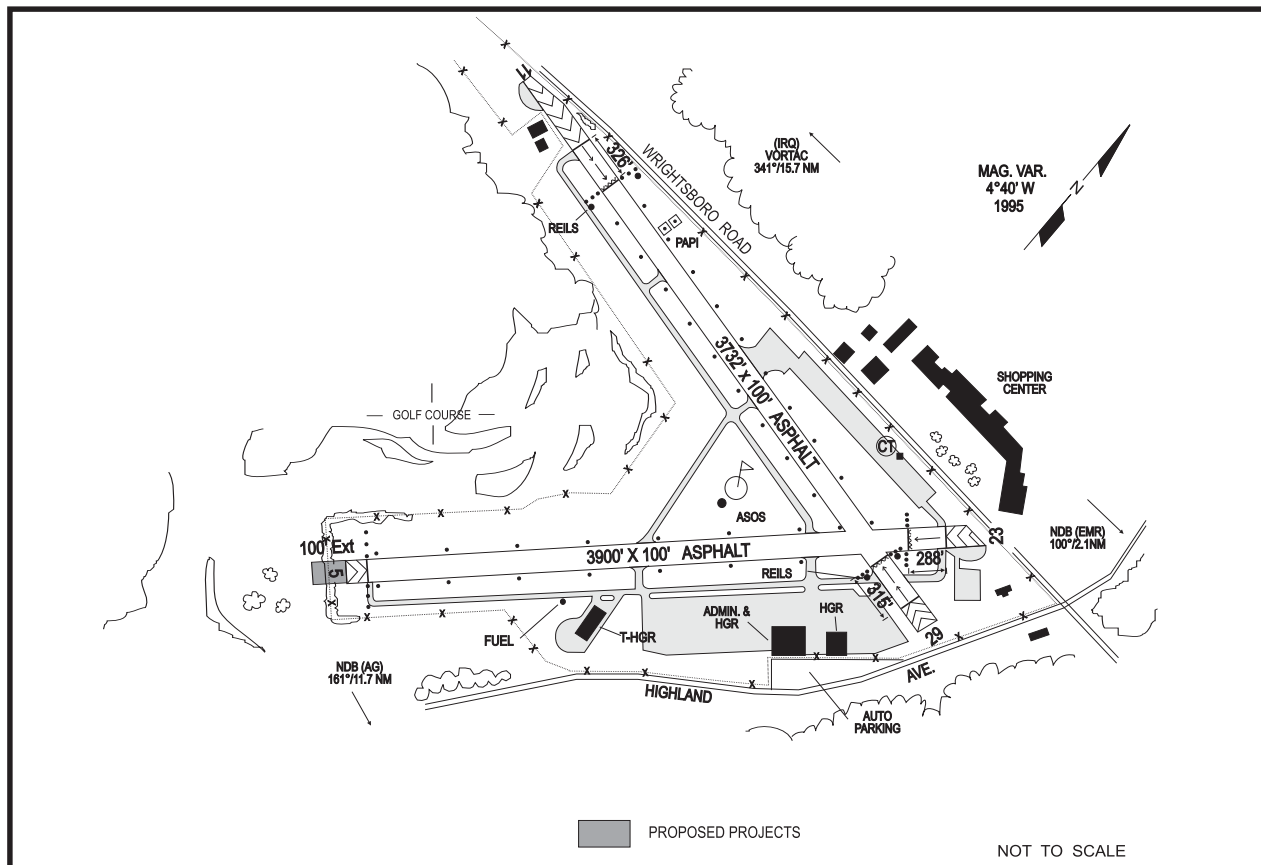
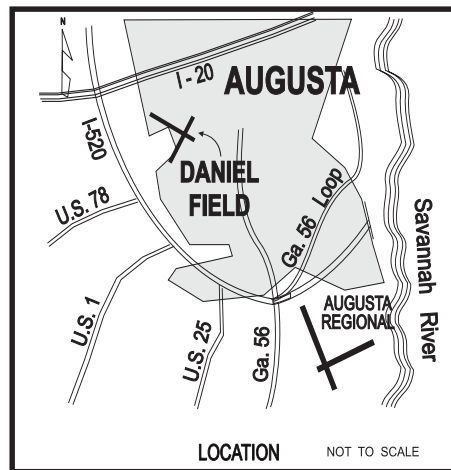
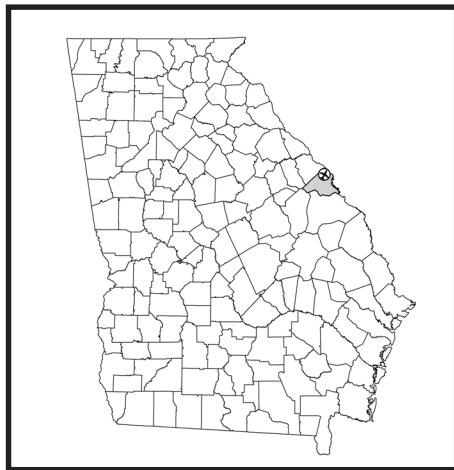


