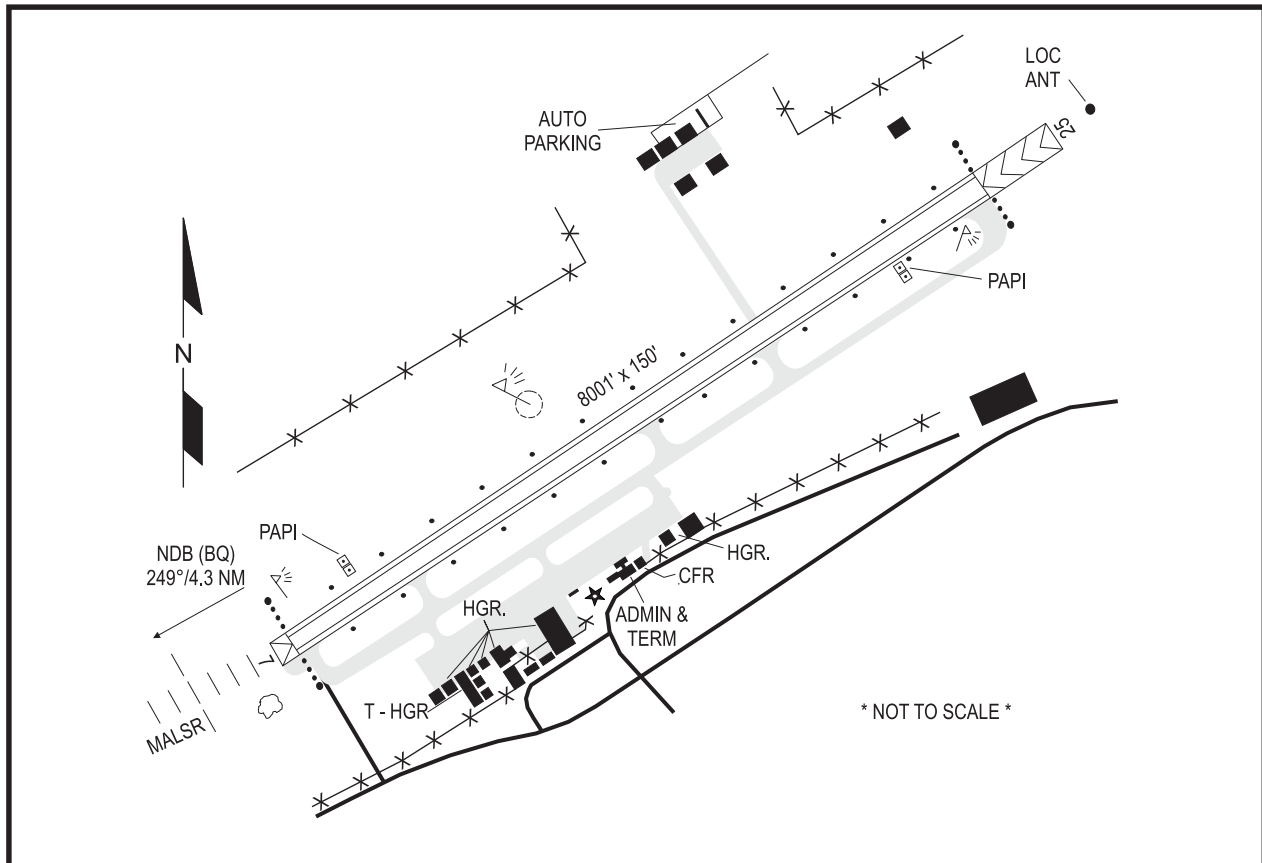
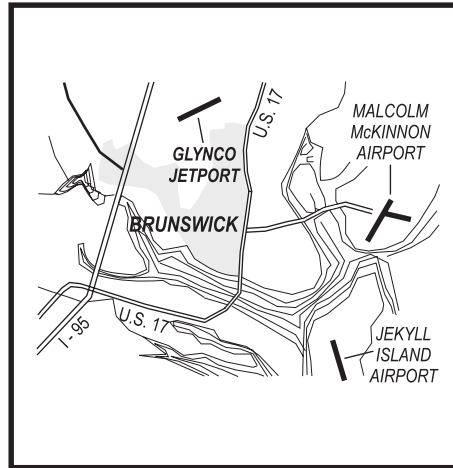
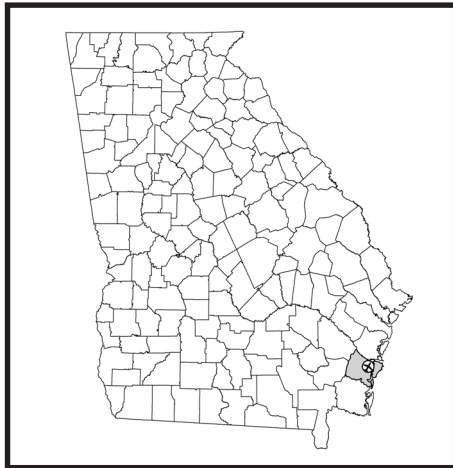


# AIRPORT FINDINGS AND RECOMMENDATIONS

## AIRPORT LOCATION

Brunswick – Golden Isles Airport is located in Glynn County on the Georgia coast approximately 76 miles south of Savannah, 123 miles northeast of Valdosta, and 224 miles southeast of Macon. The primary highway access to the airport from the north and south is via Interstate 95, U.S. Highway 17 and Georgia Highway 25.

The airport, situated on 2003 acres, is owned and operated by Glynn County. The airport accommodates a variety of aviation related activities including commercial service, corporate/business jets, and recreational flying.



