August 10, 2023

RICHMOND HILL
GEORGIA

New Airport Justification/Feasibility Study Phase I
FINAL REPORT

prepared for the

City of Richmond Hill
Georgia

HOLT CONSULTING COMPANY, LLC.

in association with

THOMAS & HUTTON

RICHMOND HILL
GEORGIA

CITY OF RICHMOND HILL MUNICIPAL AIRPORT RESOLUTION

WHEREAS, the City of Richmond Hill is a growing community with a vibrant economy; and

WHEREAS, the City Council believes that a municipal airport would be a valuable asset to the community, providing economic opportunities, transportation options, and emergency services; and

WHEREAS, the City Council has received a favorable feasibility report on the airport project;

WHEREAS, the feasibility study indicates that the airport has the potential to be self-sufficient, but that its success will depend on a number of factors, including the level of airport activity, the diversity of airport revenue streams, the cost of airport operations, and the level of government subsidy;

NOW, THEREFORE, BE IT RESOLVED by the Mayor and City Council of the City of Richmond Hill as follows:

1. The City Council authorizes the City Manager to take all necessary steps to further explore the development of a new municipal airport in Richmond Hill.
2. The City Council directs the City Manager to work with the feasibility study team to develop a business plan for the new airport that takes into account the factors identified in the study.
3. The City Council authorizes the City Manager to seek funding for the development of the new airport from a variety of sources, including the federal government, the state government, and the private sector.
4. The City Council requests the support of our state and federal representatives in securing funding for the development of the new airport.

This resolution shall take effect immediately.

Passed and adopted this 5th day of September, 2023.

CITY OF RICHMOND HILL MUNICIPAL AIRPORT RESOLUTION

Mayor

Council Person

Council Person

Council Person

Council Person

Asst. Clerk

New Airport Justification/Feasibility Study
FINAL REPORT
City of Richmond Hill, Georgia

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CHAPTER ONE
INTRODUCTION

Richmond Hill, located in Bryan County Georgia, is one of ten counties that comprise the Coastal Georgia Regional Development District (RDC). Coastal Georgia is home to a growing, diverse economy. The thriving economic base, coupled with a strong tourism/recreation market, supports significant amounts of commercial passenger and general aviation activity. Today, the Savannah-Hilton Head International Airport accommodates much of the general aviation traffic. As the commercial traffic continues to increase at Savannah-Hilton Head International Airport, a secondary airport that can accommodate the area's growing demand for general aviation and divert that general aviation traffic from the busier commercial service airport, becomes more critical to the aviation system of Coastal Georgia. The Location Map is illustrated in **Exhibit 1-1** on the next page.

This study is the initial step in determining the justification/feasibility for a new airport that meets both the Federal Aviation Administration (FAA) and Georgia Department of Transportation (GDOT) requirements.

Additional studies that would be required include:

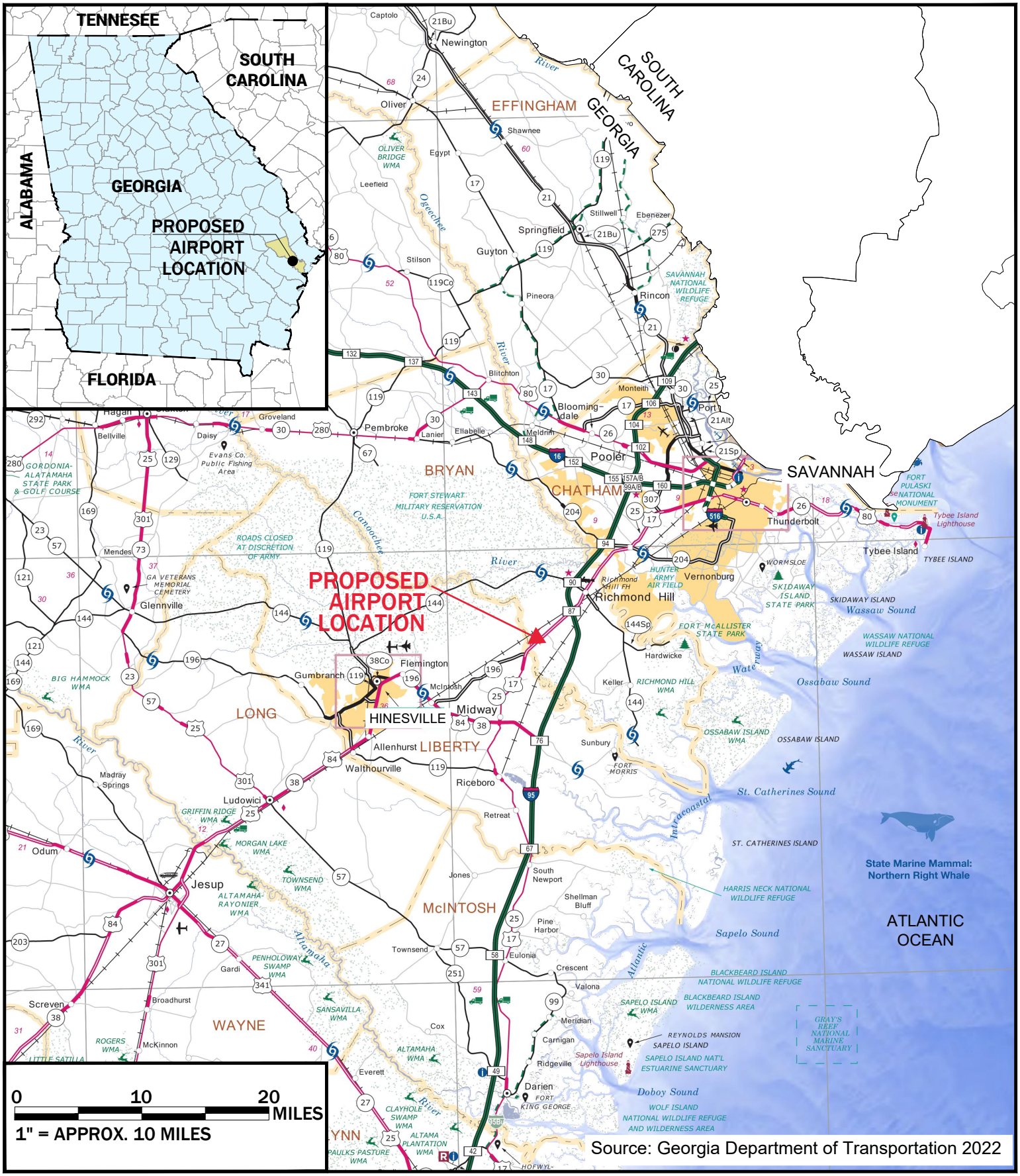
- Site Selection Study
- Master Plan
- Environmental Assessment

The Justification/Feasibility Study – Phase I for Richmond Hill, Georgia includes the following components:

- Existing Conditions
- Study Area Characteristics
- NPIAS Eligibility
- Projections of Demand
- Facility Template
- Initial Environmental Screening
- Preliminary Cost Estimate
- Financial Feasibility

The following goals and objectives for the study include:

- Identify the potential general aviation demand in Bryan County and the surrounding area.
- Conduct a survey of aircraft owners and pilots in the surrounding area to determine their willingness to relocate to a new airport, the facilities and services important to them, and the type and magnitude of their aviation activity.
- NPIAS Eligibility
- Conduct drive time analyses to help with forecasting and role determination.
- Prepare forecasts for the airport, including based aircraft, operations, and design aircraft for short-term, medium-term, and long-term planning periods.
- Describe the role a new airport would have within the state and national systems of airports.



Source: Georgia Department of Transportation 2022

Location Map

EXHIBIT 1-1

As part of this analysis, a site was identified in Richmond Hill for initial site screening. The site was selected due to availability of the property within the city limits, and location adjacent to I-95. Contingent upon the findings of the Justification/Feasibility Study, the Site Selection Study would identify the most suitable site in the region for the proposed facility in a manner that is defendable to the various Federal, State, and regional review agencies and the public. This site and others would be considered for further analysis.

The Master Plan, if initiated, will identify required facilities for the new general aviation airport and determine the most efficient layout given the selected site. Finally, the Environmental Assessment would use National Environmental Protection Act (NEPA) and Federal Aviation Administration (FAA) guidelines to identify potential environmental impacts, if any, of the new general aviation airport and determine the most suitable way to avoid, minimize, or mitigate the impacts as necessary.

CHAPTER TWO
INVENTORY OF EXISTING CONDITIONS

Introduction

The study area identified for this analysis is Bryan County and the four contiguous counties including: Chatham, Effingham, Liberty, and McIntosh. The study area is illustrated in **Exhibit 2-1**. Only two existing public use airports are located within the study area. While these existing airports currently accommodate the aviation demand generated in the study area, this study is tasked with identifying the potential demand for a new general aviation airport. An important component of this analysis is examining existing facilities in the study area and determining the need for and the potential impacts of a new facility. The primary goals of developing a new general aviation airport in the study area are to accommodate the area's growing aviation demand as well as to better serve existing business and recreational activity.

Data relating to the following characteristics are presented for the airports located in the study area:

- Airport Location/Role
- Airport Facilities
- Area Airport Activity
- Airspace Analysis
- Wind Analysis
- Conclusion

This data will provide a general understanding of existing airports in the study area, their facilities, and current activity levels and characteristics.

Existing Airports/Airport Role

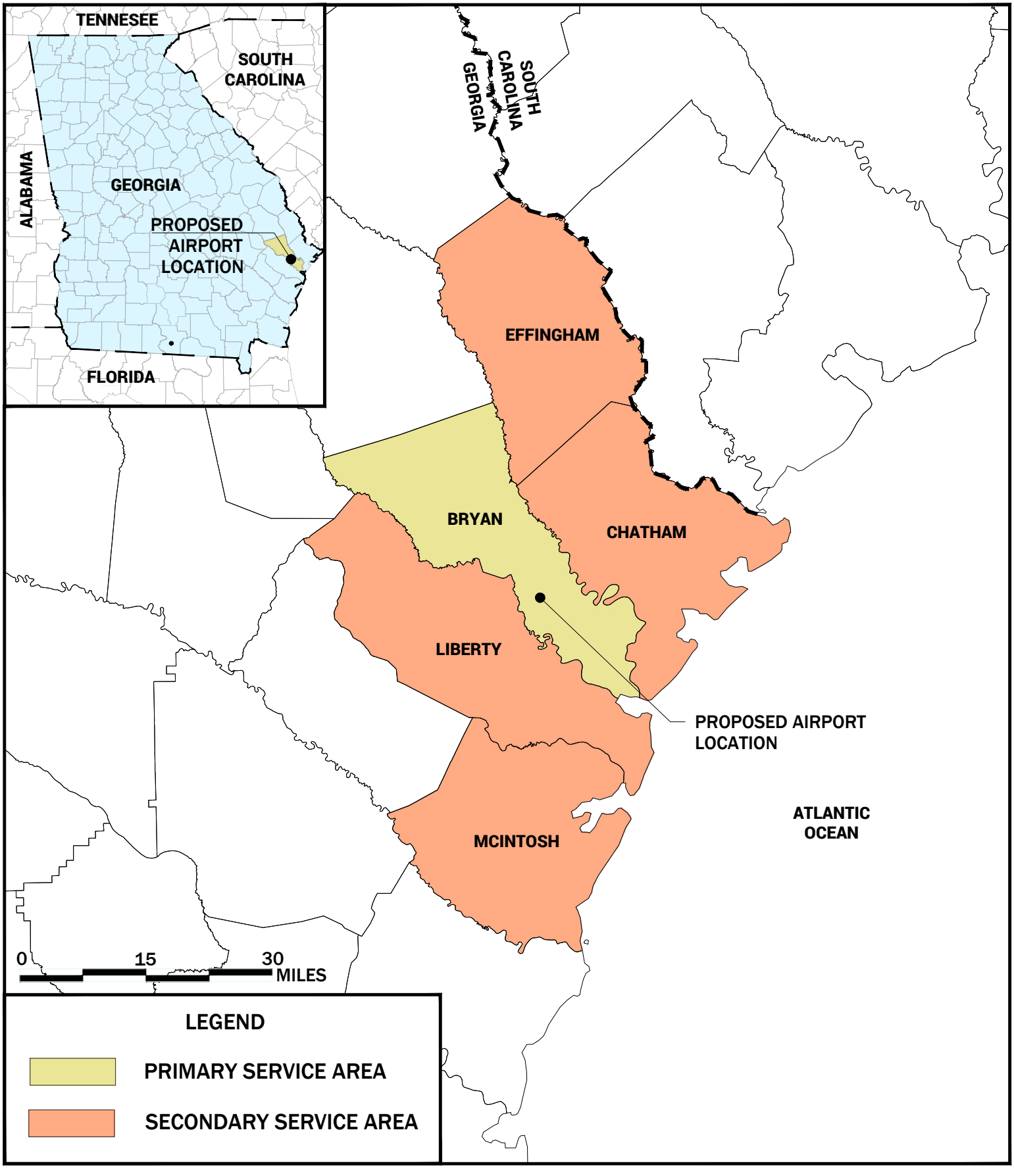
This study examines those airports in the study area that are open to public use, whether they are owned by public or private entities. There are several privately owned airports in the study area that are not open to public; they are only included in this analysis as part of the survey results. Summary information regarding these airports, their location, and their identified role in the Georgia Statewide Aviation System Plan is presented in **Table 2-1**.

Table 2-1
Airport Location/Role Information

Airport Name	Associated City	County	Ownership/Use	Georgia Airport System Plan Role
Savannah/Hilton Head Island	Savannah	Chatham	Public/Public	Level III
Wright Army Airfield /MidCoast Regional	Hinesville	Liberty	Public/Public	Level II

Source: FAA Form 5010

As shown in **Table 2-1**, only two public use airports in the study area were identified to have GDOT system roles ranging from a Level III and Level II.



