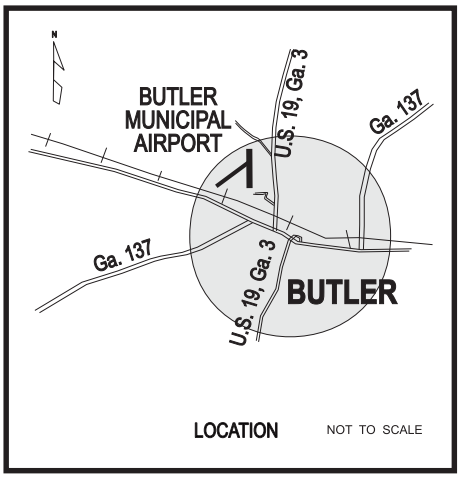
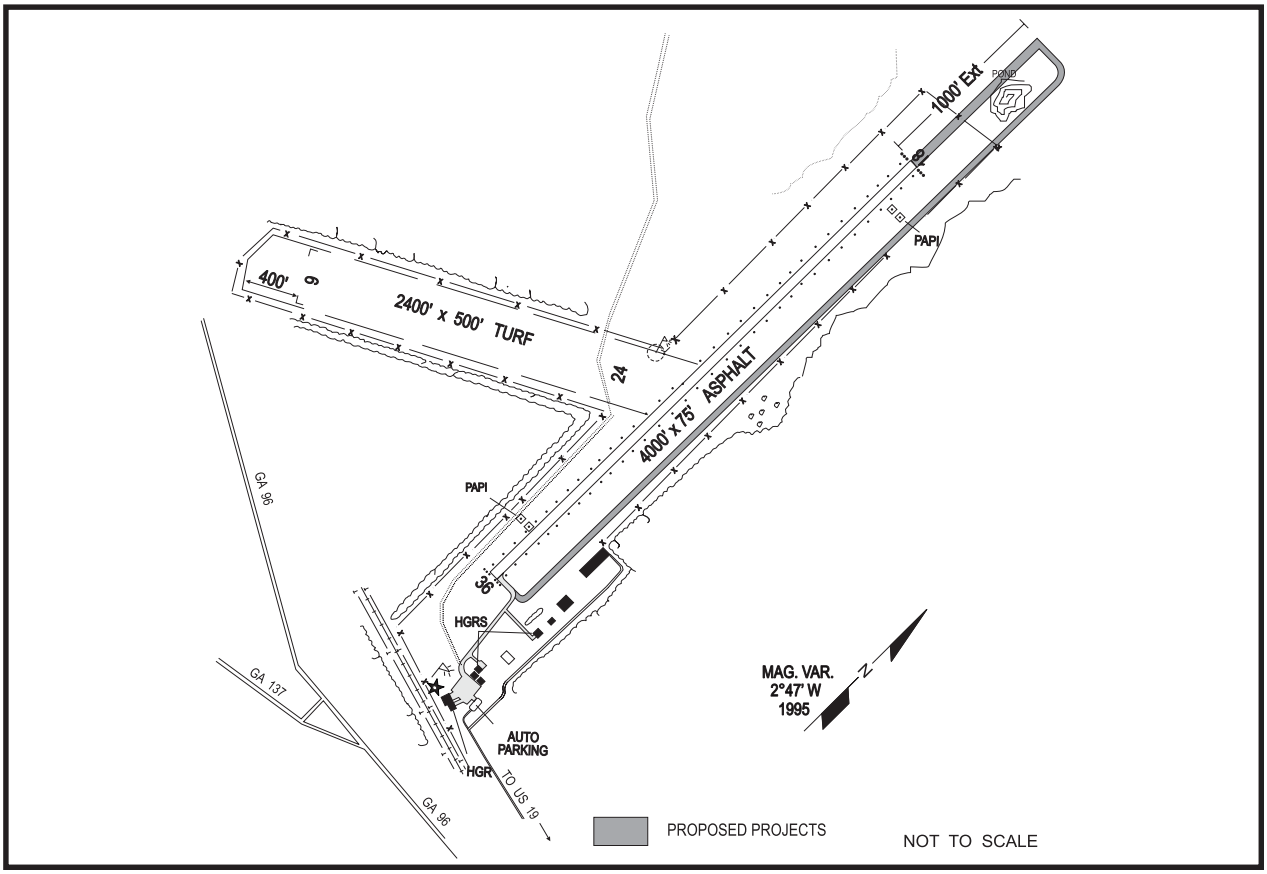
Airport Findings and Recommendations

Airport Location

Butler Municipal Airport is located in Taylor County in midwestern Georgia approximately 40 miles south of Thomaston and 34 miles southwest of Macon. Highway access to the airport from the east and west is via Georgia Highway 96 and from the north and south is via U.S. Highway 19/Georgia Highway 3. Other highways in the vicinity include Georgia Highways 96 and 137.

The airport, situated on 82 acres, is owned and operated by Taylor County. The airport accommodates a variety of aviation related activities that include recreational flying, agricultural spraying, utlra-lights, and aerial forestry (fertilizing).





Existing Facilities

Butler Municipal Airport has two runways, Runway 18/36 the airport's primary runway is 4,000 feet long and 75 feet wide with medium intensity runway lighting (MIRL) and precision approach path indicators (PAPI). Runway 06/24 is a 2,400 by 500 foot turf runway. The airport has a rotating beacon, a wind cone, and a segmented circle.

Current landside facilities and services include a full service FBO with limited maintenance capabilities. The airport has 15 auto parking spaces, 6 apron parking spaces, and 15 hangar spaces.