AIRPORT FINDINGS AND RECOMMENDATIONS

AIRPORT LOCATION

Daniel Field is located in the City of Augusta and Richmond County in the eastern part of Georgia approximately 34 miles east of Thomson and 136 miles northeast of Macon. Highway access to the airport from the east and west is via I-20 and I-520.

The airport, situated on 146 acres, is owned and operated by Augusta-Richmond County. The airport accommodates a variety of aviation related activities including recreational flying, corporate/business jets, flight training, and experimental aircraft.



EXISTING FACILITIES

Daniel Field has two runways. The airport's primary runway, 05/23, is 3,900 feet long by 100 feet wide with medium intensity runway lighting (MIRL). Runway 05/23 has a 288 foot displaced threshold at the approach end of Runway 23. The airport's secondary runway, Runway 11/29, is 3,732 feet long by 100 feet wide with MIRL and a precision approach path indicator (PAPI) on the approach end of Runway 11. Both ends of Runway 11/29 have runway end identifier lights (REIL). The threshold of Runway 11 is displaced 326 feet, and the threshold of Runway 29 is displaced 315 feet. Both runways have full parallel taxiways with medium intensity taxiway lights (MITL). The airport has a rotating beacon, wind cone, segmented circle, and an ASOS. Approaches to the airport include a VOR/DME or GPS-B, VOR/DME RNAV to Runway 11, NDB/DME or GPS-C, and a NDB or GPS to Runway 11,

Current landside facilities and services include 99 apron parking spaces, 62 hangars spaces, 70 auto parking spaces, and a 6,700 square foot terminal and administrative building. The airport has an FBO and offers both AvGas and Jet A fuel.

CURRENT AND FORECAST DEMAND

A review of the airport's historic demand levels shows that based aircraft decreased from 91 in 1990 to a current level of 75. By 2021, the airport's based aircraft are expected to reach 92. Currently, the airport has approximately 27,500 annual aircraft takeoffs and landings divided between local and itinerant operations. This figure is projected to increase to 30,510 by 2021. By the end of the planning period, the airport is expected to reach 14% of its available annual operating capacity.

Daniel Field	Current	2006	2011	2021
Based Aircraft	75	78	83	92
Operations	27,500	28,100	28,882	30,510
Local	18,150	18,546	19,062	19,899
Itinerant	9,350	9,554	9,820	10,611
Enplanements	N/A	N/A	N/A	N/A
Demand/Capacity Ratio	12%	12%	13%	14%

AIRPORT FACILITY AND SERVICE NEEDS

Daniel Field has been classified a Level I airport and should provide appropriate facilities and services commensurate with its system role. Airport improvements identified in the System Plan include:

- Extend Primary Runway 05/23 100 feet
- Install PAPIs
- Phase I: 28 additional auto parking spaces are needed; Phase II: 6 additional auto parking spaces are needed; Phase III: 11 additional auto parking spaces are needed

The following table summarizes current facilities and services, the airport's facility and service objectives, and actions/projects needed for Daniel Field to meet these objectives.