Study Area

EXHIBIT 2-1

Roles identified in the Georgia Aviation System Plan can be defined as follows:

Airport Role	Role Criteria
Level I	**Minimum Standard General Aviation Airport:** Because business usage of all airports is a paramount consideration for the development of the airport system, Level I facilities must support a reasonable percentage of the general aviation fleet. Level I of the state's airport system is recognized as the minimum to which airports in the system are expected to develop. Level I airports should be capable of accommodating all single-engine and some small twin-engine general aviation aircraft. The Level I objectives call for a minimum runway length of 4,000 feet in conjunction with other facilities. It is important to note that local needs may dictate and support a runway length in excess of 4,000 feet for an airport designated as Level I.
Level II	**Business Airport of Local Impact:** To provide for the business needs in a particular local service area (30-minute access time), Level II airports should be capable of accommodating all business and personnel use single and twin-engine general aviation aircraft. Some use by business jet aircraft occurs at these airports. The minimum runway length objective for Level II airports is 5,000 feet; local needs may support a runway length in excess of this 5,000-foot minimum.
Level III	**Business Airports of Regional Impact:** Level III airports are defined as the existing commercial airports and general aviation airports which have a regional business impact. These airports should have at least 5,500 feet of runway and precision approaches to accommodate business aircraft in inclement weather. The commercial airports should have longer runways, as dictated by the needs of their individual commercial carriers. Associated with the longer runway and instrumentation objectives for these airports are a greater level of amenities for serving the public.

Georgia Aviation System Plan roles are presented in this analysis to provide a general understanding of the way in which GDOT plans for these airports to fit into the State airport system. Levels for Georgia airports were established in the 2002 GSASP; the following factors were considered in the 2002 system plan to assign Georgia airports to a level:

- Coverage: Percentage of the state contained in an airport service area. This factor included the establishment of a 30-minute service area for each airport via a geographic information system (GIS) drive time analysis. Information was collected for each service area to evaluate factors including quantity and quality of roads, number of square miles in each airport service area, and socioeconomic/demographic factors in each service area.
- Accessibility: Proximity to the state and federal highway system was reviewed.
- Sectors Served: Socioeconomic and demographic factors including population and employment, along with other factors, such as registered pilots and aircraft owners in each service area, were also considered.
- Based Aircraft: The number of based aircraft at each airport was considered.
- Facilities: Existing facilities at each airport were considered in the role assignment process.
- Services: Existing airport services including aircraft fuel, maintenance/repair, flight training, Fixed Based Operators, and other services were also reviewed as roles were initially assigned.
- Expansion Capabilities: Role assignments also considered the ability for the airport to expand based on surrounding factors, including manmade or natural obstructions, environmental factors, and other local conditions.

FAA uses the National Plan of Integrated Airport System (NPIAS) to classify airports in the United States that are open to the public and eligible for federal funding. Of the 3,295 existing and proposed airports in the United States included in the NPIAS, 383 provide commercial service. These airports are classified as "Primary" airports and are further defined as large, medium, small, and non-hub airports based on the number of enplanements accommodated at each facility. There are eight airports included in the NPIAS as "proposed" new or replacement airports. The remaining 2,904 landing facilities (which include airports, seaplane bases, and heliports) are referred to as "Nonprimary" airports.

Recognizing the unique roles played by general aviation airports throughout the United States, FAA conducted a study to further classify the general aviation airports included in the NPIAS. To accomplish this, FAA published *General Aviation Airports: A National Asset (ASSET)* in May 2012. This report documents the importance of the general aviation airport system, the need for new general aviation categories, a description of each of the ASSET categories, and lists showing each airport in the NPIAS identified by FAA ASSET category. A second study was completed by FAA in March 2014 (*ASSET 2: In-Depth Review of the 497 Unclassified Airports*) to further consider classifications for general aviation airports, especially those that fell in the "Unclassified" category.

ASSET notes five key aeronautical functions or types of activity supported by the national general aviation airport system. *ASSET* identifies classifications for 91 general aviation airports in the Georgia airport system[2].

Aeronautical functions for airports included in *ASSET* include:

- Emergency preparedness and response
- Critical community access for remote areas Commercial, industrial, and economic activity functions
- Access to tourism and special events
- Other aviation-specific functions including corporate flights and flight instruction

As part of *ASSET*, the FAA identified five categories to further refine the classification of general aviation airports included in the NPIAS. New categories for general aviation airports included in the NPIAS were developed to provide policy makers with a better understanding of the relative contribution of airports in the nation's vast general aviation system. While more detailed than the previous category designation of general aviation- reliever or general aviation, the new federal categories are still broad. The five new categories for general aviation airports included in the NPIAS and the criteria used to place each airport into a category are presented below.

ASSET Category (# of NPIAS Airports in the US assigned to the category)	Criteria
National (89): Supports national and state airport systems by providing communities with access to national and international markets in multiple states and throughout the United States	~ 5,000+ instrument operations, 11+ based jets, 20+ international flights, or 500+ interstate departures ~ 10,000+ enplanements OR ~ 500+ million pounds of landed cargo
Regional (530): Supports regional economies connecting communities to statewide and interstate markets.	~ Metropolitan Statistical Area (MSA) and 10+ domestic flights of 500 miles, 1,000 instrument ops, 1+ based jet, or 100+ based aircraft ~ Located in a MSA and meets definition of commercial service
Local (1,262): Supplements local communities by providing access to intrastate and some interstate markets.	~ 10+ instrument operations and 15+ based aircraft OR ~ 2,500+ passengers
Basic (813): Links the community with national airport system and supports general aviation activities.	~ 10+ based aircraft; OR ~ 4+ based helicopters; OR ~ Located 30+ miles from nearest NPIAS airport, OR ~ Used by US Forest Service, or US Marshalls, or US Customs and Border Protection, or US Postal Service, or has Essential Air Service, OR ~ New or replacement airport activated after 1/1/01
Unclassified (256): Tends to have limited activity.	~ Airports that do not meet the criteria of the Basic category

Source: FAA NPIAS 2017-2021, *General Aviation Airports: A National Asset (ASSET)*, and *ASSET 2: In-Depth Review of the 497 Unclassified Airports*

The FAA uses general aviation categories to "provide a baseline from which to measure changes in operations and needs." ASSET airport categories are incorporated into future NPIAS reports to Congress, which determine five-year development and funding needs. The FAA reexamines and updates the roles of Nonprimary airports biennially, in conjunction with the NPIAS Report to Congress. This was last completed in 2022, in preparation of the 2023 NPIAS report.

Under the FAA's criteria Savannah/Hilton Head Island Airport is identified as Primary – Small Hub and Wright Army Airfield/MidCoast Regional Airport as a Non-Primary – Basic.

Airport Facilities

Airports in the study area have a wide range of existing facilities and can accommodate a vast range of aviation activity. Many airside and landside facilities, including aircraft storage facilities, are required to support aviation activity at an airport. Runway characteristics and approach type, however, are some of the most important factors determining the levels and types of aviation activity that an airport can accommodate. Summary data regarding primary runway characteristics and approach types at airports in the study area are presented in **Table 2-2**.

Table 2-2
Airport Facilities Summary

Airport Name	Primary Runway Orientation	Primary Runway Length (ft)	Runway Surface	Primary Runway Approach Type	Crosswind Runway
Savannah/Hilton Head Island	10/28	9,351'	Concrete	Precision	01/19
Wright Army Airfield /MidCoast Regional	06L/24R	6,500'	Asphalt	Non-Precision	15L/33R

Source: FAA Form 5010

As shown in **Table 2-2** above, Savannah-Hilton Head International Airport has the longest primary runway in the study area. At over 9,000 feet, the airport's primary runway can accommodate even the largest commercial service aircraft in the current operating fleet. Wright Army Airfield/MidCoast Regional has a primary runway of 6,500 feet. In most cases airports with runways measuring 5,000 feet or greater can accommodate operations by corporate jet aircraft, an important and growing component of the national and regional general aviation fleet.

Area Airport Activity

Airport activity is typically discussed in terms of aircraft operation and based aircraft statistics. In most cases, these statistics represent estimates and are at best a snapshot-in-time representation of an airport's activity characteristics. Operations and based aircraft data presented in the following sections was compiled from each airport's most recent FAA 5010 Form. In most cases the data presented is based on airport management estimates and provides an order-of-magnitude estimate of activity characteristics.

Aircraft Operations

An aircraft operation is defined as either a takeoff or a landing. A standard touch-and-go procedure, for instance, in which a pilot lands an aircraft and takes off without leaving the active runway, would count as two operations. Aircraft operations are typically broken-out into the following categories:

- **Air Carrier** – operations conducted by scheduled air carrier operators.
- **Commuter** – operations conducted by scheduled air carrier operators.
- **Air Taxi** – Non-scheduled or chartered aircraft typically hired by a group or individual for point-to-point travel.
- **Local, General Aviation (GA)** – an operation conducted by a pilot/aircraft that has not left the airports traffic pattern, often represents training operations.
- **Itinerant General Aviation (GA)** – an operation conducted by a pilot/aircraft coming from another airport or by an aircraft that has left the airport's standard traffic pattern.
- **Military** – an operation conducted by a military aircraft.

Table 2-3 presents summary aircraft activity statistics for study area airports.

Table 2-3
Summary Aircraft Activity Statistics (2022)

Airport Name	Air Carrier	Air Taxi	Local GA	Itinerant GA	Military	Total
Savannah/Hilton Head Island	37,365	14,917	8,851	49,757	5,764	116,654
Wright Army Airfield/MidCoast Regional	0	0	1,576	1,576	19,318	22,470
Study Area Total	**37,365**	**14,917**	**10,427**	**51,333**	**25,082**	**139,124**

Source: FAA Form 5010

As shown above in **Table 2-3**, data indicates study area airports accommodate total annual operations levels ranging from approximately 22,470 annual operations at Wright Army Airfield/MidCoast Regional to over 100,000 annual operations at Savannah/Hilton Head International Airport. Savannah/Hilton Head International Airport is the only airport in the study area that accommodates air carrier and commuter operations categories of scheduled air carrier operations.

Based Aircraft

Based aircraft data was taken from each airport's most recent FAA 5010 Form. Based aircraft statistics at an airport tend to fluctuate over time; however, the data presented should provide general information regarding the number and types of aircraft based at each airport. Current based aircraft statistics, presented by aircraft type, for study area airports are summarized below in **Table 2-4**.

Table 2-4
Summary Based Aircraft Statistics (2022)

Airport Name	Single Engine	Multi-engine	Jet	Other	Total Based Aircraft
Savannah/Hilton Head Island	82	27	29	4	142
Wright Army Airfield/MidCoast Regional	30	3	0	1	34
Study Area Total	**112**	**30**	**29**	**5**	**176**

Source: FAA Form 5010

As shown in **Table 2-4**, based aircraft counts at study area airports range from 34 at Wright Army Airfield/ MidCoast Regional to 142 at Savannah/Hilton Head International Airport. Current data indicates that 176 aircraft are currently based at NPIAS airports in the study area.

Airspace Analysis

This airspace analysis will examine general air space characteristics and classifications in the study area and identify factors that could potentially impact general aviation aircraft operations in the study area. It is important to note that this analysis is intended to serve as an overview of airspace for the general study area and may be used as a means for narrowing potential sites for the new airport. Potential new airport sites will be examined in greater detail relative to several factors, including site-specific airspace concerns, in the future site selection component of the overall project. The current air space characteristics of the study area, as depicted on the Jacksonville Sectional Aeronautical Chart, are presented in **Exhibit 2-2**.

Through Federal Aviation Regulations, airspace classifications have been developed to promote the safe and efficient movement and control of aircraft during flight and approach/departure procedures. Airspace classifications are identified on sectional aeronautical charts published by the FAA's National Aeronautical Charting Office. FAR Part 71 and FAR Part 73 establish classifications of airspace with the following characteristics:

- Class A Airspace – Class A airspace is not shown on aeronautical charts. It begins at 18,000 feet above mean sea level (MSL) and extends to higher altitudes. Only pilots flying IFR can enter this airspace and prior permission is required. Class A airspace would not impact the operation of a new general aviation airport in the study area.
- Class B Airspace – Class B airspace is found around major airports. Pilots must get permission to enter this airspace from the controlling agency, typically the airport's air traffic control tower. There are no areas of Class B airspace in the study area.
- Class C Airspace – Class C airspace is found around heavy traffic airports. Although pilots are not required to get permission to enter this airspace, they are required to establish two-way radio communication with the controlling agency, typically the airport's air traffic control tower. Class C airspace usually incorporates airspace that is composed of two concentric cylinders that surround a controlled airport. The first cylinder has a 5NM radius and extends from the surface to 1,200 feet above the elevation of the airport. The second ring has a radius of 10NM and starts at 1,200 feet and extends to 4,000 feet above the airport elevation. The outer area, which has no regulatory requirements, constitutes a cylinder with a 20NM radius, and serves as an indication for pilots intending to cross either of the concentric cylinders to contact air traffic control. In general, the site of a potential new airport should be kept at least 5 NM from airports protected by Class C airspace and not within 10 NM of the approach and departure areas of these airports.
- Class D Airspace – Class D airspace exists at any airport with an air traffic control tower, and it typically extends 5 miles from the airport to an altitude of 2,500 feet above ground level (AGL). Pilots must establish two-way radio communication with the controlling agency, usually the air traffic control tower, before entering this classification of airspace. During the period when the control tower is not in operation, Class D airspace ceases to exist. There are no areas of Class D airspace located in the study area.

