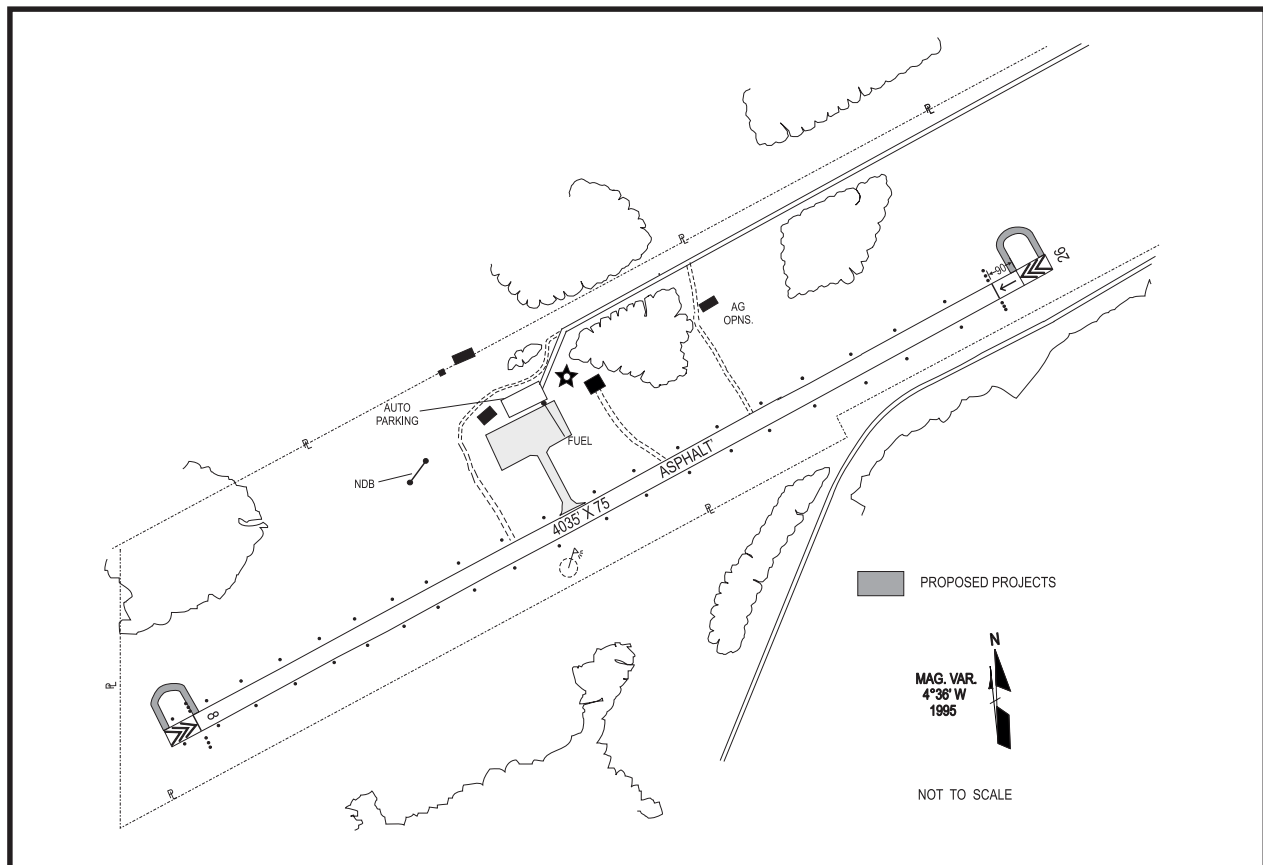
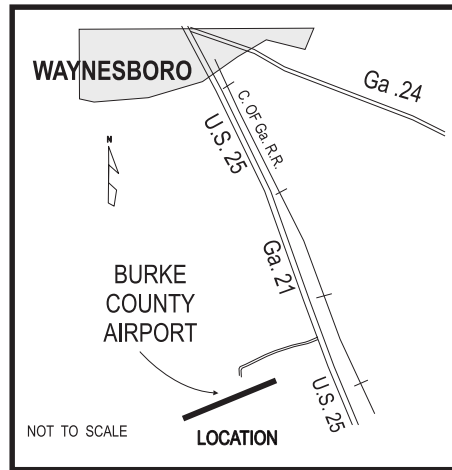


AIRPORT FINDINGS AND RECOMMENDATIONS

AIRPORT LOCATION

Burke County Airport is located in Burke County in the eastern part of Georgia approximately 30 miles south of Augusta and 40 miles northeast of Swainsboro. The primary highway access to the airport from the north and south is via U.S. Highway 25 and Georgia Highway 21. Other highways in the vicinity include Georgia Highways 56, 24 and 80.

The airport, situated on 114 acres, is owned and operated by Burke County. The airport accommodates a variety of aviation related activities including recreational flying, agricultural spraying, corporate/business jets, and ultra-lights.