FACILITY AND SERVICE OBJECTIVES Level I

Augusta -Daniel Field-DNL

	EXISTING	SYSTEM OBJECTIVE	RECOMMENDED
Airside Facilities			
Runway Length (Rwy 05/23)	3,900	4,000 feet	Extend 100 feet
Runway Width	100	75 feet	None
Taxiway Length	Full Parallel	Turnarounds	None
Approach	Non-Precision	Non-Precision	None
Lighting- Runway	MIRL	MIRL	None
Lighting- Taxiway	MITL	MITL	None
NAVAIDS	Rotating Beacon	Rotating Beacon	None
NAVAIDS	Segmented Circle	Segmented Circle	None
NAVAIDS	Wind Cone	Wind Cone	None
NAVAIDS	None	PAPI	PAPI
NAVAIDS	None	Other NAVAIDS as required for non-precision approach	None
Weather Reporting	ASOS	None	None
Ground Communications	Public Telephone/RCO	Public Telephone or GCO	None
General Aviation Landside Facilities			
Hangared Aircraft Storage	62 spaces	60% of based fleet	None
Apron Parking/Storage	99 spaces	40% of based aircraft plus additional 25% for transient aircraft	None
Terminal/Administrative	6,700 square feet	750 square feet minimum with amenities	None
Auto Parking	70 spaces	One Space for each based aircraft, plus 25% for visitors/employees	Phase I: 28 add'l spaces needed Phase II: 6 add'l spaces needed Phase III: 11 add'l spaces needed
Services			
FBO	Full Service	Limited Service	None
Fuel	AvGas	AvGas	None
Fuel	Jet Fuel	Jet Fuel	None

OTHER RECOMMENDATIONS

Additional actions or projects required for Daniel Field to meet Level I performance objectives:

- Update the Master Plan/ALP in Phase III (2015)

DEVELOPMENT COSTS

The accompanying table summarizes the estimated costs for Daniel Field to meet the recommendations of the Georgia Aviation System Plan.

DANIEL FIELD						
Associated City FAA Identifier Level	Augusta DNL I					
		Facility Objectives		Costs		
	Existing	Objective	Facility Needs	Phase I	Phase II	Phase III
Airfield						
Runway Length	3,900	4,000	Extend runway 100 feet.	Funds committed.		
Runway Width	100	100				
Taxiway Type	parallel T/W	2 turnarounds				
Runway Lighting	MIRL	MIRL	Install MIRL on runway extension.	included		
Taxiway Lighting	MITL	MITL				
Land Acquisition						
Earthwork						
Pavement Maintenance	82 PCI	>70 PCI				
Navigational Aids						
PAPI	None	PAPI	2	\$50,000		
Rotating Beacon	Yes	Rotating Beacon				
Segmented Circle	Yes	Segmented Circle				
Windcone	Yes	Windcone				
Weather	ASOS	N/A				
GCO/Phone	RCO/Phone	GCO/Phone				
Approach Lighting	N/A	N/A				
General Aviation Facilities						
Phase IPhase IIPhase III						
Hangar Storage	62	55				
Apron	99	46				
Auto Spaces	70	115	28611	\$42,000	\$9,000	\$16,500
Terminal Space	6,700	750				
Fuel						
Planning/Environmental						
ALP Update	2000	Update every 15 years	1			\$40,000
Environmental Assessment						
Subtotal				\$92,000	\$9,000	\$16,500
Total Estimated Cost				\$ 117,500		

Note: It is assumed that non-precision GPS approaches and precision GPS approaches will be available in the near future. The cost associated with this technology resides in the aircraft. Therefore, additional equipment costs associated with providing future non-precision and precision approaches have not been estimated.