- Class E Airspace – Class E airspace is known as general controlled airspace and is located near Federal Airways ("victor airways") and around airports with no air traffic control tower. Class E airspace will not impact the operation of a new general aviation airport in the study area.
- Class G Airspace – Class G airspace is referred to as uncontrolled airspace and is not depicted on aeronautical charts. This classification of airspace comprises all airspace not identified as another class. Anyone can operate in this airspace as long as visibility minimums are met. Class G airspace will not impact the operation of a new general aviation airport in the study area.
- Restricted Areas – Restricted areas contain airspace identified by an area on the surface of the earth within which the flight of aircraft, while not wholly prohibited, is subject to restrictions. Restricted areas denote the existence of unusual, often invisible, hazards to aircraft; examples include artillery firing, aerial gunnery, or guided missiles. Penetration of restricted areas without authorization from the controlling agency may be extremely hazardous to the aircraft and its occupants. There are no areas of restricted airspace in the study area.
- Prohibited Areas – Prohibited areas contain airspace of defined dimensions identified by an area of the surface of the earth within which flying aircraft is prohibited. Such areas are established for security or other reasons associated with national welfare. Prohibited areas are published in the National Register and are depicted on aeronautical charts. There are no areas of prohibited airspace in the study area.
- Military Operations Areas (MOAs) – MOAs consist of airspace of defined vertical and lateral limits established for the purpose of separating certain military training activities from IFR traffic. Whenever a MOA is being used, nonparticipating IFR traffic may be cleared through a MOA if IFR separation can be provided by air traffic control. Otherwise, air traffic control will reroute or restrict nonparticipating IFR traffic. Pilots operating under VFR should exercise caution while flying within a MOA when military activity is being conducted. Prior to entering an active MOA, pilots should contact the controlling agency for traffic advisories. Fort Steward C1 MOA is located within the study area.
- Alert Areas – Alert areas are depicted on aeronautical charts to inform nonparticipating pilots of areas that may contain a high volume of pilot training or an unusual type of aerial activity. Pilots should be particularly alert when flying in these areas. All activity within an alert area shall be conducted in accordance with CFRs, without waiver, and pilots of participating aircraft as well as pilots transiting the areas shall be equally responsible for collision avoidance. There are no alert areas in the study area.

As the summary descriptions of airspace classifications indicate, different classes of airspace have different characteristics, dimensions, altitudes, and requirements based on the types of activity that they are intended to support. Existing airspace classifications in the study area that could have the potential to impact general aviation operation at a new general aviation airport will be considered in the site selection and master planning phases of this study. In addition, the number and location of tall towers, also depicted on the aeronautical chart, will be another important airspace consideration examined in the selection and master planning phases.

FAA Airspace

EXHIBIT 2-2

Wind Analysis

The orientation of the runways to the prevailing wind direction is critical to the safe operation of aircraft, especially small single engine aircraft that are more susceptible to crosswinds. Crosswinds are winds perpendicular to the runway or path of an aircraft. Wind data for the analysis was obtained from FAA's Wind Data Analysis using wind data for Savannah/Hilton Head Island Airport.

Meteorological conditions dictate the manner in which aircraft must be operated during flight. Depending on meteorological conditions, including visibility and cloud height, visual or instrument flight rules must be utilized by pilots. Visual flight rules generally apply when meteorological conditions result in good visibility and high, broken clouds. Instrument flight rules govern flights during periods of limited visibility. Wind data examined in this analysis includes data gathered during visual meteorological conditions as well as all weather conditions. All weather data is comprised of all data readings available, and includes data compiled during both visual and instrument meteorological conditions.

The FAA recommends 95 percent wind coverage for crosswind components based on specific Airport Reference Codes. The 95 percent wind coverage is computed on the basis of the crosswind not exceeding a specified speed (knots) for a specified size of aircraft. For example, a crosswind speed of 10.5 knots is used to calculate 95 percent wind coverage for smaller aircraft, based on wingspan, while a crosswind speed of 16 knots is used larger aircraft, and a crosswind speed of 20 knots is used for the largest aircraft.

Table 2-5 presents the results of a wind analysis using the wind data discussed above calculated for 10.5 knot and 16 knot crosswinds.

Table 2-5
Summary Wind Coverage Data

Potential Runway Orientation (degrees)	VFR Coverage		All Weather Coverage	
	10.5 Knot Coverage	16 Knot Coverage	10.5 Knot Coverage	16 Knot Coverage
10-190	92.50%	98.85%	92.96%	98.87%
20-200	92.38%	98.87%	92.84%	98.88%
30-210	92.24%	98.95%	92.70%	98.94%
40-220	92.18%	99.04%	92.62%	99.02%
50-230	92.37%	99.11%	92.74%	99.07%
60-240	92.78%	99.14%	93.06%	99.09%
70-250	93.16%	99.15%	93.36%	99.10%
80-260	93.44%	99.17%	93.58%	99.11%
90-270	93.66%	99.22%	93.77%	99.15%
100-280	93.84%	99.29%	93.92%	99.22%
110-290	94.00%	99.37%	94.07%	99.28%
120-300	94.19%	99.44%	94.25%	99.35%
130-310	94.30%	99.50%	94.37%	99.40%
140-320	94.16%	99.49%	94.29%	99.40%
150-330	93.74%	99.40%	93.98%	99.33%
160-340	93.28%	99.26%	93.62%	99.21%
170-350	92.91%	99.10%	93.31%	99.08%
180-360	92.66%	98.94%	93.31%	98.94%

Source: FAA Windrose Data, Savannah/Hilton Head International Airport, 2019-2022

As the wind coverage statistics summarized in **Table 2-5** indicate, a potential runway orientation with the magnetic compass headings of 130 and 310 provides the greatest coverage in both VFR and all-weather conditions. A s shown runway alignments within 30 degrees of that heading would also provide sufficient coverage based on FAA standards.

The orientations of existing area airports were evaluated to validate the wind data. Runway numerals for each runway end are determined from the approach direction to the runway end and should be equal to one-tenth of the magnetic azimuth of the runway centerline, measured in a clockwise direction from magnetic north. Upon review of the area airports, it was found that most airports generally have a north-south alignment. **Table 2-6** presents runway alignments of existing study area airports. Although the true bearing of the runways will not change over time, the magnetic bearing will change as the location of magnetic north shifts.

Table 2-6
Study Area Airport Runway Alignments

Airport Name	Primary Runway Orientation
Savannah/Hilton Head Island	10/28
Wright Army Airfield/MidCoast Regional	06L/24R

While the exact headings of a runway at a new airport may be impacted by several factors including wind, property dimensions and topography must also be included. A runway heading of 17/35 was used for this analysis and provides the required 16 knot coverage. Several orientations will be analyzed pending the final site selected for the airport.

Conclusion

This analysis has examined existing conditions at study area airports as well as other regional characteristics that have the potential to impact existing and potential new general aviation airports in the study area. The analysis indicates that a significant portion of the area's total general aviation activity is accommodated by two airports in the study area; Savannah/Hilton Head International Airport, Wright Army Airfield/MidCoast Regional Airport, each of which has a runway of at least 5,000 feet. The ability of these facilities to accommodate projected levels of future general aviation activity for the study area will be an important consideration when examining the need for and potential feasibility of a new general aviation airport in Coastal Georgia. If analyses conducted in following sections of this report indicate that a new general aviation airport is needed and feasible, area airspace and wind characteristics summarized in this section will likely impact that facility's location and layout.

CHAPTER THREE
STUDY AREA CHARACTERISTICS

Introduction

The study area identified for this analysis is Bryan County and the four contiguous counties including: Chatham, Effingham, Liberty, and McIntosh. An important component of this justification/feasibility study is identifying the demand for aviation facilities and services in the study area, and determining whether the identified demand is sufficient to support the establishment of a new general aviation airport in Coastal Georgia. Aviation demand is impacted by a vast number of factors. In addition, different factors impact demand for commercial passenger services and general aviation activity. This analysis focuses on those factors that impact demand for general aviation facilities and activity in the defined study area. Data examined in this analysis of study area characteristics will be important factors used in developing the estimates and projections of aviation demand.

Demand for general aviation activity in any study area is an aggregate of demand from outside sources, such as transient pilots wanting to fly to the area, as well as local aviation users and aircraft owners. Transient and local demand for general aviation in a study area is often correlated with demographic characteristics and trends. For example, as economic activity occurring in an area increase, more transient general aviation pilots may fly to the area to conduct business. Local demand for general aviation facilities and activity is also impacted by demographic characteristics and trends, and it is also significantly impacted by the tendencies of local aircraft owners.

Characteristics of the study area will be examined for both the public and the aviation community in the following sections:

- Demographic Data and Trends
- Ground Transportation System
- Industrial Development
- Registered Aircraft Owner Survey

Demographic data and trends provide background information related to population, employment, and spending trends in the study area. These tend to directly impact the demand for aviation services in a study area and will be used in this analysis as a factor in quantifying and projecting aviation demand for Richmond Hill and the Bryan County area. Additionally, data collected through a survey of registered aircraft owners will provide specific data regarding storage, usage, and demand characteristics of the aviation community in the Study Area.

Demographic Data and Trends

This section examines key demographic characteristics and trends in the study area. Demographic data and trends that will be examined in the following sections include the following:

- Population
- Employment
- Per Capita Income

Data for each of these factors will provide background information regarding demographic and socioeconomic trends in the study area. In most cases, demand for aviation services in an area is correlated to changes in demographic and socioeconomic characteristics. The demographic and socioeconomic characteristics examined in this analysis are the ones for which correlation with aviation demand tends to be the highest.

Population

Quantifying changes in population is an indirect method for assessing demand for a service or product in that area. In many airport planning studies, population is used as a variable in the estimation of demand for based aircraft and general aviation operations. In general, based aircraft numbers and general aviation activity levels in a study area tend to reflect changes in that area's population. As the population of an area increases, there naturally tends to be an increase in the number of aircraft owners and/or users of general aviation services. Furthermore, even those components of the population that do not use general aviation or own an aircraft generate additional demand for general aviation activities.

Historic (2010 Census) and current (2020 Census) population data for the counties in the study area, for Georgia, and for the United States are summarized in **Table 3-1**.

Table 3-1
Historic (2010) and Current (2020) Population Data

County	2010 Census	2020 Census	Change	Percent Change 2010-2020
Bryan	30,233	44,738	14,505	47.98%
Chatham	265,128	295,291	30,163	11.38%
Effingham	52,250	64,769	12,519	23.96%
Liberty	63,453	65,256	1,803	2.84%
McIntosh	14,333	10,975	-3,358	-23.43%
Study Area Total	**425,397**	**481,029**	**55,632**	**13.08%**
Georgia	**9,687,653**	**10,711,937**	**1,024,284**	**10.57%**
United States	**308,745,538**	**331,449,281**	**22,703,743**	**7.35%**

Source: U.S. Census Bureau, 2022

As shown in **Table 3-1**, the study area, especially Bryan County, experienced substantial population growth from 2010-2020, with its population increasing by 47 percent. This was the fastest growing county in Georgia during this time frame. By comparison, the State of Georgia experienced a population increase of almost 11 percent and the United States' population increased by just over 7 percent during the same period. These statistics indicate that Chatham County experienced the greatest increase in total population, while Bryan County experienced the greatest percentage increase in population at over 47 percent.

Projected population growth is another factor that will impact future study area characteristics and potential future demand for aviation services. Projected population growth trends for the counties in the study are summarized in **Table 3-2**.

Table 3-2
Projected Population Growth

County	2020 Census	2040 Census	Change	Percent Change 2020-2040
Bryan	44,738	66,309	21,571	48.22%
Chatham	295,291	371,973	76,682	25.97%
Effingham	64,769	90,918	26,149	40.37%
Liberty	65,256	72,489	7,233	11.08%
McIntosh	10,975	11,362	387	3.53%
Study Area Total	**481,029**	**613,051**	**132,022**	**27.45%**
Georgia	**10,711,937**	**13,413,400**	**2,701,463**	**25.22%**
United States	**331,449,281**	**366,616,239**	**35,166,958**	**10.61%**

Source: U.S. Census Bureau, 2022

Population projections for the study area indicate continued population growth between 2020 and 2040. As shown in **Table 3-2**, the population of the study area is projected to increase by over 132,000 during the 20-year period, a population increase of over 27 percent. Bryan, Chatham, and Effingham County are projected to experience the most significant increases in total population.

Historic and projected population statistics highlight the study area's rapid growth experienced during 2010-2020 and indicate that population growth is anticipated to continue through 2040. The growing population base of the study area undoubtedly generates growing levels of demand for many types of goods and services, including general aviation. Historic and projected population trends in the study area will be important factors in quantifying and projecting the area's demand for general aviation activity.

Employment

The employment characteristics of an area can provide interesting insight into an area's economy. Total employment in any area tends to fluctuate in conjunction with changes in the area's population, and in most cases, examining total population and total employment statistics tends to be duplicative. **Table 3-3** presents summary data for study area counties and presents total employment in those counties. As shown, Bryan County has experienced a significant increase in employment from 2010-2020.

Table 3-3
Historic Employment

County	2010 Employment	2020 Employment	Change	Percent Change 2010-2020
Bryan	13,151	18,964	5,813	44.2%
Chatham	115,574	135,344	19,770	17.1%
Effingham	23,461	31,799	8,338	35.5%
Liberty	24,616	25,181	565	2.20%
McIntosh	5,547	5,772	225	4.05%
Study Area	**182,349**	**217,060**	**34,710**	**19.0%**

Source: U.S. Census Bureau, 2022

Per Capita Income

Per capita income measures the income of all economic entities, including businesses, governments, and individuals. A common economic characteristic of growing and developing areas is increases in per capita income. In addition, per capita income is one of the fundamental factors impacting the level of demand for goods and services in a study area, including the demand for general aviation. It is a common occurrence that as income rises, consumers will spend more on goods and services which in turn generates additional economic activity in and beyond the area being examined. **Table 3-4** summarizes historic changes in per capita income on the study area.

