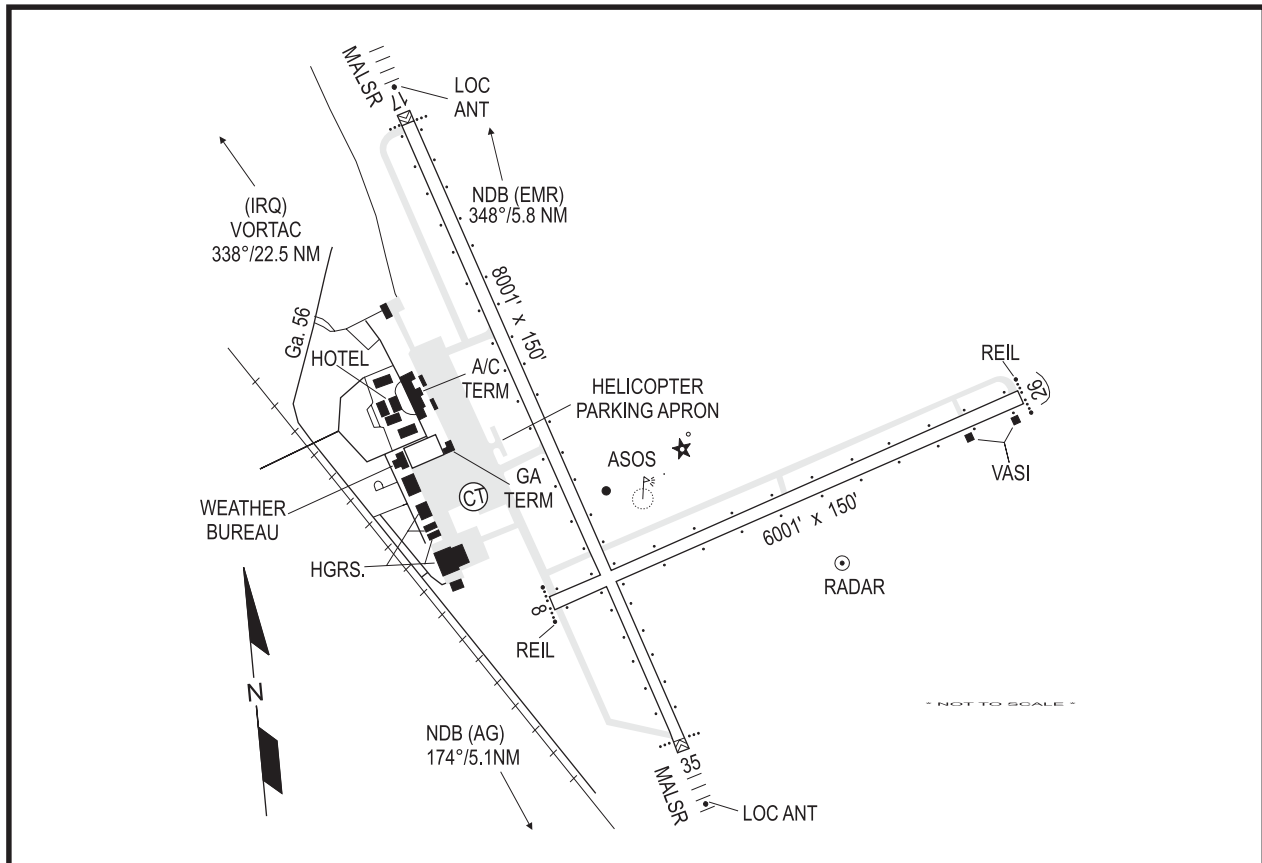
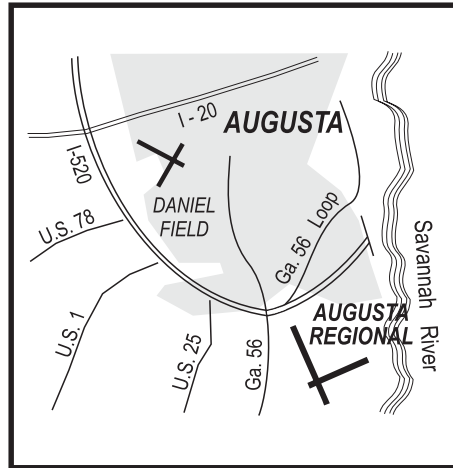
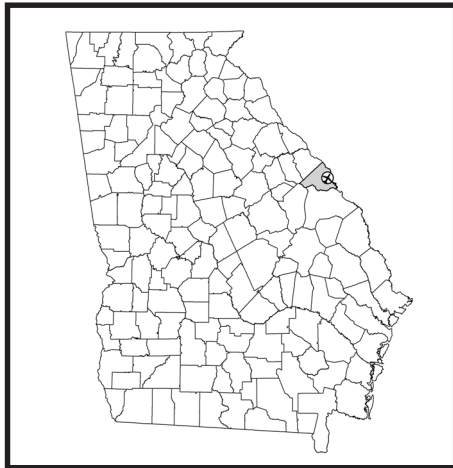


