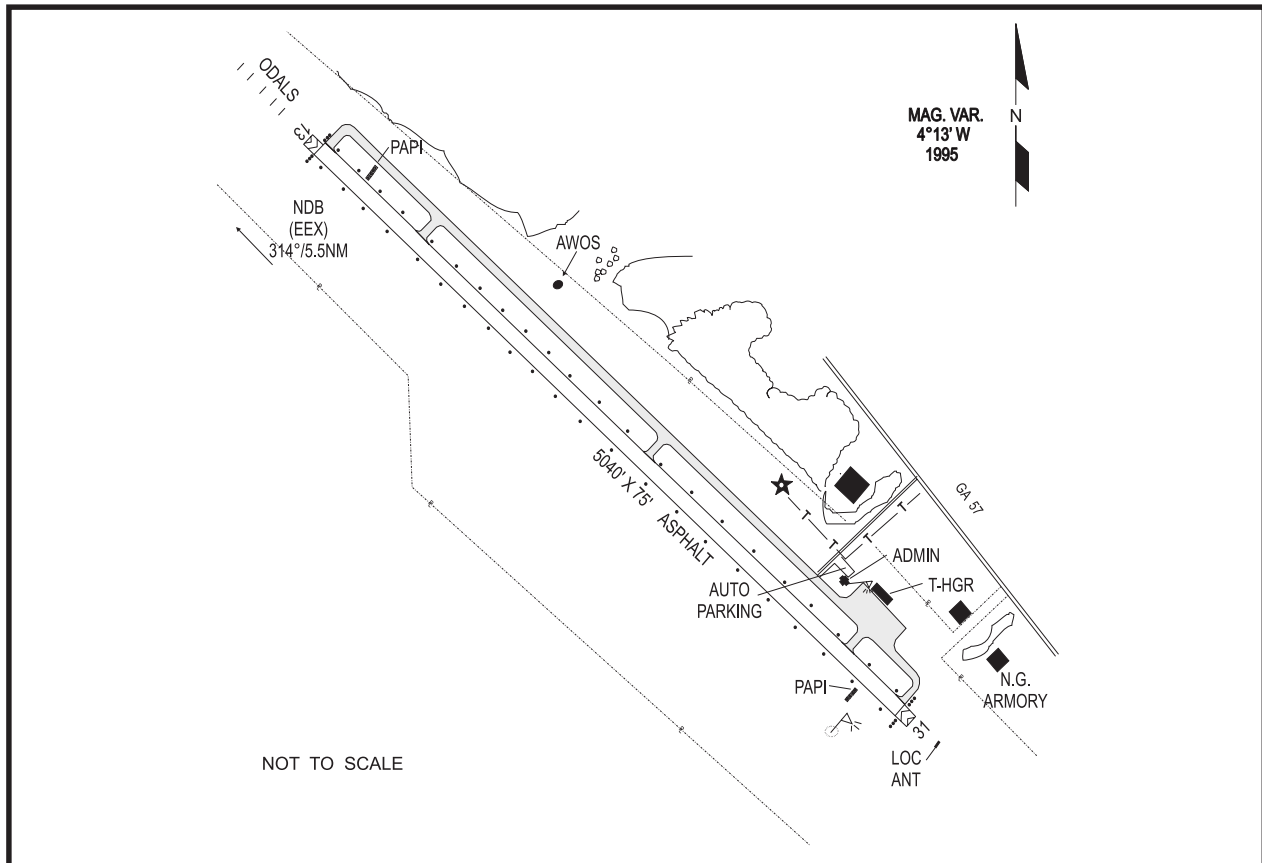
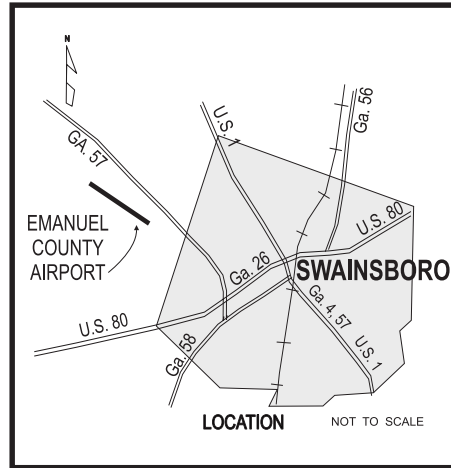
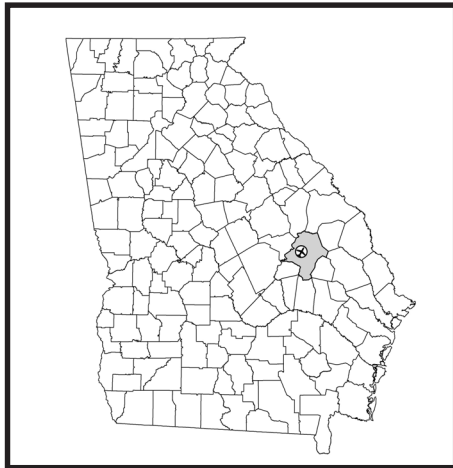


AIRPORT FINDINGS AND RECOMMENDATIONS

AIRPORT LOCATION

Emanuel County Airport is located in Emanuel County in east-central Georgia approximately 37 miles northwest of Statesboro and 29 miles northeast of Vidalia. The airport can be accessed from the south and northwest via Georgia Highway 57. Other highways in the vicinity include Interstate 16; U.S. Highways 1, 80, and 221; and Georgia Highway 56.