Table 3-4
Historic Per Capita Income

County	Per Capita Income 2010	Per Capita Income 2020	AAGR 2010-2020
Bryan	$42,394	$56,648	3.36%
Chatham	$38,463	$51,805	3.47%
Effingham	$32,858	$45,069	3.72%
Liberty	$29,595	$40,087	3.55%
McIntosh	$23,097	$34,500	4.94%
Study Area Average	**$33,281**	**$45,622**	**3.71%**
Georgia	**$34,830**	**$49,200**	**4.13%**
United States	**$42,490**	**$53,772**	**2.64%**

Source: U.S. Census Bureau, 2022

The demographic factors and trends examined in this analysis illustrate the significant population growth and economic expansion/development experienced in the study area over recent years. Bryan, Chatham, Effingham, and Liberty Counties continue to be the study area's most populated and economically developed counties, and as a result, meeting the aviation demands of these counties will be a primary focus of this analysis. Despite the recent economic downturn experienced throughout the nation and in Georgia, the long-term population and employment growth opportunities for the study area are considerable. Data presented in the preceding sections was intended to provide background information. In later analyses, this data may provide important information from which projections of regional demand for general aviation activity may be developed.

Ground Transportation System

The interaction between the study area's airport system and roadway system is important because the vast majority of those utilizing general aviation in the study area reach the airports via the area's roadway network. Furthermore, one of the primary benefits experienced by the users of general aviation is time savings, this benefit can only be maximized if the surface access to and from general aviation airports allows for the efficient transportation of general aviation passengers and goods being transported.

Interstate 95 provides north-south access to major markets along the eastern seaboard while Interstate 16 runs from Savannah to Macon and offers connectivity to Interstate 75 to Atlanta. Not only are there two major interstates that intersect Bryan County, but there are also several major highways that run through the County as well.

Industrial Development

Interstate Centre Park located at Exit 143 off Interstate 16 is home to several established industries with ample land for new manufacturers and distribution companies. This Georgia Ready for Accelerated Development (GRAD) certified park sits within the service delivery area for Foreign Trade Zone No. 104 and is in a Military Zone. Adjacent to Interstate 95 on the south end of Bryan County, Belfast Commerce Park is GRAD certified as well and contains a site that has been certified as a CSX Select Site. Belfast Commerce Park offers large rail-served sites and parcels of land with frontage on Interstate 95.

Hyundai Motor Group will open its first fully dedicated electric vehicle (EV) and battery manufacturing facility at the Bryan County Mega Site. Hyundai Motor Group will invest $5.54 billion in opening its first state-of-the-art U.S. smart factory and delivering an estimated 8,100 new jobs to Georgia's coastal region. Hyundai suppliers will invest approximately another $1 billion in the project.

The Bryan County mega site was purchased by the State of Georgia and the Savannah Harbor-Interstate 16 Corridor Joint Development Authority (JDA) for such an investment.

Major employers/industries in Bryan County include:

Blue Bell Ice Cream, Daniel Defense, West Penn Testing Company, Kawasaki, Hyundai Motor Group, AGCO, KISS, and FedEx.

Port of Savannah

The Port of Savannah, Georgia's gateway to the world and the largest single container terminal in North America, is situated less than 30 miles away from Bryan County. As the nation's fastest growing container port, the Port of Savannah offers more than 9,700 feet of contiguous berth space and over three million square feet of available warehouse space. The Port of Savannah is a key reason why the coastal region is a highly sought after area to do business.

Registered Aircraft Owner Survey

A registered aircraft owners survey was conducted to gather additional information regarding characteristics of local aviation activity in the study area. Aircraft owners were asked to provide detailed information regarding their aircraft, its use, and their preferences and needs related to airport facilities. Important data collected through this survey process included identifying where aircraft owners live, where their aircraft are based, and the distance and length of time they travel to get to and from their base airport. This information provides insight into current tendencies of aircraft owners and will provide supplementary information in the analysis of demand for a new general aviation airport in the study area.

Survey Results

In January 2023, approximately 400 surveys were mailed to registered aircraft owners in Bryan, Chatham, Effingham, Liberty, and McIntosh Counties. Registered aircraft owner data was acquired through the FAA's database of registered aircraft owners. Included with each mailed survey was a cover letter that explained the purpose of the study and survey effort, and requested that completed surveys be returned by February 17, 2023, using the pre-paid postage provided (Appendix A). 93 surveys were returned (Appendix B). This represents a response rate of approximately 23 percent, relatively high for a survey effort of this sort.

Those aircraft owners responding to the survey indicated that they base their aircraft at airports throughout the study area, as well as in other areas of Georgia and a few out of state. **Table 3-5** summarizes the responses of aircraft owners when asked where they base their aircraft.

Table 3-5
Registered Aircraft Owners Survey - Based Aircraft

Airport Name	Associated City	Number Based	% of Total Responses	Estimated Annual Operations
Savannah/Hilton Head International Airport (KSAV)	Savannah, GA	29	31.18%	1,060
Northeast Philadelphia Airport (KPNE)	Philadelphia, PA	1	1.08%	100
Chautauqua County/Dunkirk Airport (DKK)	Dunkirk, NY	1	1.08%	50
Hodges Airpark (GA39)	Savannah, GA	8	8.60%	3,480
MidCoast Regional Airport (KLHW)	Hinesville, GA	16	17.20%	1,370
John Edwin Jones Sr Field/Metter Municipal Airport (KMHP)	Metter, GA	3	3.23%	65
Eagle Neck Airport (1AG0)	Townsend	7	7.53%	620
Swaids Field Airport (2GA2)	Springfield	2	2.15%	300
Statesboro Bulloch County Airport (KTBR)	Statesboro, GA	3	3.23%	450
Ridgeland – Claude Dean Airport (K3J1)	Ridgeland, SC	3	3.23%	160
Plantation Airpark (KJYL)	Sylvania, GA	5	5.38%	320
Cypress Lake Airport (GA35)	Savannah, GA	1	1.08%	200
Brunswick Golden Isles Airport (KBQK)	Brunswick, GA	3	3.23%	620
Claxton-Evans County Airport (KCWV)	Claxton, GA	2	2.15%	130
Tampa Executive Airport (KVDF)	Tampa, FL	1	1.08%	100
Middle Georgia Regional Airport (KMCN)	Macon, GA	1	1.08%	100
Reidsville Municipal Airport (KRVJ)	Reidsville, GA	1	1.08%	50
Briar Patch Airport (9GA1)	Clyo,GA	1	1.08%	0
Emmanuel County Airport (SBO)	Swainsboro, GA	1	1.08%	50
No Response Provided		4	4.65%	0
Total:		**93**	**100%**	**9,225**

Source: Survey Results – Holt Consulting Company, LLC

Survey data indicates that of the registered aircraft owners in the study area who responded to the survey, 45 or approximately 48 percent, base their aircraft at an airport in the study area. These pilots also estimated that they account for over 2,400 annual aircraft operations in the study area. Fifteen owners responding to the survey indicated that they based their aircraft on private property or personal landing strips.

Registered aircraft owners were asked to provide the typical drive-time that they experience when driving to and from their resident and the airport at which they base their aircraft. The results are summarized in **Table 3-6**.

Table 3-6
Registered Aircraft Owners Survey – Typical Drive Time

Drive-Time	Total Responses	% of Total Responses
0-10 Minutes	7	8.14%
10-20 Minutes	15	17.44%
20-30 Minutes	21	24.42%
30-40 Minutes	20	23.26%
More than 40 Minutes	23	26.74%
Total	**86**	**100.00%**

Source: Survey Results – Holt Consulting Company, LLC

Survey data indicates that there is a relatively equal distribution of responses in the different drive time ranges identified in the survey. For example, the percentage of respondents typically driving less than 20-30 minutes to reach the airport is almost equal to the percentage of respondents driving more than 40 minutes. In most cases, it is expected that the number/percentage of respondents identifying a typical drive would decrease as the typical drive time increases. The results of this survey do not follow that pattern, indicating that relatively more aircraft owners in the study area must drive greater distances to reach the airport where their aircraft are based.

In addition to typical drive times and distance, surveyed aircraft owners were also asked to identify the runway length that best serves their aircraft. Summary data regarding their responses are presented in **Table 3-7**.

Table 3-7
Registered Aircraft Owners Survey – Runway Length Preference

Runway Length Preference	Total Responses	% of Total Responses
Less than 4,000 feet	28	32.56%
4,000 feet	7	8.14%
4,500 feet	2	2.33%
5,000 feet	41	47.67%
5,500 feet	0	0.00%
6,000 feet	4	4.65%
More than 6,000 feet	4	4.65%
Total	**86**	**100.00%**

Source: Survey Results – Holt Consulting Company, LLC

It is important to note that the responses tend to reflect the characteristics of the aircraft fleet captured in the survey effort. For example, most aircraft owners identified in the database, and responding to the survey, indicated that they own small, single engine aircraft. The result of the survey reflects this characteristic by showing approximately 45 percent of the respondents are best served by runways with a length of 5,000 feet.

As residents of the study area, registered aircraft owners included in the survey effort are aware of changes to the area's general aviation airport system, specifically the growth of Savannah/Hilton Head International Airport. To judge aircraft owners' satisfaction with the airport at which their aircraft are currently based, they were asked to indicate their interest in relocating to a new general aviation airport if one was established in Bryan County. **Table 3-8** summarizes the responses of area registered aircraft owners.

Table 3-8
Registered Aircraft Owners Survey – Interest in New General Aviation Airport

Interested in Relocating to a New General Aviation Airport	Total Responses	% of Total Responses
No	12	13.48%
Maybe	20	22.47%
Yes	57	64.04%
Total	**89**	**100.00%**

Source: Survey Results – Holt Consulting Company, LLC

As the results illustrate, almost 63 percent of the respondents indicated that they would be interested in relocating their aircraft to a new general aviation airport. An additional 23 percent indicated that they might be interested in relocating. While these responses should not be taken to reflect actual demand for a new airport, as owners' decisions to relocate will be impacted by several individual factors, the response does indicate a significant interest in the establishment of a new general aviation airport and willingness by area aircraft owners to consider relocating to it.

To further examine registered aircraft owners' interest in a new general aviation airport, additional questions related to a new facility were included in the survey. Those owners responding were asked the amount of time they would be willing to drive to reach the new airport, and facility needs or preferences. **Table 3-9** summarizes the responses provided by aircraft owners when asked to indicate the amount of time that they would be willing to drive to reach a new general aviation airport from their residence.

Table 3-9
Registered Aircraft Owners Survey – Preferred Drive Time

Drive Time	Total Responses	% of Total Responses
0-10 min.	2	2.41%
10-20 min.	11	13.25%
20-30 min.	26	31.33%
30-40 min.	13	15.66%
over 40 min.	31	37.35%
Total	**83**	**100%**

Source: Survey Results – Holt Consulting Company, LLC

As the results indicate, approximately 32 percent of the respondents indicated that they would be willing to drive 30 minutes to reach a new general aviation airport. The typical actual drive time experienced by pilots was equally distributed among the ranges included in the survey. Approximately 34 percent of the respondents indicated that they ***would*** drive more than 40 minutes to reach the airport at which their aircraft is based.

Aircraft owners interested in relocating their aircraft to a new general aviation airport were also asked to identify the types of aviation facilities which they would prefer to have access to at a new general aviation airport. **Table 3-10** summarizes aircraft storage preferences and **Table 3-11** summarizes fuel availability preferences.

Table 3-10
Registered Aircraft Owners Survey – Preferred Storage Facilities

Preferred Storage – New General Aviation Airport	Total Responses	% of Total Responses
T-hangar	40	67.80%
Tiedown	4	6.78%
Shade	6	10.17%
Corporate	5	8.47%
FBO	1	1.69%
Box	1	1.69%
Covered	1	1.69%
Shared	1	1.69%
Total	**59**	**100%**

Source: Survey Results – Holt Consulting Company, LLC

Table 3-11
Registered Aircraft Owners Survey – Preferred Fuel Availability

Preferred Fuel Availability – New General Aviation Airport	Total Responses	% of Total Responses
Mogas	2	2.9%
Avgas	64	91.4%
Jet A	4	5.7%
Total	**70**	**100%**

Source: Survey Results – Holt Consulting Company, LLC

The results indicate that approximately 67 percent of the respondents that are interested in relocating to a new general aviation airport would prefer a T-Hangar. In addition, the vast majority, approximately 91 percent, indicated that access to Avgas would meet their needs.

Survey Conclusion

The response rate for the registered aircraft owners survey was significantly better than what is normally expected for similar mass-mail surveys. Important findings from the survey effort include:

- Nearly 33 percent of survey respondents based their aircraft at Savannah/Hilton Head International Airport. Over 16 percent based aircraft at MidCoast Regional Airport.
- The typical driving time experienced by aircraft owners when driving from their residence to the airport at which their aircraft is currently based was equally distributed among the ranges identified in the survey.

- Approximately 45 percent of survey respondents indicated that they are best served by a runway length of 5,000 feet. Almost 34 percent indicated that a length of 4,000 feet best serves their aircraft.
- Almost 62 percent of survey respondents indicated that they would consider relocating their aircraft to a new general aviation airport. An additional 23 percent indicated that they might consider relocating.

Survey results were further examined to gather airport-specific data. Airport-specific survey results for relevant data are summarized in **Table 3-12**.