AIRPORT FINDINGS AND RECOMMENDATIONS

AIRPORT LOCATION

Augusta Regional at Bush Field is located in Richmond County in the eastern part of Georgia approximately 130 miles north of Savannah and 150 miles east southeast of Atlanta. Highway access to the airport from the north and south is via Georgia Highway 56 and from the east and west is via I-520. Other highways in the vicinity include Interstate 20 and U.S. Highways 1, 25, and 78.

The airport, situated on 1411 acres, is owned and operated by the City of Augusta. The airport accommodates a variety of aviation related activities including commercial service, corporate/business jets, recreational flying, agricultural spraying, shipping of just-in-time, police/law enforcement, prisoner transport, and aerial photography/surveying.



EXISTING FACILITIES

Augusta Regional at Bush Field has two runways. Runway 17/35, the primary runway, is 8,001 feet in length and 150 feet wide with high-intensity runway lighting (HIRL) and medium-intensity approach lighting system with runway alignment indicators (MALSR) on both runway ends. The secondary runway, Runway 08/26, is 6,001 feet long by 150 feet wide with medium-intensity runway lighting (MIRL) and runway end identifier lights (REIL). Runway 26 has a visual approach slope indicator (VASI). Both runways have full parallel taxiways with medium intensity taxiway lights (MITL). The airport has a rotating beacon, segmented circle, wind cone, ASOS, and a control tower. The airport has an ILS, VOR/DME, and an NDB or GPS approach to Runway 17, and an ILS and NDB or GPS approach to Runway 35.

Current landside facilities and services include a full-service FBO and maintenance facility with a fuel concession that provides AvGas and Jet A fuels. The airport includes 50 hangar parking spaces, 12 apron parking spaces, and has 30 general aviation auto parking spaces. There is a 46,265 square foot commercial service terminal building, 11,078 general aviation terminal building, and approximately 3,500 square feet of administrative space. Rental cars are available.

CURRENT AND FORECAST DEMAND

A review of the airport's historic demand levels shows that based aircraft increased from 15 in 1990 to a current level of 17. By 2021, the airport's based aircraft are expected to reach 21. The airport has approximately 43,687 annual general aviation aircraft takeoffs and landings divided between local and itinerant operations and 11,078 commercial operations. These figures are projected to increase to 59,620 and 20,072, respectively, by 2021. Enplanements are expected to increase from 200,158 to 292,321 by 2021. By the end of the planning period, the airport is expected to reach 26% of its available annual operating capacity.

