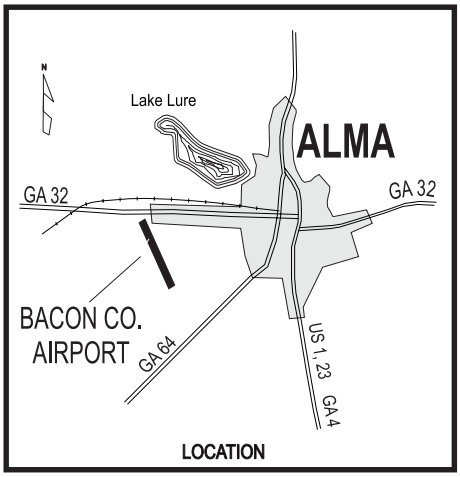
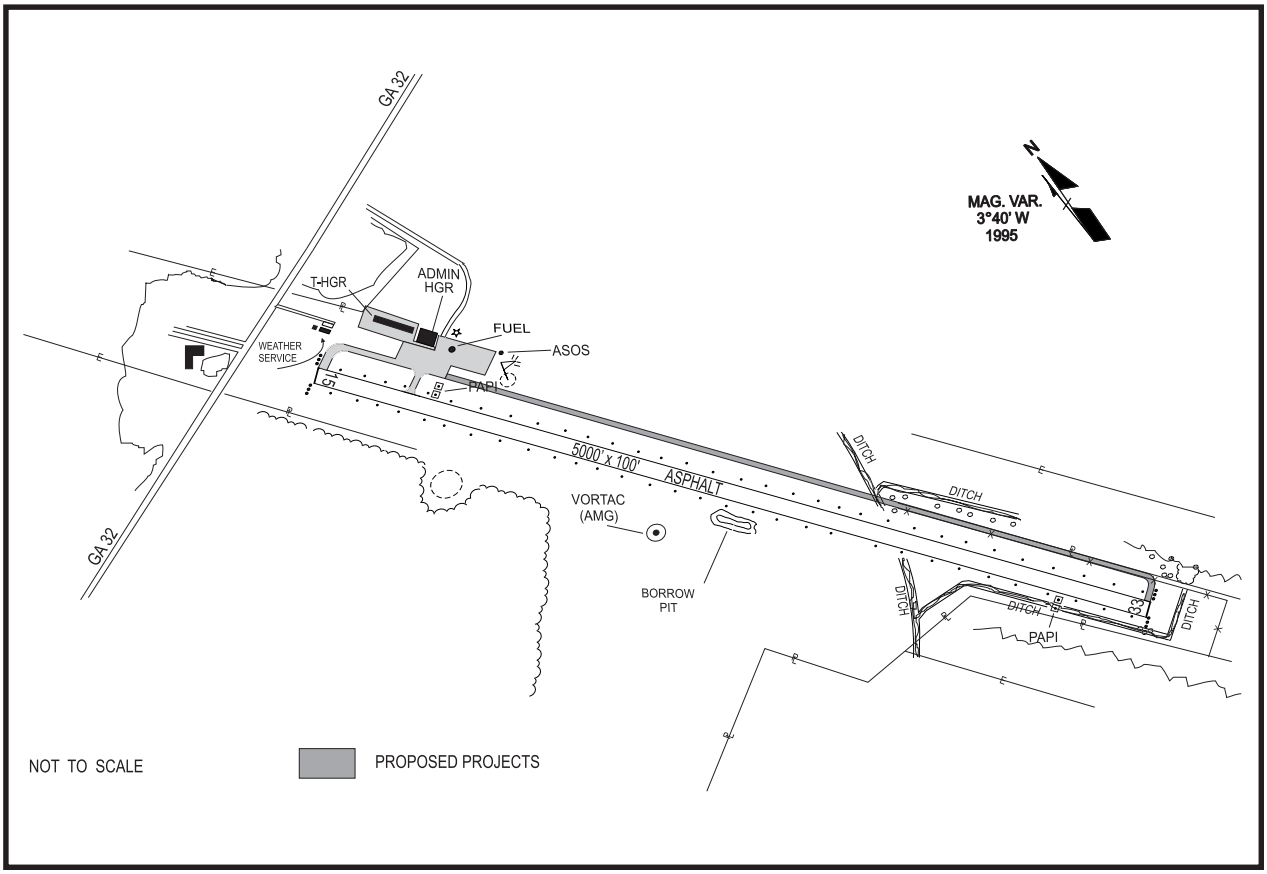
Airport Findings and Recommendations

Airport Location

The Bacon County Airport is located in Bacon County in southeastern Georgia approximately 26 miles north of Waycross and 24 miles east of Douglas. The primary highway access to the airport from the east and west is via Georgia Highway 32 and from the north and south via U.S. Highway 1. Other highways in the vicinity include U.S. Highways 23, 82, and 341 and Georgia Highways 4 and 64.

The airport, situated on 228 acres, is owned and operated by Bacon County. The airport accommodates a variety of aviation related activities including police/law enforcement, recreational flying, corporate/business jets, agricultural spraying, utlra-lights, and experimental aircraft.