Table 3-12
Registered Aircraft Owners Survey – Relevant Results by Airport

Airport Name	Respondents	Average Driving Distance	Consider Relocating to New Airport		
			% Yes	% Maybe	% No
Savannah/Hilton Head Int'l Airport (KSAV)	29	27	68.00%	21.43%	3.57%
Northeast Philadelphia Airport (KPNE)	1	30	100.00%	0.00%	0.00%
Chautauqua County/Dunkirk Airport (KDKK)	1	60	100.00%	0.00%	0.00%
Hodges Airpark (GA39)	8	29	57.14%	28.57%	14.29%
MidCoast Regional Airport (KLHW)	16	32	64.29%	28.57%	7.14%
John Edwin Jones Sr Field/ Metter Municipal Airport (LMHP)	3	35	50.00%	50.00%	0.00%
Eagle Neck Airport (1AG0)	7	12	14.29%	14.29%	71.43%
Swaids Field Airport (2GA2)	2	30	0.00%	50.00%	50.00%
Statesboro Bulloch County Airport (KTBR)	3	50	100.00%	0.00%	0.00%
Ridgeland – Claude Dean Airport (3J1)	3	50	33.33%	66.67%	0.00%
Plantation Airpark (KJYL)	5	40	66.67%	33.33%	0.00%
Cypress Lake Airport (GA35)	1	0	0.00%	0.00%	100.00%
Brunswick Golden Isles Airport (KBQK)	3	43	100.00%	0.00%	0.00%
Claxton-Evans County Airport (KCWV)	2	7.5	100.00%	0.00%	0.00%
Tampa Executive Airport (KVDF)	1	45	0.00%	100.00%	0.00%
Middle Georgia Regional Airport (KMCN)	1	10	0.00%	50.00%	50.00%
Reidsville Municipal Airport (KRVJ)	1	15	100.00%	0.00%	0.00%
Briar Patch Airport (9GA1)	1	0	0.00%	0.00%	100.00%
Emmanuel County Airport (SBO)	1	90	100.00%	0.00%	0.00%

Source: Survey Results – Holt Consulting Company, LLC

CHAPTER FOUR
NPIAS ELIGIBILITY

Introduction

Meeting NPIAS eligibility is an important factor in selecting a site for the future airport. The criteria for entry into the NPIAS system is outlined in FAA Order 5090.5 – *Formulation of the NPIAS and ACIP*. See **Appendix C** for a copy of FAA Order 5090.5-Table 3-3 Initial Screening Requirements for a Facility to be Considered for Inclusion in the NPIAS).

Criteria for Inclusion

The FAA's criteria for an airport's inclusion in the NPIAS are based on a variety of factors such as operational demand, geographic location, airport sponsorship, as well as other criteria. The following criteria are considered by FAA for an airport's inclusion in the NPIAS:

- Airports formerly in the NPIAS
- Location of airport in relation to the nearest NPIAS airport (serves a community located is within a 30-mile drive from the nearest existing or proposed NPIAS airport)
- Reliever Airports
- Airports receiving US Mail Service
- Airports with a National Defense Role

An existing or proposed airport not meeting the criteria above may be included in the NPIAS if it meets all the following:

- It is included in the state airport system plan;
- It serves a community more than 30 miles from the nearest NPIAS airport;
- It is forecasted to have 10 or more based aircraft within the short-term planning period (five years); and,
- There is an eligible public sponsor willing to undertake the ownership and development of the airport.

Airports that do not meet any of the previously discussed entry criteria may be considered for inclusion in the NPIAS based on a special justification. This justification must show that there is a significant national interest in the airport. Special justifications include:

- A determination that the benefits of the airport will exceed its development costs (not included in this analysis).
- Written documentation describing isolation.
- Airports serving the needs of Native American communities.
- Airports needed to support recreational areas.
- Airports needed to develop or protect important national resources.

If the FAA agrees an airport's role justifies its inclusion in the NPIAS, that airport has access to FAA

grant funding of up to 90% of the cost of eligible airport development projects. Generally, for an airport to be added to the NPIAS, it must reach a minimum threshold of airport activity and be located at least 30 minutes ground travel time from the closest NPIAS airport.

Drive Time Analysis

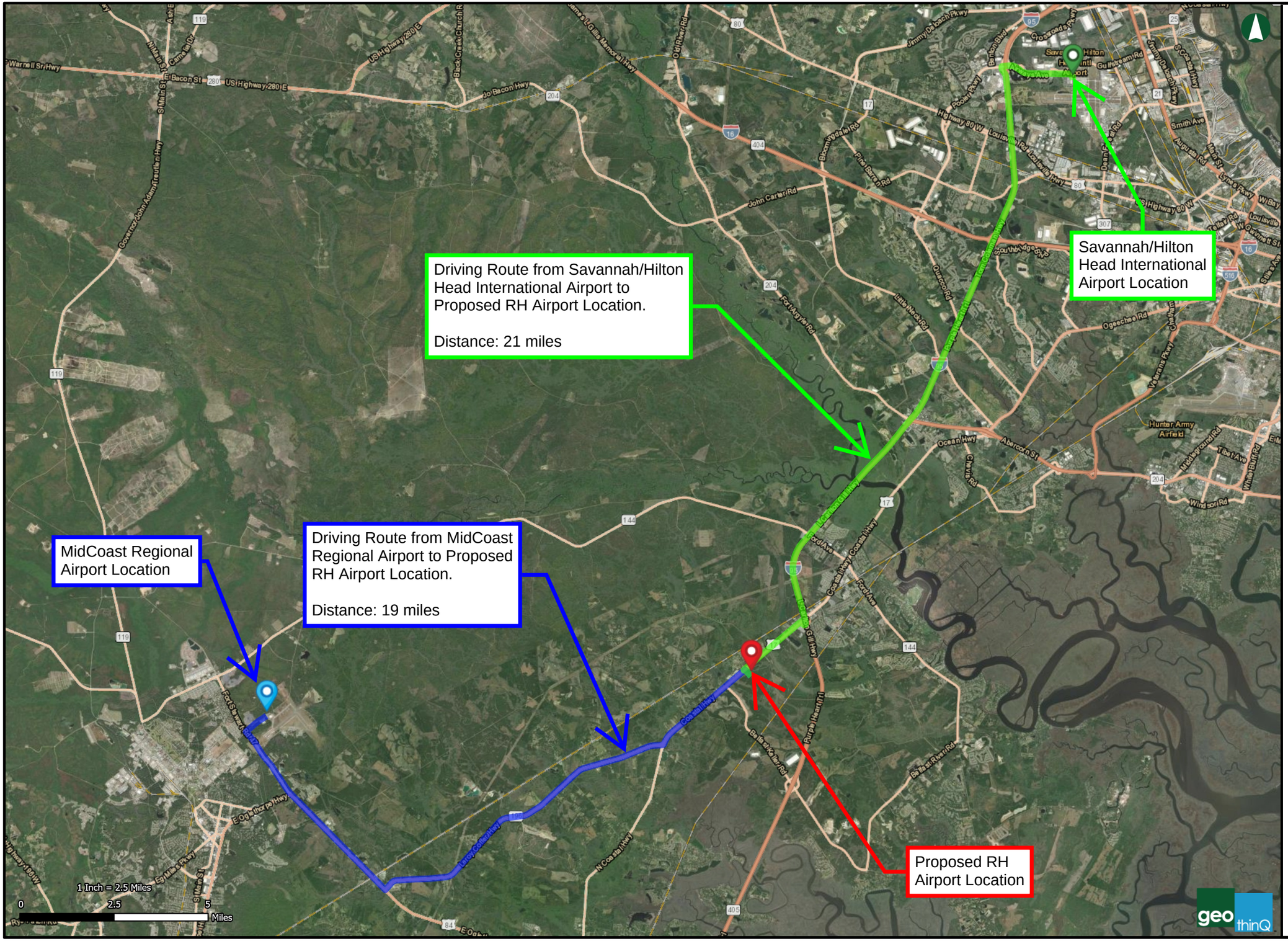
A drive time analysis was preformed to determine the distance from the identified site to the NPIAS airports located in the study area. As presented in **Exhibit 4-1 – Drive Proximity**, Wright Army Airfield is located approximately 19 miles and Savannah/Hilton Head International Airport is located approximately 21 miles from a possible site with the County.

Exhibit 4-2 shows the 30-minute drive accessibility for the existing airports in the study area. Brunswick-Golden Isles Airport, Jesup-Wayne County Airport, and St. Simons Island Airport were included to provide an overall view of the regions airport system. **Exhibit 4-3** shows the combined 30-minute drive time service areas including the proposed new airport. **Exhibit 4-4** shows the 30- mile accessibility for the existing airports in the study area. **Exhibit 4-5** shows the combined 30-mile drive time service areas including the proposed new airport.

Although there is overlap from both Savannah/Hilton Head Island Airport and MidCoast Regional Airport the analysis shows a new airport would cover additional areas for both the 30-minute and 30-mile drive time, especially south of I-95. This would include corridors along GA 144 and GA 38. This provides additional support for the areas identified as potential sites within Richmond Hill.

Letters of Support

See **Appendix D** for letters of support.



This map was created using geothinQ | www.geothinQ.com | Mapping Smart Land Decisions

THOMAS & HUTTON

Proposed RH Airport

Driving Proximity Exhibit

3/10/2023

Legend:

- Route from MidCoast Airport to Proposed RH Airport Location
- Route from Savannah/Hilton Head International Airport to Proposed RH Airport Location
- Proposed RH Airport Location
- MidCoast Airport Location
- Savannah/Hilton Head International Airport Location

EXHIBIT 4-1

30 MINUTE DRIVE ACCESSIBILITY

MIDCOAST REGIONAL AIRPORT/WRIGHT ARMY AIRFIELD (LHW)

SAVANNAH-HILTON HEAD INTERNATIONAL AIRPORT (SAV)

JESUP-WAYNE COUNTY AIRPORT (JES)

BRUNSWICK-GOLDEN ISLES AIRPORT (BQK)

ST SIMONS ISLAND AIRPORT (SSI)

THOMAS & HUTTON

Existing Regional Airports

30 Minute Drive Accessibility Exhibit
01/12/2023

- Interstates
- US Highway
- State Highway
- 30-Minute Accessibility from Existing Regional Airport

EXHIBIT 4-2

30 MINUTE DRIVE ACCESSIBILITY

MIDCOAST REGIONAL AIRPORT/WRIGHT ARMY AIRFIELD (LHW)

SAVANNAH-HILTON HEAD INTERNATIONAL AIRPORT (SAV)

POTENTIAL RICHMOND HILL AIRPORT LOCATION

JESUP-WAYNE COUNTY AIRPORT (JES)

BRUNSWICK-GOLDEN ISLES AIRPORT (BQK)

ST SIMONS ISLAND AIRPORT (SSI)

THOMAS & HUTTON

Future Richmond Hill Airport

30 Minute Drive Accessibility Exhibit

01/12/2023

- Interstates
- US Highway
- State Highway
- 30-Minute Accessibility from Richmond Hill Potential Airport
- 30-Minute Accessibility from Existing Regional Airport

EXHIBIT 4-3

30 MILE DRIVE ACCESSIBILITY

MIDCOAST REGIONAL AIRPORT/WRIGHT ARMY AIRFIELD (LHW)

SAVANNAH-HILTON HEAD INTERNATIONAL AIRPORT (SAV)

JESUP-WAYNE COUNTY AIRPORT (JES)

BRUNSWICK-GOLDEN ISLES AIRPORT (BQK)

ST SIMONS ISLAND AIRPORT (SSI)

THOMAS & HUTTON

Existing Regional Airports

30 Mile Drive Accessibility Exhibit
01/12/2023

- Interstates
- US Highway
- State Highway
- 30-Mile Accessibility from Existing Regional Airport

EXHIBIT 4-4

30 MILE DRIVE ACCESSIBILITY

MIDCOAST REGIONAL AIRPORT/WRIGHT ARMY AIRFIELD (LHW)

SAVANNAH-HILTON HEAD INTERNATIONAL AIRPORT (SAV)

POTENTIAL RICHMOND HILL AIRPORT LOCATION

JESUP-WAYNE COUNTY AIRPORT (JES)

BRUNSWICK-GOLDEN ISLES AIRPORT (BQK)

ST SIMONS ISLAND AIRPORT (SSI)

THOMAS & HUTTON

Future Richmond Hill Airport

30 Mile Drive Accessibility Exhibit

01/12/2023

- Interstates
- US Highway
- State Highway

- 30-Mile Accessibility from Richmond Hill Potential Airport
- 30-Mile Accessibility from Existing Regional Airport

EXHIBIT 4-5

CHAPTER FIVE
REGIONAL PROJECTIONS OF DEMAND

Introduction

A crucial factor to consider when examining the feasibility of a new general aviation airport in the Richmond Hill area is the current and future demand for general aviation facilities. If regional demand for general aviation is shown to significantly increase in the study area, it may be necessary to develop new airport facilities to provide additional landside and/or airside capacity. Furthermore, it is also important to examine future demand to determine if a new facility could potentially accommodate activity levels sufficient to promote its financial viability.

Projections of aviation demand for a new airport was developed for the following:

- Based Aircraft Projections
- General Aviation Operations Projections

Based Aircraft Projections

To determine based aircraft forecasts for a new airport, registered aircraft in the study area were obtained from the FAA's Aircraft Registry and used to develop aircraft projections for the study.

Registered Aircraft

The number of aircraft based at an airport is dependent upon the number of registered aircraft in the local service area. Based on FAA's Aircraft Registry, 449 aircraft are currently registered in the study area, of which 34 are registered in Bryan County. This shall serve as the baseline for future projections.

Registered aircraft forecasts were based on the 2022 market share of the FAA's Southern Region (ASO) general aviation aircraft. In addition, the population of the Study Area was also examined as a comparison with registered aircraft owners.

