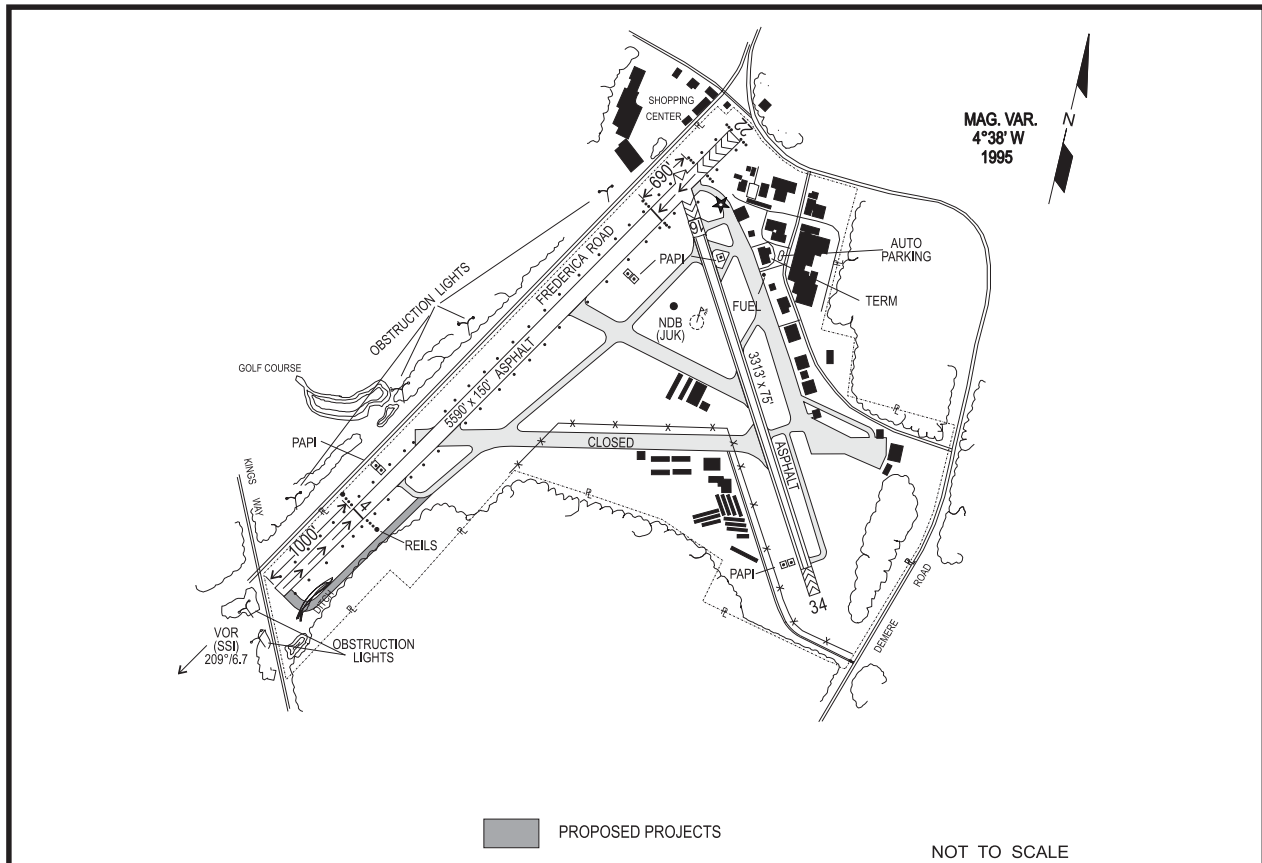
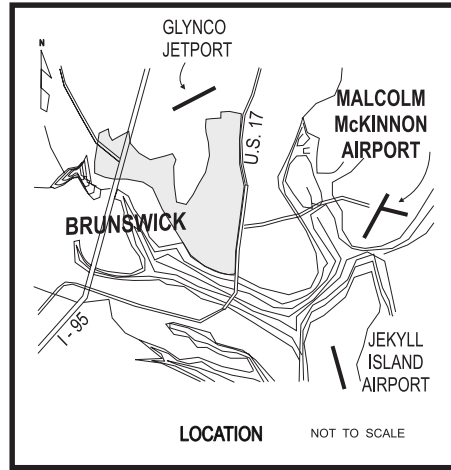


AIRPORT FINDINGS AND RECOMMENDATIONS

AIRPORT LOCATION

McKinnon St. Simons Airport is located in Glynn County on the Georgia Coast approximately 85 miles south of Savannah. The primary highway access to the airport from the north and south is via U.S. Highway 17 and Georgia Highway 25 and Interstate 95.

The airport, situated on 320 acres, is owned and operated by Glynn County. The airport accommodates a variety of aviation related activities including corporate/business jets, recreational flying, police/law enforcement, aerial photography/surveying, ultra lights, experimental aircraft, and sightseeing.



EXISTING FACILITIES

McKinnon St. Simons Airport has two active runways. Runway 04/22, the airport's primary runway, is 5,421 feet long and 150 feet wide with medium intensity runway lights (MIRL), precision approach path indicators (PAPI), and a partial parallel taxiway with medium intensity taxiway lights (MITL). Runway 4 has a 1,000 foot displaced threshold and runway end identifier lights (REIL) and Runway 22 has a 690 foot displaced threshold. Runway 16/34, the airport's secondary runway, is 3,313 feet long by 75 feet wide with MIRLs and PAPIs. The airport has a rotating beacon, a segmented circle, VOR ranging equipment, a GPS approach, a non-directional radio beacon (NDB), remote communications outlet (RCO), and an automated surface observing system (ASOS). The airport has a VOR, NDB, and GPS approach to Runway 04 and an NDB and GPS approach to Runway 22.