Existing Facilities

Bacon County Airport has one runway, Runway 15/33, 5,000 feet long and 100 feet wide with medium-intensity runway lighting (MIRL), precision approach path indicators (PAPI), and runway end identifier lights (REIL) on Runway 33. The airport has a rotating beacon, a segmented circle, wind cone, ASOS, and a VOR and GPS approach to Runway 33.

Current landside facilities and services include a full-service FBO and a fuel concession that provides AvGas and Jet A fuel. There is a 1,000 square foot terminal/administration building, 10 auto parking spaces, 10 apron parking spaces, and 14 hangar spaces.

Current and Forecast Demand

A review of the airport's historic demand levels shows that based aircraft increased from 4 in 1990 to a current level of 14. By 2021, the airport's based aircraft are expected to reach 16. The airport has approximately 6,600 annual aircraft takeoffs and landings divided between local and itinerant operations. This figure is projected to increase to 9,007 by 2021. By the end of the planning period, the airport is expected to reach 12% of its available annual operating capacity.

Bacon County Airport	Current	2006	2011	2021
Based Aircraft	14	14	15	16
Operations	6,600	7,047	7,647	9,007
Local	2,400	2,562	2,781	3,275
Itinerant	4,200	4,484	4,866	5,732
Enplanements	N/A	N/A	N/A	N/A
Demand/Capacity Ratio	9%	9%	10%	12%

Airport Facility and Service Needs

Bacon County 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:

- Construct full parallel taxiway
- Upon construction of taxiway install MITL
- Phase I: 11 additional auto parking spaces are needed; Phase II: 2 additional auto parking spaces are needed; Phase III: 2 additional auto parking spaces are needed
- Provide 500 square feet of additional terminal/admin space
- Have rental cars available

The following table summarizes current facilities and services, the airport's facility and service objectives, and actions/ projects that are needed for the Bacon County Airport these objectives.

FACILITY AND SERVICE OBJECTIVES Level II

Alma-Bacon County Airport-AMG

	EXISTING	SYSTEM OBJECTIVE	RECOMMENDED
Airside Facilities			
Runway Length (Rwy 15/33)	5,000	5,000 feet	None
Runway Width	100	100 feet	None
Taxiway Type	None	Full Parallel	Full Parallel
Approach	Non-Precision	Non-Precision	None
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	ASOS	AWOS/ASOS	None
Ground Communications	Public Telephone, RCO	Public Telephone, GCO	None
General Aviation Landside Facilities			
Hangared Aircraft Storage	14 spaces	60% of based fleet	None
Apron Parking/Storage	10 spaces	40% of based aircraft plus additional 50% for transient aircraft	None
Terminal/Administrative	1,000 square feet	1,500 square feet minimum with amenities	Provide add'l 500 square feet
Auto Parking	10 spaces	One Space for each based aircraft, plus 50% for visitors/employees	Phase I: 11 add'l spaces needed Phase II: 2 add'l spaces needed Phase III: 2 add'l spaces needed
Services			
FBO	Full service	Full service	None
Maintenance	Limited/Full service	Limited/Full service	None
Fuel	AvGas	AvGas	None
Fuel	Jet Fuel	Jet Fuel	None
Rental Cars	None	Available	Available

Other Recommendations

Additional actions or projects required for Bacon County Airport to meet Level II performance objectives:

- Update the Master Plan/ALP in Phase III (2012)

Development Costs

The accompanying table summarizes the estimated costs needed for Bacon County to meet each of the recommendations of the Georgia Aviation System Plan.

BACON COUNTY AIRPORT

Associated City	Alma
FAA Identifier	AMG
Level	II

	Facility Objectives					Costs		
	Existing	**Objective**	**Facility Needs**			**Phase I**	**Phase II**	**Phase III**
Airfield								
Runway Length	5,000	5,000						
Runway Width	100	100						
Taxiway Type		5,000	Construct parallel taxiway.			$1,137,500		
Runway Lighting	MIRL	MIRL						
Taxiway Lighting		MITL	Install MITL on parallel taxiway.			included		
Land Acquisition			Acquire 6.5 acres.			$16,900		
Earthwork			Normal			included		
Pavement Maintenance	91 PCI	>70 PCI						
Navigational Aids								
PAPI	Yes	PAPI						
Rotating Beacon	Yes	Rotating Beacon						
Segmented Circle	Yes	Segmented Circle						
Windcone	Yes	Windcone						
Weather	ASOS	ASOS/AWOS						
GCO/Phone	RCO/Phone	GCO/Phone						
Approach Lighting	None	N/A						
General Aviation Facilities								
			Phase I	*Phase II*	*Phase III*			
Hangar Storage	14	10						
Apron	10	10						
Auto Spaces	10	24	11	2	2	$16,500	$3,000	$3,000
Terminal Space	1,000	1,500		500			$75,000	
Fuel		AvGas:Jet A as needed						
Planning/Environmental								
ALP Update	2002	Update every 10 years			1			$50,000
Environmental Assessment								$0
					Subtotal	$1,170,900	$78,000	$53,000

Total Estimated Cost **$ 1,301,900**

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.