The airport, situated on 157 acres, is owned and operated by the City of Swainsboro and Emanuel County. The airport accommodates a variety of aviation related activities that include recreational flying, agricultural spraying, corporate/business jets, and police/law enforcement.



EXISTING FACILITIES

Emanuel County Airport has one runway, Runway 13/31, 5,040 feet long and 75 feet wide with medium-intensity runway lighting (MIRL) and precision approach path indicators (PAPI). There is a full parallel taxiway serving the runway that has medium intensity taxiway lighting (MITL). Runway 13 has an omni directional approach lighting system (ODALS). The airport has a rotating beacon, segmented circle, wind cone, and an automated surface weather observation system (AWOS-3). The airport has a NDB or GPS approach to Runway 13.

Current landside facilities include a full-service FBO with no maintenance services, AvGas and Jet A fuels, and a 2,000 square foot terminal/administration building. There are 10 auto parking spaces, 10 apron spaces, and 3 hangar spaces.

CURRENT AND FORECAST DEMAND

A review of the airport's historic demand levels shows that based aircraft increased from 5 in 1990 to a current level of 6. By 2021, the airport's based aircraft are expected to reach 7. The airport has approximately 4,750 annual aircraft takeoffs and landings divided between local and itinerant operations. This figure is projected to increase to 6,482 by 2021. By the end of the planning period, the airport is expected to reach 3% of its available annual operating capacity.

Emanuel County Airport	Current	2006	2011	2021
Based Aircraft	6	6	7	7
Operations	4,750	5,071	5,504	6,482
Local	2,375	2,536	2,752	3,241
Itinerant	2,375	2,536	2,752	3,241
Enplanements	N/A	N/A	N/A	N/A
Demand/Capacity Ratio	2%	2%	2%	3%

AIRPORT FACILITY AND SERVICE NEEDS

The Emanuel 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:

- Widen runway 25 feet
- Phase I: 1 additional hangar space is needed; Phase II: 1 additional hangar space is needed
- Phase II: 1 additional auto parking space is needed
- Provide limited/full service FBO
- 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 Emanuel County Airport to meet these objectives.

FACILITY AND SERVICE OBJECTIVES Level II
Swainsboro-Emanuel County Airport-SBO

	EXISTING	SYSTEM OBJECTIVE	RECOMMENDED
Airside Facilities			
Runway Length (13/31)	5,040	5,000 feet	None
Runway Width	75	100 feet	Widen 25 feet
Taxiway Type	Full Parallel	Full Parallel	None
Approach	Non-Precision	Non-Precision	None
Lighting- Runway	MIRL	MIRL	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
NAVAIDS	ODALS	Other NAVAIDS as required for non-precision approach	None
Weather Reporting	AWOS-3	AWOS/ASOS	None
Ground Communications	Public Telephone	Public Telephone, GCO	None
General Aviation Landside Facilities			
Hangared Aircraft Storage	3 spaces	60% of based fleet	Phase I: 1 add'l space needed Phase II: 1 add'l space needed
Apron Parking/Storage	10 spaces	40% of based aircraft plus additional 50% for transient aircraft	None
Terminal/Administrative	2,000 square feet	1,500 square feet minimum with amenities	None
Auto Parking	10 spaces	One Space for each based aircraft, plus 50% for visitors/employees	Phase II: 1 add'l space needed
Services			
FBO	Full service	Full service	None
Maintenance	None	Limited/Full service	Limited/Full service
Fuel	AvGas	AvGas	None
Fuel	Jet Fuel	Jet Fuel	None
Rental Cars	None	Available	Available

OTHER RECOMMENDATIONS

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

- Update the Master Plan/Alp in Phase II (2011) and Phase III (2021)
- Pavement Condition Index (PCI) needs to increase by 9 PCI to reach the 70 PCI objective
- Realign taxiway to correct runway taxiway separation deficiency of 25 feet (The distance from the runway centerline to the taxiway centerline should be 240 feet.)

DEVELOPMENT COSTS

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

EMANUEL COUNTY AIRPORT						
Associated City SBO Level II	SWAINSBORO					
Facility Objectives			Facility Needs		Costs	
Existing	Objective	Phase I	Phase II	Phase III	Phase I	Phase II
Airfield						
	Runway Length	5,040	5,000			
	Runway Width	75	100	Widen existing runway 25 feet.		\$682,000.00
	Taxiway Type	Full Parallel	Full Parallel	Realign existing taxiway.	\$1,146,600	
	Runway Lighting	MIRL	MIRL	Relocate existing MIRL.		Included
	Taxiway Lighting	MITL	MITL			
	Land Acquisition					
	Earthwork			Normal		
	Pavement Maintenance	61 PCI	>70 PCI	<70 PCI	funded	
Navigational Aids						
	PAPI	Yes	PAPI			
	Rotating Beacon	Yes	Rotating Beacon			
	Segmented Circle	Yes	Segmented Circle			
	Windcone	Yes	Windcone			
	Weather	AWOS-3	ASOS/AWOS			
	GCO/Phone	Yes	GCO/Phone			
	Approach Lighting	ODALS	N/A			
General Aviation Facilities						
	Hangar Storage	3	Phase I	Phase II	Phase III	
	Apron	10	4	1		\$27,500
	Auto Spaces	10	4			
	Terminal Space	2,000	11	1		\$1,500
	Fuel		AvGas, Jet A as needed			
	ALP Update	2001	Update every 10 years	1	1	\$50,000
	Environmental Assessment					
Subtotal					\$1,174,100	\$961,000
Total Estimated Cost					\$	2,185,100

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.