The market share approach examined FAA data and projected general aviation-based aircraft for the FAA's Southern Region (ASO) and determined the study area's share of the Southern Region., a constant and an increasing market share was applied to the projections of general aviation aircraft. A constant methodology assumes that the study area's current share (1.41%) of FAA's Southern Region aircraft will remain constant through the projection period. Based on a constant market share and FAA's ASO aircraft projections, aircraft registration in the study area are projected to increase from 449 in 2022 to approximately 530 by 2042. An increasing market share (1.55%) was applied and resulted in 582 aircraft registrations in 2042.

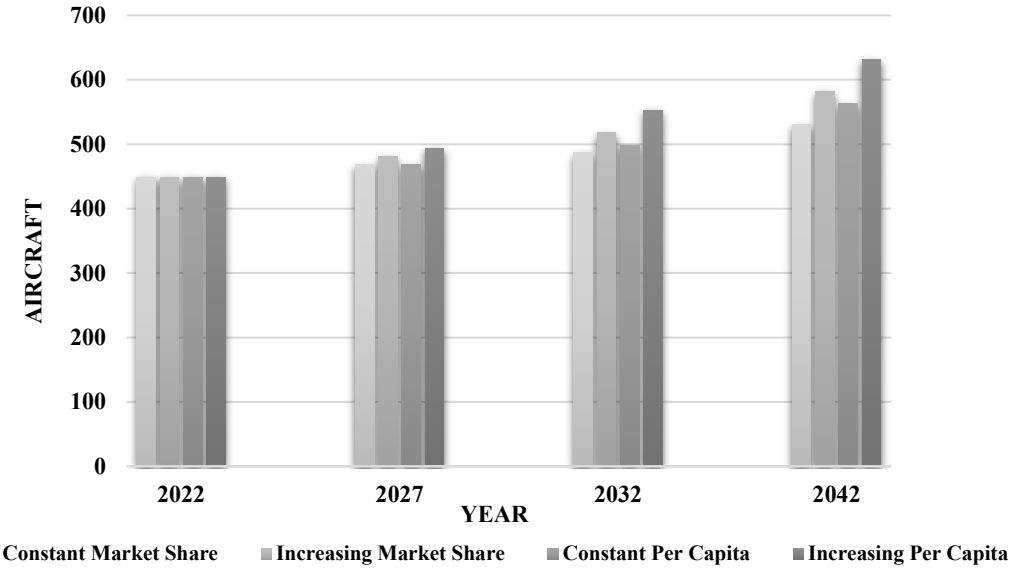
The 2022 population for the Study Area was 501,721, resulting in a ratio of 0.89 registered aircraft per 1,000 residents. A constant and increasing ratio of aircraft per 1,000 residents was analyzed. Maintaining the current ratio would yield a projection of 563 registered aircraft in the Study Area by 2042. Applying an increased ratio resulted in 632 registered aircraft by 2042. Results of the analysis are summarized in **Table 5-1** and illustrated in **Exhibit 5-1**.

Table 5-1
Study Area Registered Aircraft Projections

Year	Study Area Registered Aircraft	ASO GA Aircraft	Percent of ASO GA Aircraft	Study Area Population	AC Per 1,000 Residents
2022	449	31,817	1.41%	501,721	0.89
Constant Market Share of FAA Southern Region (ASO) Based Aircraft					
2027	468	33,164	1.41%	520,515	0.90
2032	487	34,545	1.41%	553,877	0.88
2042	530	37,544	1.41%	625,951	0.85
Increasing Market Share of FAA Southern Region (ASO) Based Aircraft					
2027	481	33,164	1.45%	520,515	0.92
2032	518	34,545	1.50%	553,877	0.93
2042	582	37,544	1.55%	625,951	0.93
Constant Registrations Per Capita (Selected Forecast)					
2027	468	33,164	1.41%	520,515	0.90
2032	498	34,545	1.44%	553,877	0.90
2042	563	37,544	1.49%	625,951	0.90
Increasing Registrations Per Capita					
2027	494	33,164	1.48%	520,515	0.95
2032	553	34,545	1.60%	553,877	1.00
2042	632	37,544	1.68%	625,951	1.01

Source: Registered Aircraft Data, FAA's Aircraft Registry and Terminal Area Forecast, March 2023

Exhibit 5-1
Study Area Registered Aircraft Projections



The selected forecast for registered aircraft for the study area is based upon the Constant Registrations Per Capita. The selected forecasts result in 449 registered aircraft in 2022, 468 registered aircraft by 2027, 498 registered aircraft by 2032, and 563 registered aircraft in 2042.

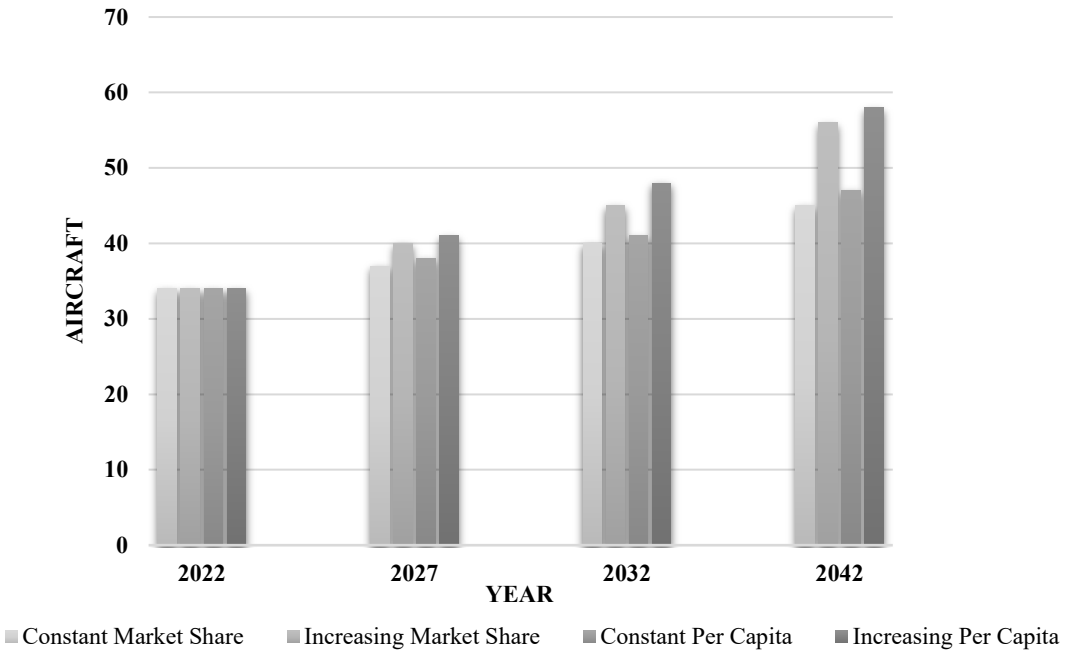
Based Aircraft

Like the registered aircraft forecast, estimating future-based aircraft for the new airport was based on Bryan County market share of the study area's registered aircraft and population. The results of each projection methodology for the projection period are summarized in **Table 5-2** and illustrated in **Exhibit 5-2**. The selected forecast for based aircraft for the new airport is based upon the Increasing Registration Per Capita. The selected forecasts result in 34 based aircraft in 2022, 41 based aircraft by 2027, 48 based aircraft by 2032, and 58 based aircraft in 2042.

Table 5-2
Richmond Hill Airport - Based Aircraft Projections

Year	Study Area Registered Aircraft	New Airport Market Share	Percent of Market Share	Bryan County Population	AC Per 1,000 Residents
2022	449	34	7.57%	49,938	0.68
Constant Market Share of Study Area Registered Aircraft					
2027	468	37	7.57%	54,530	0.67
2032	498	40	7.57%	59,922	0.66
2042	563	45	7.57%	68,466	0.65
Increasing Market Share of Study Area Registered Aircraft					
2027	468	40	8.50%	54,530	0.73
2032	498	45	9.00%	59,922	0.75
2042	563	46	10.00%	68,466	0.81
Constant Registrations Per Capita					
2027	468	38	8.11%	54,530	0.68
2032	498	41	8.23%	59,922	0.68
2042	563	47	8.34%	68,466	0.68
Increasing Registrations Per Capita (Selected Forecast)					
2027	468	41	8.76%	54,530	0.75
2032	498	48	9.63%	59,922	0.80
2042	563	58	10.30%	68,466	0.85

Exhibit 5-2
Study Area Registered Aircraft Projections



The preferred projections of based aircraft presented will be carried forth in this analysis and used to help justify the feasibility of a new general aviation airport in the study area as well as its potential facility needs. These projections will also serve as the basis for developing the future master plan projections as part of the Site Selection/Master Plan Study.

Based Aircraft Distribution

The distribution of aircraft by number and type of engines is necessary in estimating the requirements for hangar and apron space. Consideration was given to the existing conditions and national trends, both historic and predicted, in the development of this forecast. The recommended forecast recognized that, nationally, the turboprop, and business jet fleets are growing at a faster rate than the single engine piston and multi-engine aircraft fleets.

The number of based aircraft is forecasted to increase from a total of 34 for 2022 to a total of 58 by the year 2042. The proportion of single-engine aircraft based at Richmond Hill Airport is expected to increase from a total of 32 for 2022 to a total of 50 by the year 2042. It is anticipated that 5 multi-engines, 2 jets, and 1 helicopter will be based at the airport by the end of the planning period. The exact numbers and types of aircraft based at the Airport in any of the planning periods may vary from what is shown. However, it is believed that the totals and mix of aircraft shown are a reasonable representation and may be adopted for planning purposes. **Table 5-3** (on the following page) summarizes the mixed categories of the anticipated based aircraft at the airport.

Table 5-3
Richmond Hill Airport - Based Aircraft Projections

Year	Single-Engine	Multi-Engine	Jet	Helicopter	Total
2022 (Base Year)	32	2	0	0	34
2027	38	3	0	0	41
2032	43	4	1	0	48
2042	50	5	2	1	58

Source: US Fleet Mix Percentages derived by Holt Consulting Co. from FAA Aerospace Forecasts, FY 2022-2042 and FAA's Long-Range Aviation Projections.

General Aviation Operations Projections

Potential operations at a new airport can be estimated based on activity relationships at existing area airports. One common method of estimating future general aviation operations at airports is to determine the historic ratio of operations per based aircraft (OPBA) and apply that number to projections of based aircraft. By examining total based aircraft in the study area and total general aviation operations, the study area's 2022 OPBA was calculated. It should be noted that based aircraft in the study area is less than registered aircraft due to several registered aircraft being based at private and out-of-state airports. The study area's OPBA ratio for 2022 was calculated at 350. The 2022 OPBA was held constant through the projection period and was used to project future general aviation operations for the new airport based on the preferred based aircraft projection. It is important to note that the OPBA ratio is comprised of both local and transient aircraft operations occurring at study area airports, by both locally based and transient general aviation aircraft. As shown in **Table 5-4**, the OPBA methodology estimates the new airport's general aviation potential operations to increase from approximately 11,900 in 2022 to approximately 20,300 in 2042.

Table 5-4
OPBA Projection of General Aviation Operations

Year	Based Aircraft	OPBA	Total General Aviation Operations
HISTORIC			
2022	34	350	11,900
PROJECTED			
2027	41	350	14,350
2032	48	350	16,800
2042	58	350	20,300

Source: Holt Consulting Company, LLC | Note: Projected General Aviation Operations rounded to nearest 100s.

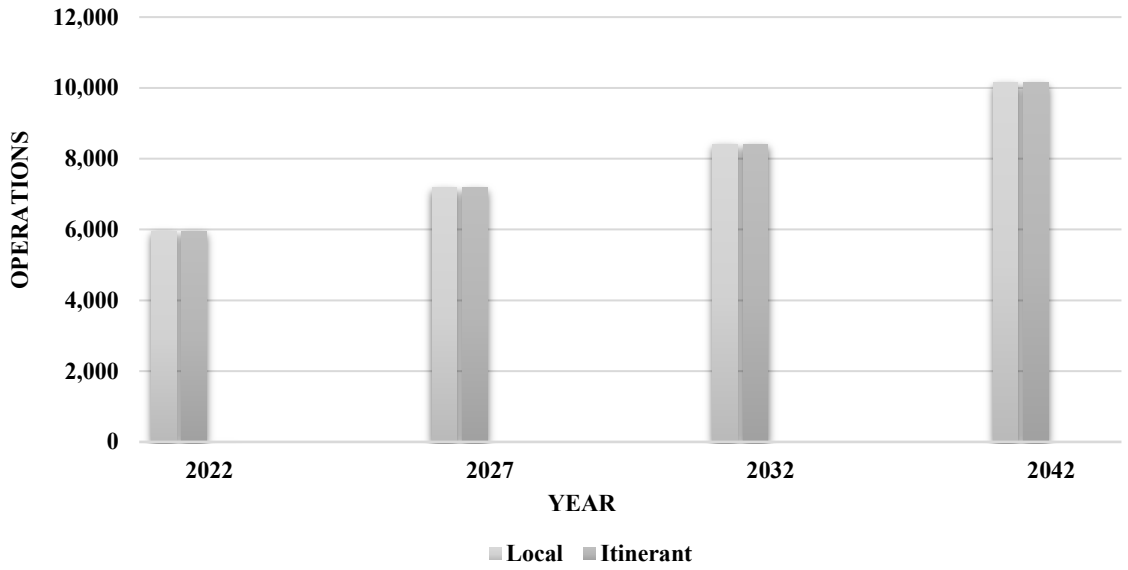
General Aviation Operations by Type

Aircraft operations are divided into two types: local and itinerant. Local operations are classified as arrivals and departures of aircraft which operate in the local traffic pattern or within sight of an ATCT and are known to be departing for or arriving from flights in local practice areas within a 20-mile radius of the airport. Itinerant operations are defined as all other operations other than local. A ratio of 50 percent local and 50 percent itinerant operations was used for planning purposes. This ratio was held constant for the Richmond Hill Airport forecasted operations. Results of the analysis are summarized in **Table 5-5** and illustrated in **Exhibit 5-3**.

