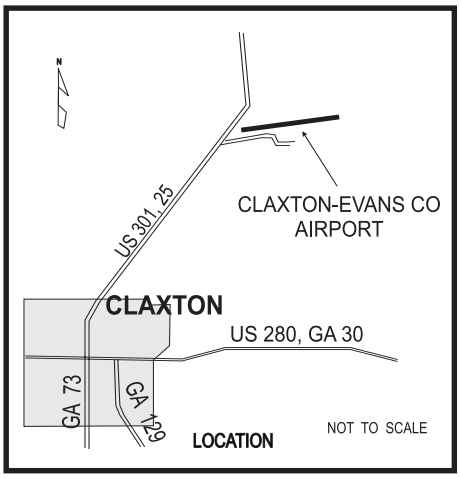
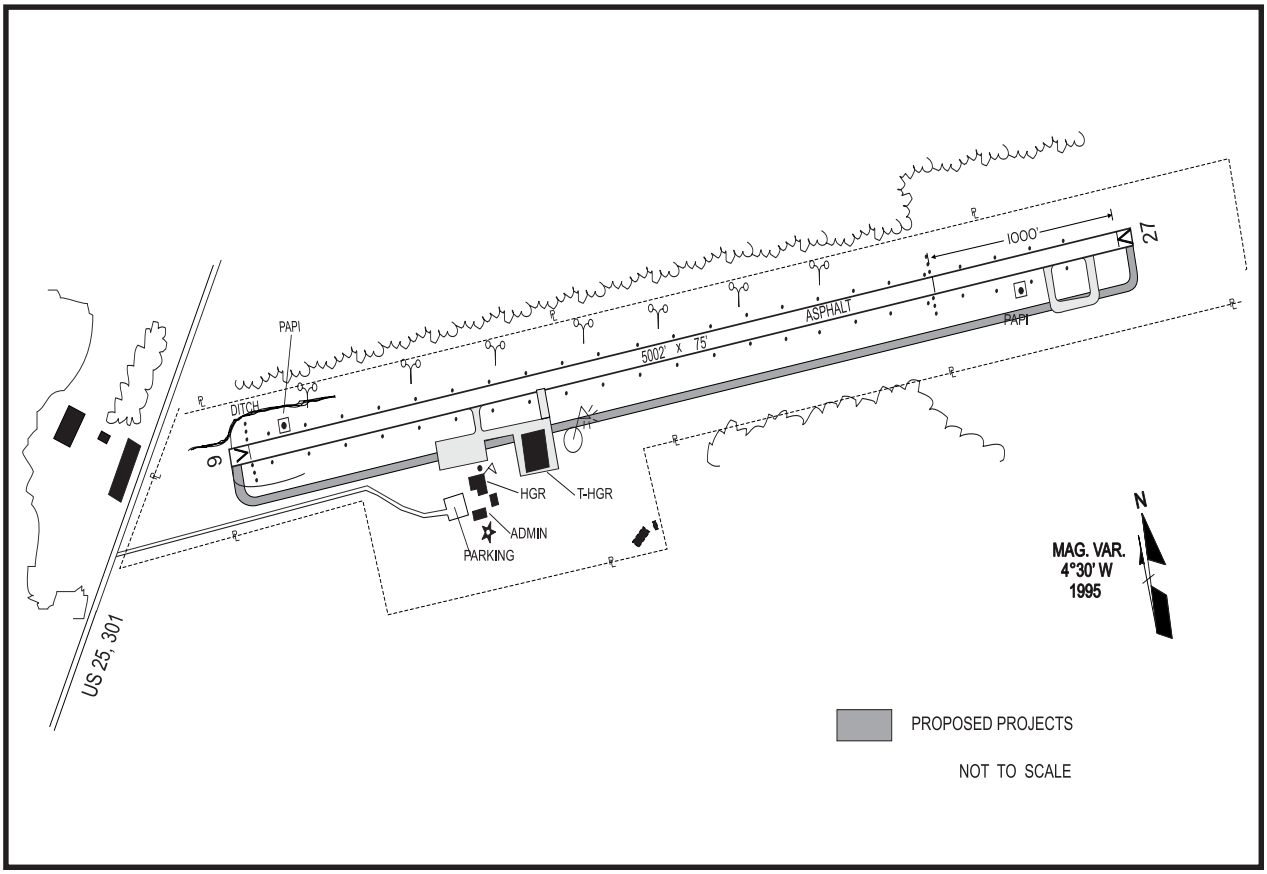
Airport Findings and Recommendations

Airport Location

Claxton – Evans County Airport is located in Evans County in southeastern Georgia approximately 52 miles northwest of Savannah and 22 miles southwest of Statesboro. The airport can be accessed from the north and south via U.S. Highways 301/25. Other highways in the vicinity include Interstate 16 and U.S. Highway 280.

The airport, situated on 105 acres, is owned and operated by the city of Claxton. The airport accommodates a variety of aviation related activities that include recreational flying, agricultural spraying, and corporate/business jets.





