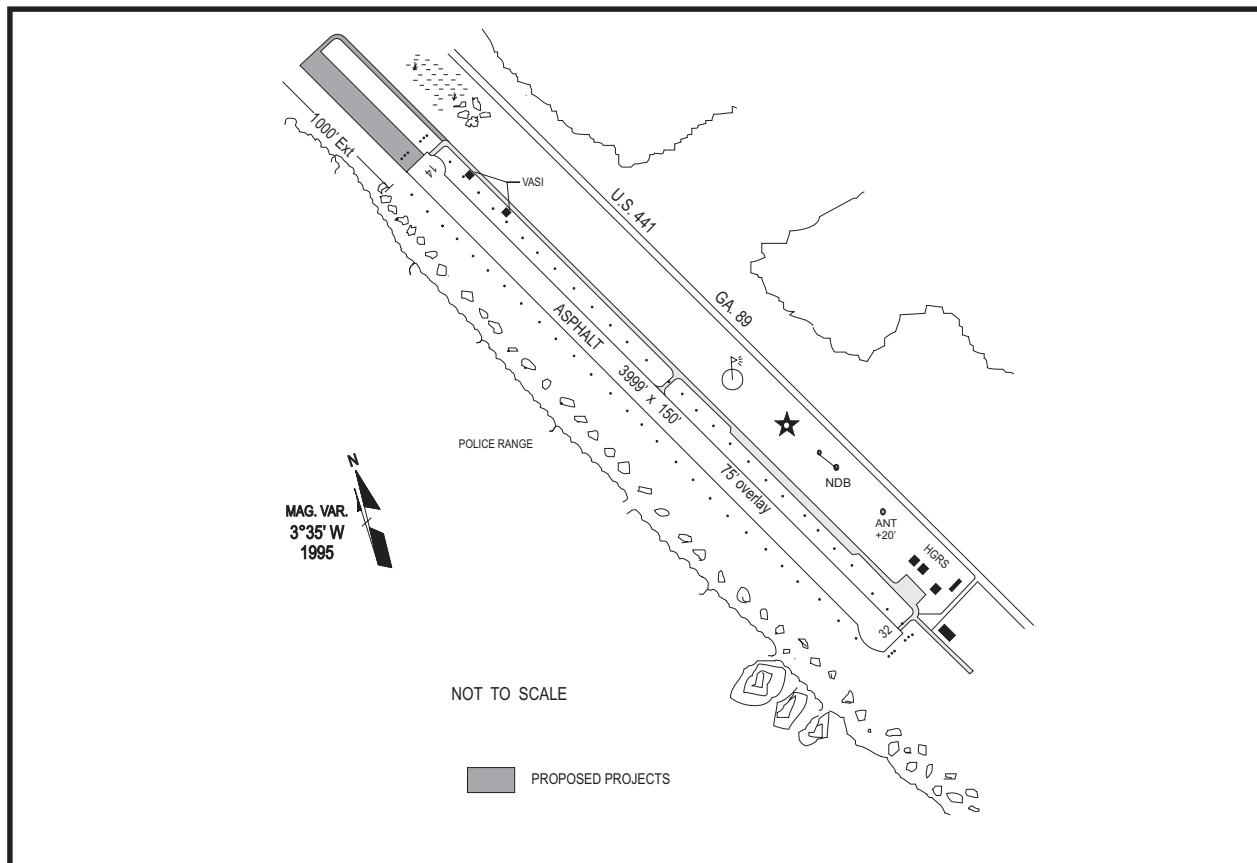
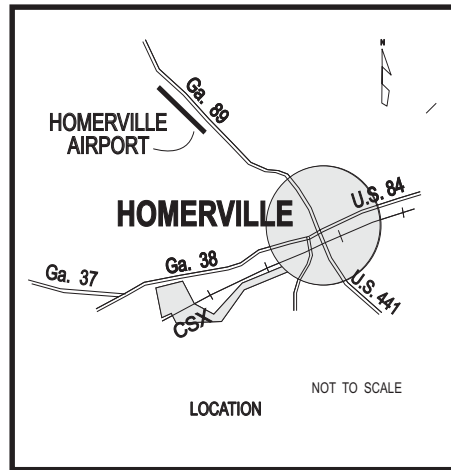
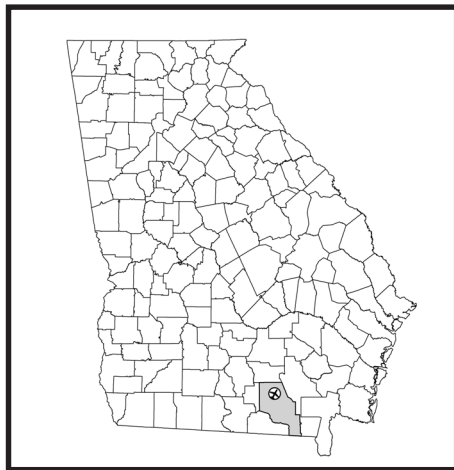


AIRPORT FINDINGS AND RECOMMENDATIONS

AIRPORT LOCATION

Homerville Airport is located in Clinch County in the southeastern part of Georgia approximately 27 miles southwest of Waycross and 35 miles northeast of Valdosta. The primary highway access to the airport is from the north and south via U.S. Highways 441 and 84 and Georgia Highway 89.