Table 5-5
Forecast of General Aviation Operations by Type

Year	Local	Itinerant	Total
2022	5,950	5,950	11,900
2027	7,175	7,175	14,350
2032	8,400	8,400	16,800
2042	10,150	10,150	20,300

Exhibit 5-3
Forecast of General Aviation Operations by Type



Summary

The aviation forecasts made in this chapter reflect accepted methods of forecasting coupled with sound aviation planning judgments. These forecasts were based on the most recent data available for the study area. **Table 5-6** presents a summary of the analysis that adequately describes potential future conditions concerning aviation activity at the New Richmond Hill Airport.

Table 5-6
Summary of General Aviation Forecasts

Item/Description	Forecast			
	2022	2027	2032	2042
Based Aircraft	34	41	48	58
AIRCRAFT OPERATIONS				
G/A Local	5,950	7,175	8,400	10,150
G/A Itinerant	5,950	7,175	8,400	10,150
G/A Total	11,900	14,350	16,800	20,300

CHAPTER SIX
FACILITY TEMPLATE

Introduction

Data compiled through a survey of registered aircraft owners in the study area, airport visits, an examination of business and corporate aviation in the study area, and the projections of regional demand indicate that a new general aviation facility, with the proper location, is warranted. The potential new airport would be anticipated to primarily serve new and growing aviation demand identified for the study area. In addition, the new airport could also improve landside and airside accessibility for the current aircraft owners and businesses using general aviation aircraft in the study area.

The facility template analysis will identify the general layout and level of airport facilities that would allow a new general aviation airport to best serve anticipated levels and types of demand. It is important to note that more detailed analyses of potentials sites, required facilities, and optimal layouts of the new airport will be conducted in the following phases of this study, prior to any design or construction of facilities. A detailed master plan will be required to match any selected site with specific facilities. The information contained in this chapter, however, sets the groundwork for the follow-on site selection and master plan.

The facility template for a new general aviation airport in Coastal Georgia assumes that a suitable location can be found. As indicated in the previous chapter, a location proximate to the high growth areas along the I-95 corridor, will aid the ability of a new airport to capture the growing regional demand. It should be noted that the identification of needed facilities does not constitute a "requirement" in terms of absolute design standards or goals, but rather the preferred development alternatives for the new facility, given financial, environmental, and other constraints that have yet been determined. Facility needs, both airside and landside, will also be identified for a new facility based on anticipated levels and types of demand, as well as the anticipated role of the new airport in the regional airport system. FAA design standards, as outlined in Advisory Circular 150/5300-13B, Airport Design, serve as the basis of developing a facility template. An additional consideration in the development of facility template is the identification of the new airport's "critical aircraft."

Critical Aircraft

Facility needs of a potential new general aviation airport are determined by using applicable FAA standards and requirements for various airside and landside components. The planning and design of an airport are based on the airport's intended role, projected activity levels, and the "critical" aircraft that uses the facility. The critical, or design, aircraft is typically defined as the most demanding aircraft, or class of aircraft, which operates at an airport on a regular basis. Typically, an aircraft or type of aircraft must conduct 500 or more annual operations at the airport for it to be considered the facility's critical aircraft. The physical and operational characteristics of an airport's design aircraft are crucial factors in the planning and design of that airport.

Airport design standards are described in FAA AC 150-5300-13B, which provides criteria for grouping of aircraft into runway design codes (RDCs). The RDC consists of a letter representing an Aircraft Approach Category (AAC) based on approach speed, a number representing an Airplane Design Group (ADG) based

on tail height and/or wingspan, and the visibility minimums associated with the runway based on corresponding Runway Visual Range (RVR) values in feet. These groupings are presented in **Table 6-1** below. The RDC of an airport defines which specific dimensions apply for safety areas, protection zones, runway and taxiway widths and separations, and other planning and safety factors.

Table 6-1
Runway Design Code Characteristics

AIRCRAFT APPROACH CATEGORY (AAC)	
CATEGORY	**APPROACH SPEED**
A	Approach speed less than 91 knots
B	Approach speed 91 knots or more but less than 121 knots
C	Approach speed 121 knots or more but less than 141 knots
D	Approach speed 141 knots or more but less than 166 knots
E	Approach speed 166 knots or more

AIRCRAFT DESIGN GROUP (ADG)	
GROUP	**TAIL HEIGHT/WINGSPAN**
I	< 20' // < 49'
II	20' - < 30' // 49' - < 79'
III	30' - < 45' // 79' - < 118'
IV	45' - < 60' // 118' - < 171'
V	60' - < 66' //171' - < 214'
VI	66' - < 80' // 214' - < 262'

VISIBILITY MINIMUMS	
RVR (FT)	**FLIGHT VISIBILITY CATEGORY (STATUTE MILE)**
VIS	Visual Approaches
5000	Not lower than 1-mile visibility
4000	Lower than 1 mile but not lower than ¾ mile (APV ≥ ¾ but < 1 mile)
2400	Lower than ¾ mile but not lower than ½ mile (CAT-I PA)
1600	Lower than ½ mile but not lower than ¼ mile (CAT-II PA)
1200	Lower than ¼ mile (CAT-III PA)

Source: FAA AC 150/5300-13B

While most aircraft operating in the study area are small single engine aircraft weighing less than 12,500 pounds, there are numerous larger based aircraft in the study area. In addition, larger corporate aircraft conduct many transient operations in the study area, especially at the Savannah-Hilton Head Island Airport. Based aircraft statistics indicate that 29 jets, 30 multi-engine, and 112 single engine aircraft are currently based in the study area airports. A database of study area-based aircraft indicates that the based fleet mix in the study area includes Cessna 172/182, Beechjet 400, King Air 300, Falcon 900/2000, Hawker 4000, and Gulfstream aircraft.

For a new general aviation airport in the region to be able to accommodate operations by the current and anticipated future aircraft fleet mix, it is reasonable to assume that the facility would support Approach Category B-II aircraft such as the King Air 300, Citation CJ3, and Falcon 900/2000. The visibility minimum is recommended to be lower than 1 mile but not lower than ¾ mile (RVR 4000). Based on the Georgia Aviation System Plan, this would classify as a Level II facility.

Table 6-2 presents several FAA required design standards for an airport accommodating B-II aircraft. Compliance with airport design standards is required to maintain a minimum level of operational safety.

Table 6-2
FAA Design Criteria for Category B – II Aircraft

CRITERIA	DIMENSION
Runway Width	75 feet
Runway Centerline to:	
Taxiway Centerline	240 feet
Aircraft Parking Area	250 feet
Runway Object Free Area (OFA)	
Width	500 feet
Length Beyond Runway End	300 feet
Runway Safety Area (RSA)	
Width	150 feet
Length Beyond Runway End	300 feet
Taxiway Width	35 feet
Taxiway Centerline to:	
Parallel Taxiway Centerline	152 feet
Fixed or Moveable Object	93 feet
Taxiway Object Free Area (Width)	186 feet
Taxilane Object Free Area (Width)	162 feet
Taxiway Safety Area (Width)	118 feet
Runway Blast Pad	
Length	150 feet
Width	95 feet

Source: FAA Advisory Circular 150/5300-13B "Airport Design"

Definitions

General definitions of these standards are as follows:

Runway Safety Area (RSA): The RSA is a two-dimensional area surrounding, and extending beyond, the runway and taxiway centerlines. This safety area is provided to reduce the risk of damage to airplanes in case of an undershoot, overshoot, or excursion from the runway. Under dry conditions, the RSA must support an airplane without causing structural damage to the airplane or injury to the occupants. The runway and taxiway safety areas must be cleared and free of objects except those required for air-navigation and graded to transverse and longitudinal standards to prevent water accumulation, as consistent with local drainage requirements. The airport must own the entire RSA in fee simple.

Object Free Area (OFA): The OFA is a two-dimensional area surrounding runways, taxiways and taxilanes. It must remain clear of objects except those used for air navigation or aircraft ground maneuvering purposes and requires clearing of aboveground objects protruding higher than the runway safety area edge elevation. An object is considered any ground structure, navigational aid, people, equipment, terrain, or parked aircraft. The airport must own the entire OFA in fee simple.

Runway Protection Zone (RPZ): The RPZ is a two-dimensional trapezoid area beginning 200 feet beyond the paved runway end and extending along the runway centerline. The purpose of the RPZ is to enhance the protection of people and property on the ground, and to prevent obstructions potentially hazardous to aircraft. The RPZ size is determined by the type of airplanes expected to operate at the airport (small or large) and the type of approach planned for the runway ends (visual; non-precision not lower than 1-mile; ¾- mile; or lower than ¾-mile). The recommended visibility minimums for the runway ends were determined with consideration of needed approach procedures, airfield design standards, instrument meteorological wind conditions, and physical constraints (approach slope clearance) beyond the extended runway centerline. The FAA recommends that airports own the RPZ property in fee simple, and that the RPZ be clear of any non-aeronautical structure or object that would interfere with the arrival and departure of aircraft. Avigation easements, at a minimum, should be obtained to control the use of property and airspace within the RPZ and approach surface when fee simple ownership is not possible (beyond natural and man-made barriers such as roads). Typically, aviation/avigation easements vary upon the extent to which they restrict structures, control right-of-way entry, and limit electromagnetic interference.

Obstacle Free Zone (OFZ): The OFZ is airspace above a surface centered on the runway centerline, and precludes taxiing and parked airplanes, and object penetrations except for frangible post mounted NAVAIDs expressly located in the OFZ by function. The runway, inner transitional and inner approach OFZ are applicable ultimate design requirements with the installation of an approach lighting system or the establishment of precision approach capabilities.

Runway System

Runway system requirements needed to meet projected aviation demand at a new airport through the 20-year planning period were identified based on the types and numbers of aircraft that are projected to frequently use the runway system. All airside facilities at the airport should be designed in accordance with the standards developed by the FAA, using the system previously discussed. In the future, any improvements to the airfield should incorporate these standards, except in cases where existing conditions make it impossible to provide fully conforming facilities.

Runway length requirements are determined by analyzing the needs of the airport's design aircraft. The recommended length for the primary runway is determined by considering a specific airplane that is forecast to use the runway on a regular basis or by considering a family of aircraft having similar performance characteristics. FAA standards consider the threshold to be at least 500 operations per year.

The runway length requirement ranges from approximately 4,200 feet for small airplanes with 10 seats or more (aircraft with maximum takeoff weights of 12,500 pounds or less). Large airplanes with maximum takeoff weights of 60,000 pounds or more can require a runway length ranging up to 8,300 feet.

Table 6-3
Runway Length Requirements

Airport and Runway Data	
Airport Elevation	20 feet
Mean maximum temperature of the hottest month	92 degrees
Maximum difference in runway centerline elevation	10 feet
Length of haul for airplanes more than 60,000 pounds	1500 miles
Runway Lengths Recommended for Airport Design	
Small airplanes with 10 or more passengers	4200 feet
Large airplanes of 60,000 pounds or less:	
75% of these airplanes at 60% useful load	4700 feet
75% of these airplanes at 90% useful load	5700 feet
100% of these airplanes at 60% useful load	5300 feet
100% of these airplanes at 90% useful load	8300 feet
Airplanes of more than 60,000 pounds	Specific Airplane Manual

Source: Holt Consulting Company Analysis, FAA AC 150/5325-4A, Runway Length Requirements for Airport Design

Based on the above analysis, as calculated by the FAA Runway Length Requirements Program, a runway length of 5,500 feet is recommended and will accommodate 75 percent of the aircraft fleet weighing between 12,500 and less than 60,000 pounds at 60 percent useful load and most of that 75 percent at 90 percent useful load. This size aircraft corresponds to most of the corporate aircraft fleet including Learjets, Gulfstream II and IIIs, Falcons, and Citations. It should be noted that these lengths account for wet/slippery runway conditions, which provides an added margin of safety. It may be necessary to phase runway development due to availability of funding, actual demand, or critical aircraft at time of construction, etc. The minimum first phase of development should be 5,000 feet with an ultimate development of 5,500 feet. Initially a runway width of 75 feet should be provided to meet B-II standards.

Taxiway System

Taxiways enhance operational safety and provide additional airfield capacity. As airport activity increases (takeoffs and landings), the taxiway system should, by design, provide efficient access between the runway environment and terminal area, and other landside areas.

For planning purposes, turnarounds are recommended for the initial phase with a full-length parallel taxiway system recommended for ultimate development. The exit taxiway should provide access to the terminal area, with the parallel taxiway having multiple exit taxiways.

Approaches/Lighting

It is recommended that a new airport be designed to accommodate a non-precision approach with visibility minimum lower than 1 mile but not lower than ¾ mile (RVR 4000). This will allow properly equipped aircraft the ability to operate at the airport in most weather conditions. In addition, the runway should be equipped with Medium Intensity Runway Lighting (MIRL). Other lighting and navigational aids will be discussed in the airport's master plan.

Land Envelope

To accommodate a runway of at least 5,500 feet, a level area extending two miles will be required. In addition to the actual runway, there are several FAA requirements and safety guidelines that must be accommodated. A RPZ 1,700 feet in length should be included to accommodate a non-precision approach. This trapezoid is intended to promote compatible land uses off each runway end. A 1,700-foot RPZ can be anticipated on the opposite runway end. In addition, areas should be reserved for additional airport development, including hangars, terminal apron, auto parking, access road, and other airport-related or compatible development. At a minimum, a land envelope of approximately 298 acres is anticipated in fee and 30 acres in avigation easement. Additional property may be warranted based on the potential for additional industrial development.