EXISTING FACILITIES

Burke County Airport has one runway, Runway 08/26, 4,035 feet long by 75 feet wide with a 90 foot displaced threshold at the approach end of Runway 26. The runway has medium-intensity runway lighting (MIRL). The airport has a rotating beacon, segmented circle, wind cone, a non-directional radio beacon (NDB), and a GPS and NDB approach.

Current landside facilities include a 400 square foot administration building with 10 auto parking spaces and 12 apron parking spaces.

CURRENT AND FORECAST DEMAND

A review of the airport's historic demand levels shows that based aircraft decreased from 10 in 1990 to a current level of 3. By 2021, the airport's based aircraft are expected to reach 4. Currently, the airport has approximately 3,000 annual aircraft takeoffs and landings between the local and the itinerant operations. This figure is projected to increase to 3,330 by 2021. By the end of the planning period, the airport is expected to reach 4% of its available annual operating capacity.

Burke County Airport	Current	2006	2011	2021
Based Aircraft	3	3	3	4
Operations	3,000	3,067	3,152	3,330
Local	1,000	1,022	1,051	1,110
Itinerant	2,000	2,044	2,101	2,220
Enplanements	N/A	N/A	N/A	N/A
Demand/Capacity Ratio	3%	3%	3%	4%

AIRPORT FACILITY AND SERVICE NEEDS

The Burke County Airport 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:

- Construct taxiway turnarounds
- Install MITL
- Install PAPI
- Phase I: 4 hangar spaces are needed; Phase III: 1 additional hangar space is needed
- Provide 350 square feet of additional terminal/admin space
- Provide limited service FBO
- Provide AvGas

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

FACILITY AND SERVICE OBJECTIVES Level I
Waynesboro-Burke County Airport-BXG

	EXISTING	SYSTEM OBJECTIVE	RECOMMENDED
Airside Facilities			
Runway Length (Rwy 08/26)	4,035	4,000 feet	None
Runway Width	75	75 feet	None
Taxiway Type	None	Turnarounds	Turnarounds
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	None	PAPI	PAPI
NAVAIDS	None	Other NAVAIDS as required for non-precision approach	None
Weather Reporting	None	None	None
Ground Communications	Public Telephone	Public Telephone or GCO	None
General Aviation Landside Facilities			
Hangared Aircraft Storage	No spaces	60% of based fleet	Phase I: 4 spaces needed Phase III: 1 add'l space needed
Apron Parking/Storage	12 spaces	40% of based aircraft plus additional 25% for transient aircraft	None
Terminal/Administrative	400 square feet	750 square feet minimum with amenities	Provide add'l 350 square feet
Auto Parking	10 spaces	One Space for each based aircraft, plus 25% for visitors/employees	None
Services			
FBO	None	Limited Service	Provide Limited Service
Fuel	None	AvGas	AvGas
Fuel	None	Jet Fuel	None

OTHER RECOMMENDATIONS

Additional actions or projects required for the Burke County Airport to meet Level I performance objectives:

- Update the Master Plan/ALP in Phase I (2003) and Phase III (2018)
- Pavement Condition Index (PCI) needs to increase by 5 PCI to reach the 70 PCI objective

DEVELOPMENT COSTS

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

Associated City WAYNESBORO		FAA Identifier BXG		Level I		BURKE COUNTY AIRPORT				
		Facility Objectives		Facility Needs		Costs				
		Existing	Objective	Phase I	Phase II	Phase I	Phase II	Phase III		
Airfield										
Runway Length	4,035	4,000								
Runway Width	75	75								
Taxiway Type	MIRL	2 turnarounds	Install turnaround taxiways at each end of RW 8/26.				\$100,000			
Runway Lighting	MIRL	MIRL								
Taxiway Lighting	None	MITL	Install MITL on taxiway turnarounds.				included			
Land Acquisition										
Earthwork			phase 2 - normal							
Pavement Maintenance	65 PCI	>70 PCI	<70 PCI			\$195,336				
Navigational Aids										
PAPI	None	PAPI	2				\$50,000			
Rotating Beacon	Yes	Rotating Beacon								
Segmented Circle	Yes	Segmented Circle								
Windcone	Yes	Windcone								
Weather	N/A	N/A								
GCO/Phone	Phone	GCO/Phone								
Approach Lighting	N/A	N/A								
General Aviation Facilities										
		Phase I	Phase II	Phase III						
Hangar Storage	0	4	4	1		\$110,000			\$27,500	
Apron	12	4								
Auto Spaces	10	9								
Terminal Space	400	750		350					\$52,500	
Fuel				1			\$50,000			
Planning/Environmental										
ALP Update	1978	Update every 15 years	1	1		\$40,000			\$40,000	
Environmental Assessment										
						Subtotal	\$345,336		\$200,000	\$120,000
Total Estimated Cost										\$ 665,336

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.