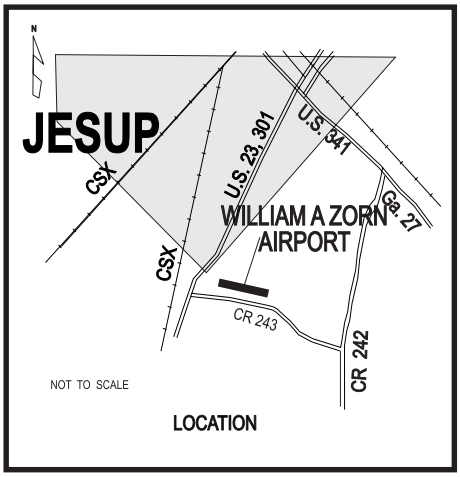
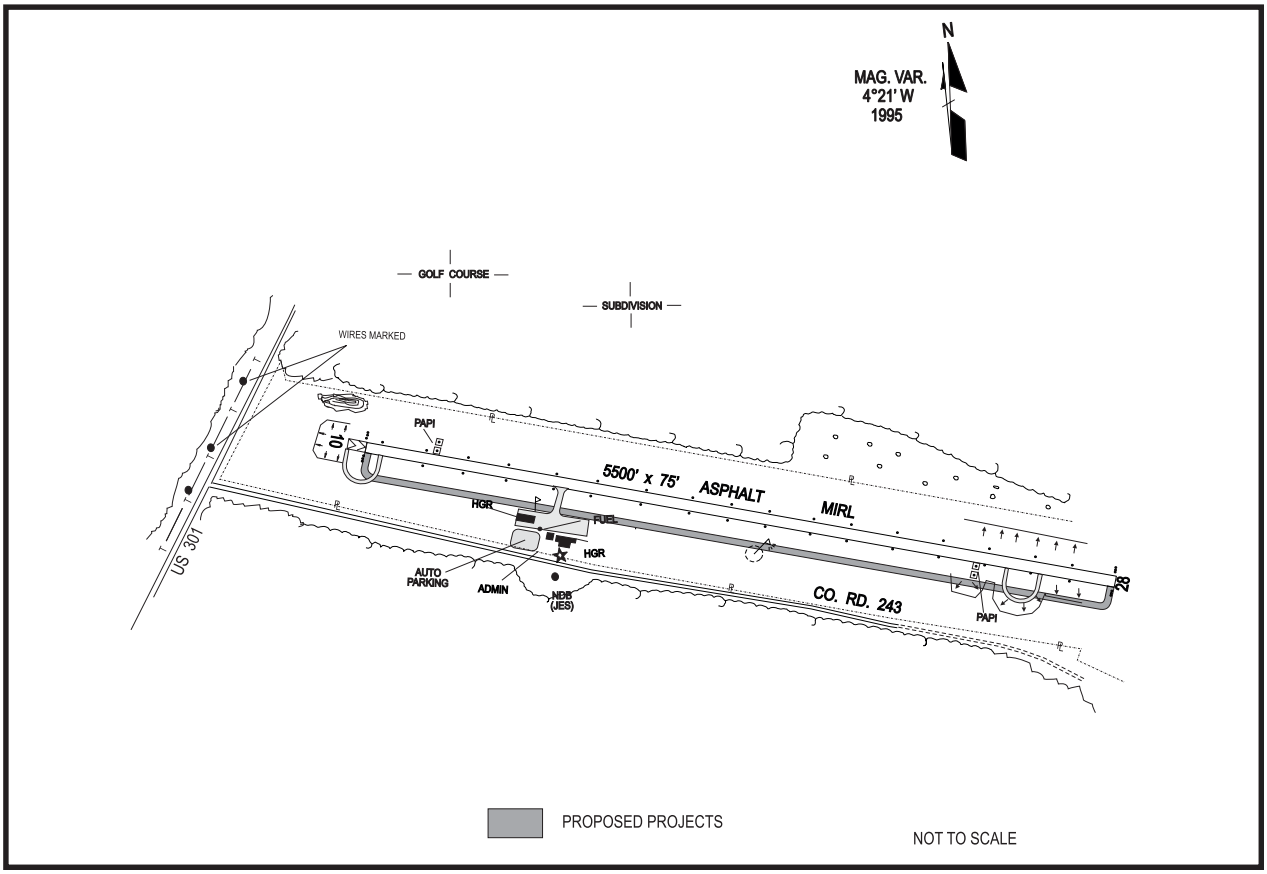
Airport Findings and Recommendations

Airport Location

The William A. Zorn Airport is located in Wayne County in southeastern Georgia approximately 40 miles northwest of Brunswick and 70 miles southwest of Savannah. Primary access to the airport is gained from the north and south via U.S. Highways 25, 301, and 341, and from the east and west via U.S. Highway 84 and Interstate 95.

The airport, situated on 139 acres, is owned and operated by Wayne County. The airport accommodates a variety of aviation related activities that include corporate/business jets, recreational flying, police/law enforcement, prisoner transport, and agricultural spraying.