Existing Facilities

Claxton-Evans County Airport has one runway, Runway 09/27, 5,002 feet long and 75 feet wide with medium intensity runway lighting (MIRL) and precision approach path indicators (PAPI). There is a turnaround on Runway 27 and a displaced threshold of 1,000 feet. The airport has a rotating beacon, a segmented circle, a wind cone, AWOS-A, and a GPS or NDB non-precision approach to Runway 09.

Current landside facilities and services at the airport include a full-service FBO with limited maintenance capabilities, a fuel concession that provides AvGas, and an 800 square foot terminal/administration building. There are 10 auto parking spaces, 16 apron parking spaces, and 13 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 18. By 2021, the airport's based aircraft are expected to reach 21. The airport has approximately 3,800 annual aircraft takeoffs and landings divided between local and itinerant operations. This figure is projected to increase to 4,217 by 2021. By the end of the planning period, the airport is expected to reach 5% of its available annual operating capacity.

Claxton-Evans County Airport	Current	2006	2011	2021
Based Aircraft	18	18	19	21
Operations	3,800	3,884	3,992	4,217
Local	1,800	1,840	1,891	1,998
Itinerant	2,000	2,044	2,101	2,220
Enplanements	N/A	N/A	N/A	N/A
Demand/Capacity Ratio	5%	5%	5%	5%

Airport Facility and Service Needs

The Claxton-Evans 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
- Construct full parallel taxiway
- Upon construction of taxiway install MITL
- Provide 700 square feet of additional terminal/admin space
- Phase I: 17 additional auto parking spaces are needed; Phase II: 2 additional auto parking spaces are needed; Phase III: 3 additional auto parking spaces are needed
- 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 Claxton-Evans County Airport to meet these objectives.

FACILITY AND SERVICE OBJECTIVES Level II

Claxton-Claxton Evans County Airport-CWV

	EXISTING	SYSTEM OBJECTIVE	RECOMMENDED
Airside Facilities			
Runway Length (Rwy 09/27)	5,002	5,000 feet	None
Runway Width	75	100 feet	Widen 25 feet
Taxiway Type	Turnaround	Full Parallel	Full Parallel
Approach	Non-Precision	Non-Precision	None
Lighting- Runway	MIRL	MIRL	None
Lighting- Taxiway	MITL	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	AWOS-A	AWOS/ASOS	None
Ground Communications	Public Telephone	Public Telephone, GCO	None
General Aviation Landside Facilities			
Hangared Aircraft Storage	13 spaces	60% of based fleet	None
Apron Parking/Storage	16 spaces	40% of based aircraft plus additional 50% for transient aircraft	None
Terminal/Administrative	800 square feet	1,500 square feet minimum with amenities	Provide add'l 700 square feet
Auto Parking	10 spaces	One Space for each based aircraft, plus 50% for visitors/employees	Phase I: 17 add'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	AvGas	AvGas	None
Fuel	None	Jet Fuel	None
Rental Cars	None	Available	Available

Other Recommendations

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

- Update the Master Plan/ALP in Phase II (2010) and Phase III (2020)
- Adopt Land Use/Zoning Controls

Development Costs

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

CLAXTON-EVANS COUNTY AIRPORT

Associated City	CLAXTON
FAA Identifier	CWV
Level	II

Facility Objectives						Costs		
	Existing	Objective	Facility Needs			Phase I	Phase II	Phase III
Airfield								
Runway Length	5,002	5,000						
Runway Width	75	100	Widen existing runway 25 feet.					$875,350
Taxiway Type	Turnaround	Full Parallel	Construct parallel taxiway					$1,137,500
Runway Lighting	MIRL	MIRL	Relocate MIRL.					included
Taxiway Lighting	MITL	MITL	Install MITL on parallel taxiway.					included
Land Acquisition		25	Acquire 25 acres for runway development.			$65,000		
Earthwork			Normal					included
Pavement Maintenance	71 PCI	>70 PCI						
Navigational Aids								
PAPI	Yes	PAPI						
Rotating Beacon	Yes	Rotating Beacon						
Segmented Circle	Yes	Segmented Circle						
Windcone	Yes	Windcone						
Weather	AWOS-A	ASOS/AWOS						
GCO/Phone	Phone	GCO/Phone						
Approach Lighting	None	N/A						
General Aviation Facilities								
			Phase I	*Phase II*	*Phase III*			
Hangar Storage	13	13						
Apron	16	13						
Auto Spaces	10	32	17	2	3	$25,500	$3,000	$4,500
Terminal Space	800	1,500		700			$105,000	
Fuel		AvGas:Jet A as needed						
Planning/Environmental								
ALP Update	2000	Update every 10 years		1	1		$50,000	$50,000
Environmental Assessment								
					Subtotal	$90,500	$158,000	$2,067,350

Total Estimated Cost **$ 2,315,850**

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.