Current and Forecast Demand

A review of the airport's historic demand levels shows that based aircraft decreased from 17 in 1990 to a current level of 16. By 2021, the airport's based aircraft are expected to reach 20. The airport has approximately 7,500 annual aircraft takeoffs and landings divided between local and itinerant operations. This figure is projected to increase to 8,324 by 2021. By the end of the planning period, the airport is expected to reach 11% of its available annual operating capacity.

Butler Municipal Airport	Current	2006	2011	2021
Based Aircraft	16	17	18	20
Operations	7,500	7,666	7,880	8,324
Local	5,500	5,622	5,778	6,104
Itinerant	2,000	2,044	2,101	2,220
Enplanements	N/A	N/A	N/A	N/A
Demand/Capacity Ratio	10%	10%	10%	11%

Airport Facility and Service Needs

The Butler Municipal Airport has been classified a Level II airport and should provide facilities and services commensurate with its system role. Airport improvements identified in the System Plan include:

- Extend Runway 18/36 by 1,000 feet
- Widen runway 25 feet
- Construct full parallel taxiway
- Upon construction of taxiway install MITL
- Install non-precision approach
- Install AWOS or ASOS
- Install public telephone or GCO
- Phase I: 4 additional apron parking spaces are needed; Phase II: 1 additional apron parking space is needed; Phase III: 1 additional apron parking space is needed
- Provide terminal building with 1,500 square feet
- Phase I: 11 additional auto parking spaces are needed; Phase II: 2 additional spaces are needed; Phase III: 3 additional spaces are needed
- Provide full service FBO
- Provide AvGas and/or Jet Fuel
- Have rental cars available

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

FACILITY AND SERVICE OBJECTIVES Level II

Butler-Butler Municipal Airport-6A1

	EXISTING	SYSTEM OBJECTIVE	RECOMMENDED
Airside Facilities			
Runway Length (Rwy 18/36)	4,000	5,000 feet	Extend 1,000 feet
Runway Width	75	100 feet	Widen 25 feet
Taxiway Type	None	Full Parallel	Full Parallel
Approach	Visual	Non-Precision	Non-Precision
Lighting- Runway	MIRL	MIRL	None
Lighting- Taxiway	None	MITL	MITL
NAVAIDS	Rotating Beacon	Rotating Beacon	None
NAVAIDS	Segmented Circle	Segmented Circle	None
NAVAIDS	Wind Cone	Wind Cone	None
NAVAIDS	PAPI	PAPI	None
NAVAIDS	None	Other NAVAIDS as required for non-precision approach	None
Weather Reporting	None	AWOS/ASOS	AWOS/ASOS
Ground Communications	None	Public Telephone, GCO	Public Telephone, GCO
General Aviation Landside Facilities			
Hangared Aircraft Storage	15 spaces	60% of based fleet	None
Apron Parking/Storage	6 spaces	40% of based aircraft plus additional 50% for transient aircraft	Phase I: 4 add'l spaces needed Phase II: 1 add'l space needed Phase III: 1 add'l space needed
Terminal/Administrative	No Terminal Building	1,500 square feet minimum with amenities	Provide a 1,500 square foot terminal building
Auto Parking	15 spaces	One Space for each based aircraft, plus 50% for visitors/employees	Phase I; 11add'l spaces needed Phase II: 2 add'l spaces needed Phase III: 3 add'l spaces needed
Services			
FBO	Full Service	Full service	None
Maintenance	Limited/Full service	Limited/Full service	None
Fuel	None	AvGas	AvGas
Fuel	None	Jet Fuel	Jet Fuel as needed
Rental Cars	None	Available	Available

Other Recommendations

Additional actions or projects required for the Butler Municipal Airport to meet Level II performance objectives:

- Update the Master Plan/ALP in Phase I (2003) and Phase III (2013)
- Adopt Land Use/Zoning Controls

Development Costs

The accompanying table summarizes the estimated costs needed for Butler Municipal Airport to meet each of the recommendations of the Georgia Aviation System Plan.

BUTLER MUNICIPAL AIRPORT

Associated City: BUTLER
FAA Identifier: 6A1
Level: II

	Facility Objectives					Costs		
	Existing	**Objective**	**Facility Needs**			**Phase I**	**Phase II**	**Phase III**
Airfield								
Runway Length	4,000	5,000	Extend Runway 18 by 1,000 feet.				$1,500,000	
Runway Width	75	100	Widen existing runway 30 feet.				$700,000	
Taxiway Type	None	5,000	Construct parallel taxiway				$1,137,500	
Runway Lighting	MIRL	MIRL	Install MIRL on runway extension.				included	
Taxiway Lighting	None	MITL	Install MITL on parallel taxiway.				included	
Land Acquisition		62.0	Acquire 62 acres for runway development.			$161,200		
Earthwork			Normal					included
Pavement Maintenance	100 PCI	>70 PCI						
Navigational Aids								
PAPI	Yes	PAPI						
Rotating Beacon	Yes	Rotating Beacon						
Segmented Circle	Yes	Segmented Circle						
Windcone	Yes	Windcone						
Weather	None	ASOS/AWOS	1				$100,000	
GCO/Phone	None	GCO/Phone	1			$15,000		
Approach Lighting	None	N/A						
General Aviation Facilities								
			Phase I	*Phase II*	*Phase III*			
Hangar Storage	15	12						
Apron	6	12	4	1	1	$86,400	$21,600	$21,600
Auto Spaces	15	30	11	2	3	$16,500	$3,000	$4,500
Terminal Space	0	1,500		1,500			$225,000	
Fuel		AvGas:Jet A as needed	1			$80,000		
Planning/Environmental								
ALP Update	1976	Update every 10 years	1		1	$50,000		$50,000
Environmental Assessment			1			$70,000		$0
					Subtotal	$479,100	$3,687,100	$76,100

Total Estimated Cost **$ 4,242,300**

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.