The airport, situated on 239 acres, is owned and operated by the city of Homerville. The airport accommodates a variety of aviation related activities that include recreational flying, agricultural spraying, police/law enforcement, and forest fire fighting.



EXISTING FACILITIES

Homerville Airport has one runway, Runway 14/32, 3,999 feet long and 150 feet wide with medium-intensity runway lighting (MIRL) and a full parallel taxiway system. There is a visual approach slope indicator (VASI) at the approach end of Runway 14. The airport has a rotating beacon, a wind cone, and a segmented circle. The airport has an NDB or GPS approach to Runway 14.

Current landside facilities include 12 auto parking spaces, 10 apron parking spaces, and 5 hangar spaces.

CURRENT AND FORECAST DEMAND

A review of the airport's historic demand levels shows that based aircraft decreased from 16 in 1990 to a current level of 2. By 2021, the airport's based aircraft are expected to remain at 2. The airport has approximately 900 annual aircraft takeoffs and landings divided between local and itinerant operations. This figure is projected to increase to 999 by 2021. By the end of the planning period, the airport is expected to reach 0% of its available annual operating capacity.

Homerville Airport	Current	2006	2011	2021
Based Aircraft	2	2	3	4
Operations	900	920	1,546	1,599
Local	600	607	1,020	1,055
Itinerant	300	313	526	544
Enplanements	N/A	N/A	N/A	N/A
Demand/Capacity Ratio	0%	0%	0%	0%

AIRPORT FACILITY AND SERVICE NEEDS

The Homerville 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:

- Extend runway 1,001 feet
- Upon completion of runway extension, extend taxiway
- Install MITL
- Install AWOS or ASOS
- Provide terminal building with 1,500 square feet
- Provide full service FBO
- Provide limited/full service maintenance
- Provide AvGas and/or Jet Fuel
- Have rental cars available

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

FACILITY AND SERVICE OBJECTIVES Level II
Homerville – Homerville Airport – HOE

	EXISTING	SYSTEM OBJECTIVE	RECOMMENDED
Airside Facilities			
Runway Length (Rwy 14/32)	3,999	5,000 feet	Extend 1,001 feet
Runway Width	150	100 feet	None
Taxiway Length	Full Parallel	Full Parallel	Extended 1001 feet
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	VASI	PAPI	PAPI
NAVAIDS	None	Other NAVAIDS as required for non-precision approach	None
Weather Reporting	None	AWOS/ASOS	AWOS/ASOS
Ground Communications	Public Telephone	Public Telephone, GCO	None
General Aviation Landside Facilities			
Hangared Aircraft Storage	5 spaces	60% of based fleet	None
Apron Parking/Storage	10 spaces	40% of based aircraft plus additional 50% for transient aircraft	None
Terminal/Administrative	No Terminal Building	1,500 square feet minimum with amenities	Provide 1,500 square feet
Auto Parking	12 spaces	One Space for each based aircraft, plus 50% for visitors/employees	None
Services			
FBO	None	Full service	Full Service
Maintenance	None	Limited/Full service	Limited/Full service
Fuel	None	AvGas	AvGas
Fuel	None	Jet Fuel	Jet Fuel
Rental Cars	None	Available	Rental Cars

OTHER RECOMMENDATIONS

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

- Update the Master Plan/ALP in Phase I (2003) and (2013)
- Adopt Land Use/Zoning Controls

DEVELOPMENT COSTS

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

HOMERVILLE AIRPORT						
Associated City: HOMERVILLE FAA Identifier: HOE Level: II						
Facility Objectives		Facility Needs			Costs	
Existing	Objective	Phase I	Phase II	Phase III		
Airfield						
Runway Length	3,999	5,000	Extend Runway 14 by 1,001 feet.			\$2,250,000 included
Runway Width	150	100	Maintain existing runway width.			
Taxiway Type	Full Parallel	5,000	Extend parallel taxiway 1,001 feet.			\$227,500 included
Runway Lighting	MIRL	MIRL	Install MIRL on runway extension.			
Taxiway Lighting	None	MITL	Install MITL.			
Land Acquisition		3.5	Acquire 3.5 acres for airfield development.		\$91,100	
Earthwork			Normal			
Pavement Maintenance	74 PCI	>70 PCI				
Navigational Aids						
PAPI	None	PAPI	2			\$50,000
Rotating Beacon	Yes	Rotating Beacon				
Segmented Circle	Yes	Segmented Circle				
Windcone	Yes	Windcone				
Weather	None	ASOS/AWOS	1		\$100,000	
GCO/Phone	Yes	GCO/Phone				
Approach Lighting	None	N/A				
General Aviation Facilities						
		Phase I	Phase II	Phase III		
Hangar Storage	5	1				
Apron	10	1				
Auto Spaces	12	3				
Terminal Space	0	1,500			\$225,000	
Fuel		AVGas:Jet A as needed	1		\$80,000	
Planning/Environmental						
ALP Update	1975	Update every 10 years	1	1	\$50,000	\$50,000
Environmental Assessment			1		\$70,000	
Subtotal					\$139,100	\$395,000
Total Estimated Cost					\$	3,111,600

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.