# EXISTING FACILITIES

Brunswick – Golden Isles Airport has one runway, Runway 07/25, 8,001 feet long by 150 feet wide with high-intensity runway lighting (HIRL), precision approach path indicators (PAPI), and a full parallel taxiway with medium-intensity taxiway lighting (MITL). Runway 07 has a medium-intensity approach lighting system with runway alignment indicator lights (MALSR). The airport has a rotating beacon, segmented circle, wind cone, and an AWOS-3. The airport has an ILS, NDB and GPS approach to Runway 07 and a GPS approach to Runway 25.

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 has 35 hangar parking spaces, 80 apron parking spaces, and 40 general aviation auto parking spaces. There is a 3,500 square foot general aviation terminal/administration building and a 16,000 square foot commercial terminal building. Rental cars are available.

## CURRENT AND FORECAST DEMAND

A review of the airport's historic demand levels shows that based aircraft decreased from 80 in 1990 to a current level of 60. By 2021, the airport's based aircraft are expected to reach 75. The airport has approximately 20,300 annual general aviation aircraft operations and 3,350 annual commercial operations. These figures are projected to increase to 27,704 and 3,642, respectively, by 2021. Enplanements are expected to increase from 21,074 to 53,330 by 2021. By the end of the planning period, the airport is expected to reach 14% of its available annual operating capacity.

Brunswick – Golden Isles Airport	Current	2006	2011	2021
Based Aircraft	60	63	67	75
Operations	20,300	21,673	23,521	27,704
Local	7,132	7,615	8,264	9,734
Itinerant	13,168	14,058	15,257	17,970
Enplanements	21,074	25,986	32,796	53,330
Commercial Operations	3,350	2,184	2,910	3,642
Demand/Capacity Ratio	10%	11%	12%	14%

## AIRPORT FACILITY AND SERVICE NEEDS

The Brunswick – Golden Isles Airport has been classified a Level III airport and should provide appropriate facilities and services commensurate with its system role. Airport improvements identified in the System Plan include:

- Phase I: 9 additional hangar spaces are needed; Phase II: 3 additional hangar spaces are needed; Phase III: 6 additional hangar spaces are needed
- Phase I: 55 additional general aviation auto parking spaces are needed; Phase II: 6 additional general aviation auto parking spaces are needed; Phase III: 12 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 the Brunswick – Golden Isles Airport to meet these objectives.

**FACILITY AND SERVICE OBJECTIVES Level III**  
**Brunswick - Brunswick-Golden Isles Airport-BQK**

	EXISTING	SYSTEM OBJECTIVE	RECOMMENDED
<b>Airside Facilities</b>			
Runway Length (Rwy 07/25)	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	MITL	MITL	None
NAVAIDS	Rotating Beacon	Rotating Beacon	None
NAVAIDS	Segmented Circle	Segmented Circle	None
NAVAIDS	Wind Cone	Wind Cone	None
NAVAIDS	PAPI	PAPI	None
Weather	AWOS-3	AWOS/ASOS	None
Ground Communication	Phone	GCO/Phone	None
Approach Light System	MALSRS	Approach Light System	None
<b>General Aviation Landside Facilities</b>			
Hangared Aircraft Storage	35 spaces	70% of based fleet	Phase I: 9 add'l spaces needed Phase II: 3 add'l spaces needed Phase III: 6 add'l spaces needed
Apron Parking/Storage	80 spaces	30% based of aircraft plus additional 75% for transient aircraft	None
Terminal/Administrative	3,500 square feet	2,500 square feet minimum with amenities	None
Aviation Auto Parking	40 spaces	One Space for each based aircraft, plus 50% for visitors/employees	Phase I: 55 add'l spaces needed Phase II: 6 add'l spaces needed Phase III: 12 add'l spaces needed
<b>Services</b>			
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 the Brunswick – Golden Isles Airport 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 Brunswick – Golden Isles Airport to meet each of the recommendations of the Georgia Aviation System Plan.

Associated City FAA Identifier Level		Brunswick BQK III		Facility Objectives			Costs		
		Existing	Objective	Facility Needs	Phase I	Phase II	Phase III		
				<b>Airfield</b>					
Runway Length	8,001	5,500							
Runway Width	150	100							
Taxiway Type	Full Parallel	Full Parallel							
Runway Lighting	HIRL	HIRL							
Taxiway Lighting	MITL	MITL							
Land Acquisition									
Earthwork									
Pavement Maintenance	80 PCI	>70 PCI							
				<b>Navigational Aids</b>					
PAPI	yes	PAPI							
Rotating Beacon	yes	Rotating Beacon							
Segmented Circle	yes	Segmented Circle							
Windcone	yes	Windcone							
Weather	AWOS-3	ASOS or AWOS							
GCO/Phone	Phone	GCO/Phone							
Approach Lighting	MALSR	Approach Lighting							
				<b>General Aviation Facilities</b>					
				Phase I	Phase II	Phase III			
Hangar Storage	35	53	9	3	6		\$247,500	\$82,500	\$165,000
Apron	80	39					\$0	\$0	\$0
Auto Spaces	40	113	55	6	12		\$82,500	\$9,000	\$18,000
Terminal Space	3,500	2,000							
Fuel									
				<b>Planning/Environmental</b>					
ALP Update	2003	Update every 10 years			1				\$60,000
Environmental Assessment									
				Subtotal					
							\$330,000	\$91,500	\$243,000
<b>Total Estimated Cost</b>							<b>\$</b>	<b>\$</b>	<b>664,500</b>

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.