Existing Facilities

William A. Zorn Airport has one runway, Runway 10/28, 5,500 feet long by 75 feet wide with medium intensity runway lighting (MIRL). Runway 10 has a visual approach slope indicator (VASI) and Runway 28 has a precision approach path indicator (PAPI). The airport has a non-directional rotating beacon (NDB), AWOS-A, rotating beacon, segmented circle, and wind cone. The airport has an NDB or GPS approach to Runway 10 and Runway 28. The airport has committed funds/projects that include the construction of taxiway turnarounds.

Current landside facilities and services include providing AvGas and Jet A fuels. The airport has a 2,000 square foot terminal/administration building, 9 hangar spaces and 6 apron parking spaces.

Current and Forecast Demand

A review of the airport's historic demand levels shows that based aircraft decreased from 15 in 1990 to a current level of 3. By 2021, the airport's based aircraft are expected to reach 4. The airport has approximately 5,000 annual aircraft takeoffs and landings divided between local and itinerant operations. This figure is projected to increase to 5,549 by 2021. By the end of the planning period, the airport is expected to reach 7% of its available annual operating capacity.

William A. Zorn Airport	Current	2006	2011	2021
Based Aircraft	3	3	3	4
Operations	5,000	5,111	5,253	5,549
Local	1,000	1,022	1,051	1,110
Itinerant	4,000	4,089	4,202	4,439
Enplanements	N/A	N/A	N/A	N/A
Demand/Capacity Ratio	6%	6%	6%	7%

Airport Facility and Service Needs

The William A. Zorn Airport has been classified a Level III airport and should provide appropriate facilities and services commensurate with its system role. Airport improvements identified in the System Plan include:

- Widen runway by 25 feet
- Construct a full parallel taxiway
- Install precision approach
- Install MITL
- Install Approach Lighting System
- Phase I: 5 auto parking spaces are needed; Phase III: 2 additional auto parking spaces are needed
- Provide 500 square feet of additional terminal/admin space
- Provide full Service FBO
- Provide full Service Maintenance
- Have rental cars available

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 III

Jesup - William A Zorn Airport - JES

	EXISTING	SYSTEM OBJECTIVE	RECOMMENDED
Airside Facilities			
Runway Length (Rwy 10/28)	5,500	5,500 feet or greater	None
Runway Width	75	100 feet	Widen 25 feet
Taxiway Typ	None*	Full Parallel	Full Parallel
Approach	Non-Precision	Precision	Precision
Lighting- Runway	MIRL	HIRL for precision approaches; MIRL for non-precision approaches	HIRL
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	Upgrade VASI to PAPI
Weather	AWOS-A	AWOS/ASOS	None
Ground Communication	Phone	GCO/Phone	None
Approach Lighting System	None	Approach Lighting System	Approach Lighting System
General Aviation Landside Facilities			
Hangared Aircraft Storage	9 spaces	70% of based fleet	None
Apron Parking/Storage	6 spaces	30% based of aircraft plus additional 75% for transient aircraft	None
Terminal/Administrative	2,000 square feet	2,500 square feet minimum with amenities	Provide an add'l 500 square feet
Auto Parking	No spaces	One Space for each based aircraft, plus 50% for visitors/employees	Phase I: 5 spaces are needed Phase III: 2 add'l spaces needed
Services			
FBO	None	Full Service	Full Service
Maintenance	None	Full Service	Full Service
Fuel	AvGas	AvGas	None
Fuel	Jet Fuel	Jet Fuel	None
Rental Cars	None	Available	Available

*Committed funds and project is going/Taxiway Turnarounds and PAPI

Other Recommendations

Additional actions or projects required for the William A. Zorn Airport to meet Level III 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 William A. Zorn Airport to meet each of the recommendations of the Georgia Aviation System Plan.

WILLIAM A. ZORN AIRPORT

Airport Location	JESUP
FAA Identifier	JES
Service Objective	III

	Facility Objectives					Costs		
	Existing	**Objective**	**Facility Needs**			**Phase I**	**Phase II**	**Phase III**
Airfield								
Runway Length	5,500	5,500						
Runway Width	75	100	Widen 25 Feet			$962,500		
Taxiway Type	None	Full Parallel	Construct Parallel Taxiway			$1,251,250		
Runway Lighting	MIRL	HIRL	Install HIRL			$165,000		
Taxiway Lighting	MITL	MITL				included		
Land Acquisition			Acquire 53 acquires.			$206,700		
Earthwork								
Pavement Maintenance	70 PCI	>70 PCI						
Navigational Aids								
PAPI	VASI/PAPI	PAPI	1			$25,000		
Rotating Beacon	Yes	Rotating Beacon						
Segmented Circle	Yes	Segmented Circle						
Windcone	Yes	Windcone						
Weather	AWOS	ASOS or AWOS						
GCO/Phone	Phone	GCO/Phone						
Approach Lighting	None	Approach Lighting	1			$300,000		
General Aviation Facilities								
			Phase I	*Phase II*	*Phase III*			
Hangar Storage	9	3						
Apron	6	2						
Auto Spaces	0	6	5		1	$7,500		$1,500
Terminal Space	2,000	2,000		500			$75,000	
Fuel								
Planning/Environmental								
ALP Update	2000	Update every 10 years		1	1		$60,000	$60,000
Environmental Assessment								
					Subtotal	$2,917,950	$135,000	$61,500

Total Estimated Cost **$ 3,114,450**

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.