Augusta Regional at Bush Field	Current	2006	2011	2021
Based Aircraft	17	18	19	21
Operations	43,687	46,642	50,620	59,620
Local	13,859	14,797	16,059	18,914
Itinerant	29,828	31,845	34,561	40,706
Enplanements	200,158	200,424	208,667	292,321
Commercial Operations	11,686	14,248	17,160	20,072
Demand/Capacity Ratio	19%	20%	22%	26%

AIRPORT FACILITY AND SERVICE NEEDS

Augusta Regional at Bush Field has been classified a Level III airport and should provide appropriate facilities and services commensurate with its system role. Airport improvements in the System Plan include:

- Install PAPI
- Phase III: 2 additional general aviation auto parking spaces are needed

The following table summarizes current facilities and services, the airport's facility and service objectives, and actions/projects that are needed for Augusta Regional at Bush Field to meet these objectives.

FACILITY AND SERVICE OBJECTIVES Level III
Augusta - Augusta Regional at Bush Field-AGS

	EXISTING	SYSTEM OBJECTIVE	RECOMMENDED
Airside Facilities			
Runway Length (Rwy 17/35)	8,001	5,500 feet or greater	None
Runway Width	150	100 feet	None
Taxiway Length	Full Parallel	Full Parallel	None
Approach	Precision	Precision	None
Lighting- Runway	HIRL	HIRL for precision approaches; MIRL for non-precision	None
Lighting- Taxiway	HITL	MITL	None
NAVAIDS	Rotating Beacon	Rotating Beacon	None
NAVAIDS	Segmented Circle	Segmented Circle	None
NAVAIDS	Wind Cone	Wind Cone	None
NAVAIDS	None	PAPI	PAPI
Weather	ASOS	AWOS/ASOS	None
Ground Communications	Phone	GCO/Phone	None
Approach Light System	MALSR	Approach Light System	None
General Aviation Landside Facilities			
Hangared Aircraft Storage	50 spaces	70% of based fleet	None
Apron Parking/Storage	12 spaces	30% based of aircraft plus additional 75% for transient aircraft	None
Terminal/Administrative	11,078 square feet	2,500 square feet minimum with amenities	None
Auto Parking	30 spaces	One Space for each based aircraft, plus 50% for visitors/employees	Phase III: 2 add'l spaces needed
Services			
FBO	Full Service	Full Service	None
Maintenance	Full Service	Full Service	None
Fuel	AvGas	AvGas	None
Fuel	Jet Fuel	Jet Fuel	None
Rental Cars	Available	Available	None

OTHER RECOMMENDATIONS

Additional actions or projects required for Augusta Regional at Bush Field to meet Level III performance objectives:

- Update the Master Plan/ALP in Phase III (2013)

DEVELOPMENT COSTS

The accompanying table summarizes the estimated costs needed for Augusta Regional at Bush Field to meet each of the recommendations of the Georgia Aviation System Plan.

Associated City FAA Identifier Level		Augusta AGS III		AUGUSTA REGIONAL at BUSH FIELD AIRPORT		
		Facility Objectives			Costs	
Existing	Objective	Facility Needs		Phase I	Phase II	Phase III
Airfield						
	Runway Length	8,001	5,500			
	Runway Width	150	100			
	Taxiway Type	Full Parallel	Full Parallel			
	Runway Lighting	HIRL	HIRL			
	Taxiway Lighting	HITL	MITL			
	Land Acquisition					
	Earthwork					
	Pavement Maintenance	75 PCI	>70 PCI			
Navigational Aids						
	PAPI	none	PAPI		\$50,000	
	Rotating Beacon	yes	Rotating Beacon			
	Segmented Circle	yes	Segmented Circle			
	Windcone	yes	Windcone			
	Weather	ASOS	ASOS or AWOS			
	GCO/Phone	Phone	GCO/Phone			
	Approach Lighting	MALSR	Approach L lighting			
General Aviation Facilities						
				Phase I	Phase II	Phase III
	Hangar Storage	50	15			
	Apron	12	11			
	Auto Spaces	30	32			\$3,000
	Terminal Space	11,078	2,000			
	Fuel					
Planning/Environmental						
	ALP Update	2003	Update every 10 years		1	\$60,000
	Environmental Assessment					
				Subtotal	\$50,000	\$63,000
Total Estimated Cost					\$	113,000

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.