Current landside facilities and services at the airport include a full-service FBO with maintenance services, a fuel concession that provides AvGas and Jet A fuel, and a 13,500 square foot terminal/administration building. There are 70 auto parking spaces, 65 apron parking spaces, and 50 hangar spaces. Rental car service is available.

CURRENT AND FORECAST DEMAND

A review of the airport's historic demand levels shows that based aircraft decreased from 107 in 1990 to a current level of 86. By 2021, the airport's based aircraft are expected to reach 107. The airport has approximately 43,500 annual aircraft takeoffs and landings divided between local and itinerant operations. This figure is projected to increase to 53,550 by 2021. By the end of the planning period, the airport is expected to reach 24% of its available annual operating capacity.

McKinnon St. Simons Airport	Current	2006	2011	2021
Based Aircraft	86	91	96	107
Operations	43,500	45,446	48,001	53,550
Local	5,179	5,410	5,714	6,375
Itinerant	38,321	40,036	42,287	47,175
Enplanements	N/A	N/A	N/A	N/A
Demand/Capacity Ratio	19%	20%	21%	24%

AIRPORT FACILITY AND SERVICE NEEDS

McKinnon St. Simons Airport has been classified a Level II airport and should provide appropriate facilities and services commensurate with its system role. Airport improvements identified in the System Plan include:

- Construct full parallel taxiway
- Phase I: 5 additional hangar spaces are needed; Phase II: 3 additional hangar spaces are needed; Phase III: 7 additional hangar spaces are needed
- Phase I: 67 additional auto parking spaces are needed; Phase II: 8 additional auto parking spaces are needed; Phase III: 17 additional 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 to make the airport compliant with each of these objectives.

FACILITY AND SERVICE OBJECTIVES Level II
Brunswick-McKinnon St. Simons Airport-SSI

	EXISTING	SYSTEM OBJECTIVE	RECOMMENDED
Airside Facilities			
Runway Length (Rwy 04/22)	5,421	5,000 feet	None
Runway Width	150	100 feet	None
Taxiway Length	Partial	Full Parallel	Full Parallel
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	None	Other NAVAIDS as required for non-precision approach	None
Weather Reporting	ASOS	ASOS	None
Ground Communications	Public Telephone, RCO	Public Telephone, GCO	None
General Aviation Landside Facilities			
Hangared Aircraft Storage	50 spaces	60% of based fleet	Phase I: 5 add'l spaces needed Phase II: 3 add'l spaces needed Phase III: 7 add'l spaces needed
Apron Parking/Storage	65 spaces	40% of based aircraft plus additional 50% for transient aircraft	None
Terminal/Administrative	13,500 square feet	1,500 square feet minimum with amenities	None
Auto Parking	70 spaces	One Space for each based aircraft, plus 50% for visitors/employees	Phase I: 67 add'l spaces needed Phase II: 8 add'l spaces needed Phase III: 17 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	Available	Available	None

OTHER RECOMMENDATIONS

Additional actions or projects required for McKinnon St. Simons Airport to meet Level II performance objectives:

- Update Master Plan/ALP Phase I (2003) and Phase III (2013)
- Correct Runway Safety Area (RSA) deficiency of 1000 feet in length on the end of Runway 4 and 315 feet in length on the end of Runway 22. (The RSA for this category airport is 1000X500 (LxW))

DEVELOPMENT COSTS

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

McKINNON ST. SIMONS AIRPORT										
Associated City	BRUNSWICK									
FAA Identifier	SSI									
Level	II									
Facility Objectives		Facility Needs			Costs					
Existing	Objective	Facility Needs			Phase I	Phase II	Phase III			
Airfield										
	Runway Length	5,421	5,000							
	Runway Width	150	100							
	Taxiway Type			Extend partial parallel Taxiway A to north.		\$450,000				
	Runway Lighting	MIRL	MIRL							
	Taxiway Lighting	MITL	MITL	Install MITL on taxiway extension.		included				
	Land Acquisition									
	Earthwork			Install EMAS for non-standard RSA*.		\$1,950,000				
	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	ASOS	ASOS/AWOS							
	GCOI/Phone	RCOI/Phone	GCOI/Phone							
	Approach Lighting	None	N/A							
General Aviation Facilities										
				Phase I	Phase II	Phase III				
	Hangar Storage	50	64	5	3	7	\$137,500	\$82,500	\$192,500	
	Apron	65	64							
	Auto Spaces	70	161	67	8	17	\$100,500	\$12,000	\$25,500	
	Terminal Space	13,500	1,500							
	Fuel		AvGas; Jet A as needed							
Planning/Environmental										
	ALP Update	1993	Update every 10 years	1		1	\$50,000		\$50,000	
	Environmental Assessment									
							Subtotal	\$2,688,000	\$94,500	\$2,688,000
							Total Estimated Cost	\$	3,050,500	

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.

*EMAS - Engineered Materials Arresting System