Terminal Area Requirements

Terminal area facilities are those necessary for handling of aircraft, passengers, and cargo while on the ground. These facilities provide the essential interface between air and ground transportation modes. The capacities of the various components of each area were examined in relation to projected demand to identify future landside facility needs during the planning period. The primary terminal facilities at the new airport to meet the long-term demand are estimated to be comprised of:

- A terminal building that can also serve as the primary facility for a fixed base operator and airport management – 3,500-5,000 SF
- Maintenance/MRO hangar (100'x150') – 15,000 SF
- Apron area for based and transient aircraft tiedown
- T- hangars for based aircraft: 6 – 16-unit hangars, 96 spaces
- Conventional hangars (100' x 100') for based aircraft – 9 hangars
- Automobile parking area
- Fuel storage and dispensing area – Fuel Farm-12,000 Gal. Avgas/12,000 Gal. Jet A
- Vehicle access road
- Perimeter Fence

A more detailed facilities requirement evaluation will be conducted as part of the Master Plan/Site Selection Study.

The preceding discussion provided a determination of the facilities required to satisfy the expected demand. **Table 6-4** on the following page, provides a tabulation of the facilities recommended in the preceding discussion. The expansion, which is expected, will require an extreme amount of understanding and cooperation among all parties concerned.

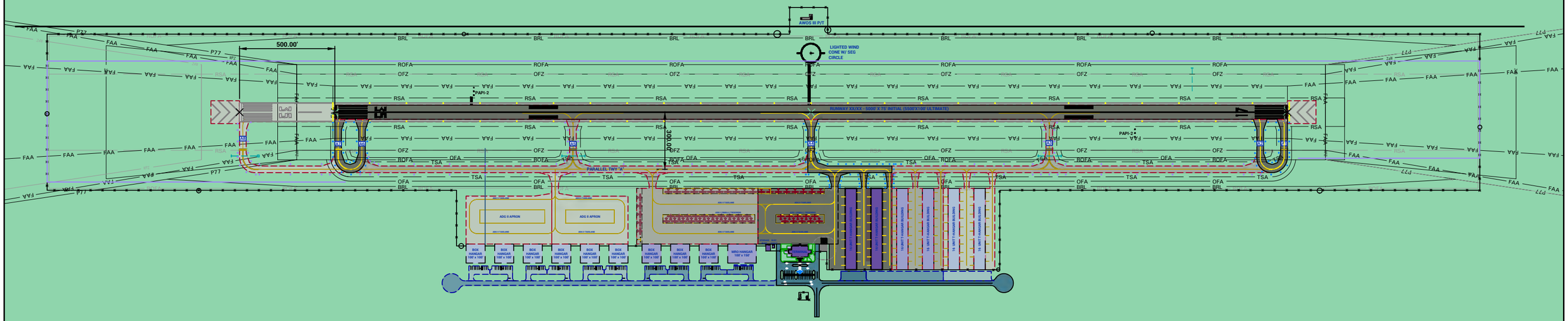
Table 6-4
Summary of Recommended Facilities

ITEM	INITIAL	ULTIMATE
1. Terminal	Temporary Trailer/Modular	3,500 - 5,000 SF Building
2. Auto Parking	40 +/- Spaces	Additional per demand
3. Apron	+/- 14,000 SY	+/- 24,000 SY
4. Tie-downs	25+/-	Additional per demand
5. Hangars: T-Type Corporate/Storage Maintenance/MRO	Two (2) - 16 Unit	Four (4) - 16 Unit Nine (9) - 100'x100' One (1) – 100'x150'
6. Runway	5,000' x 75'	5,500' x 100'
7. Taxiway	Turnarounds/Connector	Full Parallel/Connectors
8. NAVAIDs/Visual Aids	Rotating Beacon/PAPI-2/REILS/ Lt. Wind Cone Segmented Circle	Same
9. Weather Aids/Communications	AWOS III P/T	N/C
10. Lighting	MIRL/MITL	MIRL/MITL for RW/TW Extension
11. Fuel	12,000 Gallon 100LL/Jet A	Additional per demand
12. Land Acquisition Fee/Easement	298 Acres/ 30 Acres	Additional per demand
13. Fencing	As required	Perimeter Fence

Prototype Airport

Exhibit 6-1 presents a prototype airport for the City of Richmond Hill. The primary runway would be initially constructed to a length of 5,000 feet and a width of 75 feet.

EXHIBIT 6-1
NEW AIRFIELD TEMPLATE



LEGEND			
DESCRIPTION	INITIAL	INTERMEDIATE	ULTIMATE
PROPERTY LINE			
BUILDINGS			
AIRFIELD PAVEMENT			
LANDSIDE PAVEMENT (ROADS, PARKING)			
RUNWAY MARKINGS			
RSA	RSA		RSA
ROFA	ROFA		ROFA
OFZ	OFZ		OFZ
BRL	BRL		BRL
NAVAIDS / LIGHTING			
FENCE	X		XXX
EASEMENT	N/A		
PAVEMENT REMOVAL	N/A		
GROUND CONTOURS			N/A

AIRPORT DATA TABLE			
AIRPORT DATA	INITIAL	INTERMEDIATE	ULTIMATE
AIRPORT REFERENCE CODE	B-II	B-II	C-II
SERVICE LEVEL (NPIAS)	GENERAL AVIATION	SAME	SAME
FAA/STATE AIRPORT CLASSIFICATION	BASIC/ LEVEL I	LOCAL/LEVEL II	REGIONAL/LEVEL III
AIRPORT ELEVATION (AMSL) (NAVD88)	TBD	TBD	TBD
MEAN MAX. TEMP. (HOTTEST MONTH)	TBD	TBD	TBD
AIRPORT REFERENCE POINT (NAD 83) LATITUDE	TBD	TBD	TBD
AIRPORT REFERENCE POINT (NAD 83) LONGITUDE	TBD	TBD	TBD
MAGNETIC DECLINATION (NOVEMBER 2013)	TBD	TBD	TBD
AIRPORT IDENTIFIER	TBD	TBD	TBD
AIRPORT & TERMINAL AREA NAVAIDS	BEACON, PAPI-2, WINDCONE, SEGMENTED CIRCLE, REILS	BEACON, PAPI-4, WINDCONE, GPS, SEGMENTED CIRCLE, REILS, AWOS	BEACON, PAPI-4, WINDCONE, GPS, SEGMENTED CIRCLE, REILS, AWOS

HOLT CONSULTING COMPANY, LLC.
2915 Premiere Parkway, Suite 125
Duluth, GA 30097
770.285.8754•www.holtconsultingco.com

CITY OF RICHMOND HILL
RICHMOND HILL, GEORGIA

NEW AIRPORT LIMITED FEASIBILITY STUDY - FACILITY TEMPLATE

GRAPHIC SCALE (FEET)
0 125 250 500

EXHIBIT 6-1

CHAPTER SEVEN
INITIAL ENVIRONMENTAL SCREENING

Introduction

The +/- 297.5-acre subject site is located within a +/-2,155 tract located in the southern portion of Bryan County within the Richmond Hill city limits along US-17 southwest of Interstate 95.

NWI Wetlands/Streams

A Desktop Preliminary Wetland Assessment was performed on the +/-2,155 tract by Resource + Land Consultants (RLC) in May of 2021. Based on this desktop assessment, the referenced tract consists of +/-12.2 acres of ponds, +/-1,264.1 acres of wetlands, and +/-879.6 acres of uplands. Potential wetland impacts for the current proposed runway and taxiway within the +/- 297.5-acre proposed property boundary would be +/-35.1 acres. There are no identified streams on-site (ephemeral, intermediate, or perennial). Wetlands will need to be formally delineated or surveyed and verified by the United States Army Corps of Engineers (USACE) prior to any on-site land disturbance activities. Additional wetland information is included in **Exhibit 7-1**. Mitigation for any impacts associated with the new runway will be through purchase of credits through mitigation banks within the basin.

FEMA Floodplain Information

Based on the United States Federal Emergency Management Agency (FEMA) Flood Insurance Rating Map (FIRM), the proposed site is located within Zone A and Zone AE 100-year flood zones, with a small portion of the site located within Zone X, 0.2% Annual Chance Flood Hazard. **Exhibit 7-2** presents the FEMA Flood Hazard Zones and water bodies near the project site. Any impacts to the 100-year floodplain will be mitigated through excavation of areas to increase volume of fill equal to the volume of impacts per local ordinance.

Soils/Topography

Per the Natural Resources Conservation Service (NRCS) mapping Web Soil Survey, the soil within the proposed project site is mapped as Cape Fear Soils (Hydrologic Soil Group: C/D), Albany Fine Sand (Hydrologic Soil Group: A/D), Craven Loamy Fine Sand (Hydrologic Soil Group: C), and Pelham Loamy Sand (Hydraulic Soil Group: B/D). Much of the proposed project site falls within the Soil Group C/D, with slow infiltration rates. Please reference **Exhibit 7-3** for soil survey information for this parcel. The existing elevations within the proposed site range from 18 feet to 6 feet. The existing project site topography is shown in **Exhibit 7-4**. It is anticipated that the soils are adequate for fill to be used within the site with possible admixtures needed to stabilize in areas.

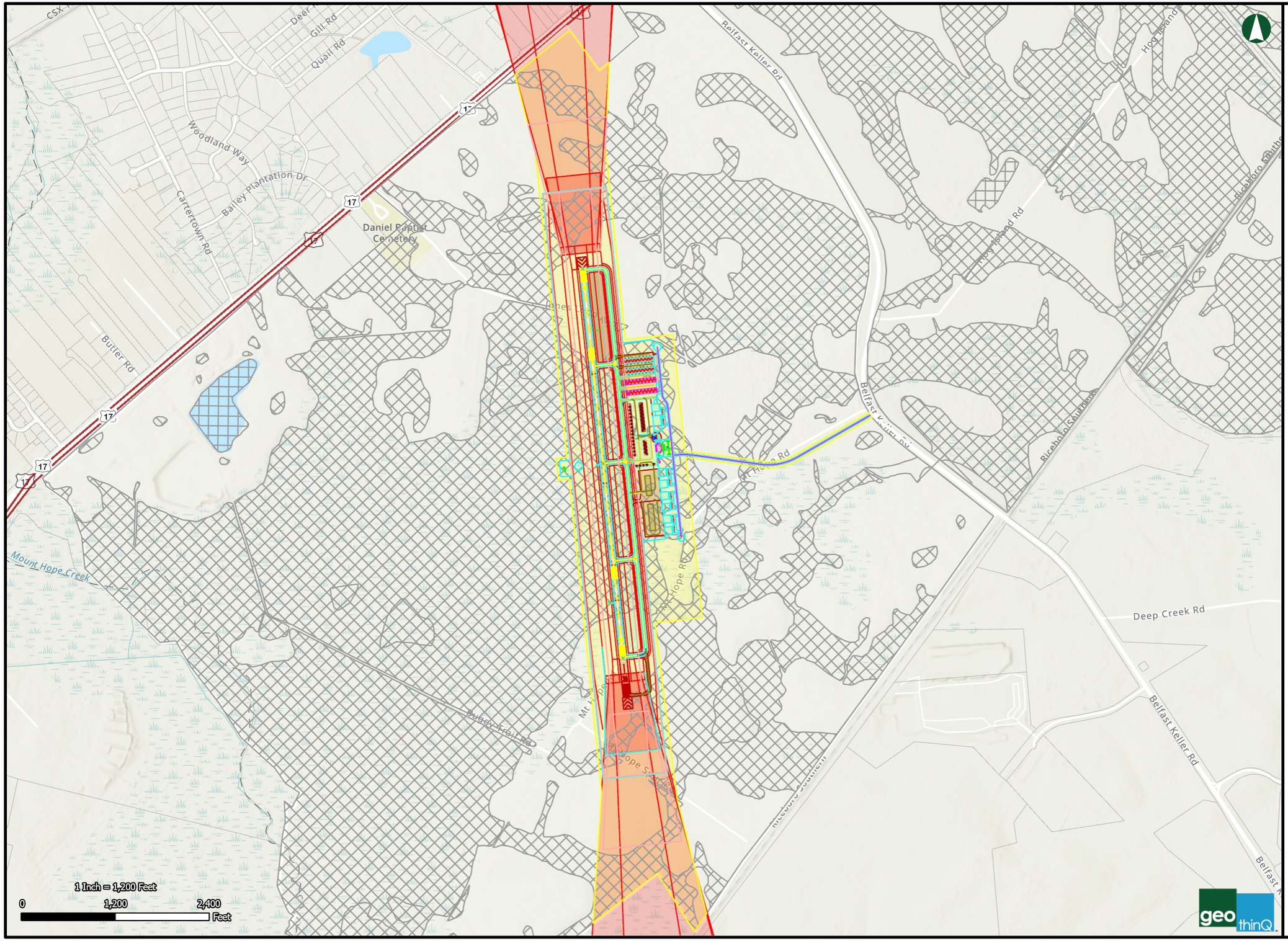
Historic/Cultural/Natural Resources/Protected Species

Per the National Register of Historic Places website, there are no known or listed historic resources within the proposed project site. The CSX/Seaboard/Florida Central and Peninsular Railroad that runs along the eastern boundary of the overall tract is deemed a cultural resource. An archaeological site has also been

identified in the SW corner of the tract along with a portion of the Richmond Hill Wildlife Management Area, though the current proposed project site layout does not conflict with any of these resources (see **Exhibit 7-5**).

Exhibit 7-6 includes a list of the State of Georgia and Federally Protected Plants and Animals within Bryan County obtained from the Georgia Department of Natural Resources, Georgia Biodiversity Portal. Based on the available information from the portal, the proposed project does not appear to impact any endangered or threatened wildlife or plants.

Based on information available, there are no known areas to be existence of contaminated soils, dump sites or any other operations that would lead to environmental issues.



THOMAS & HUTTON

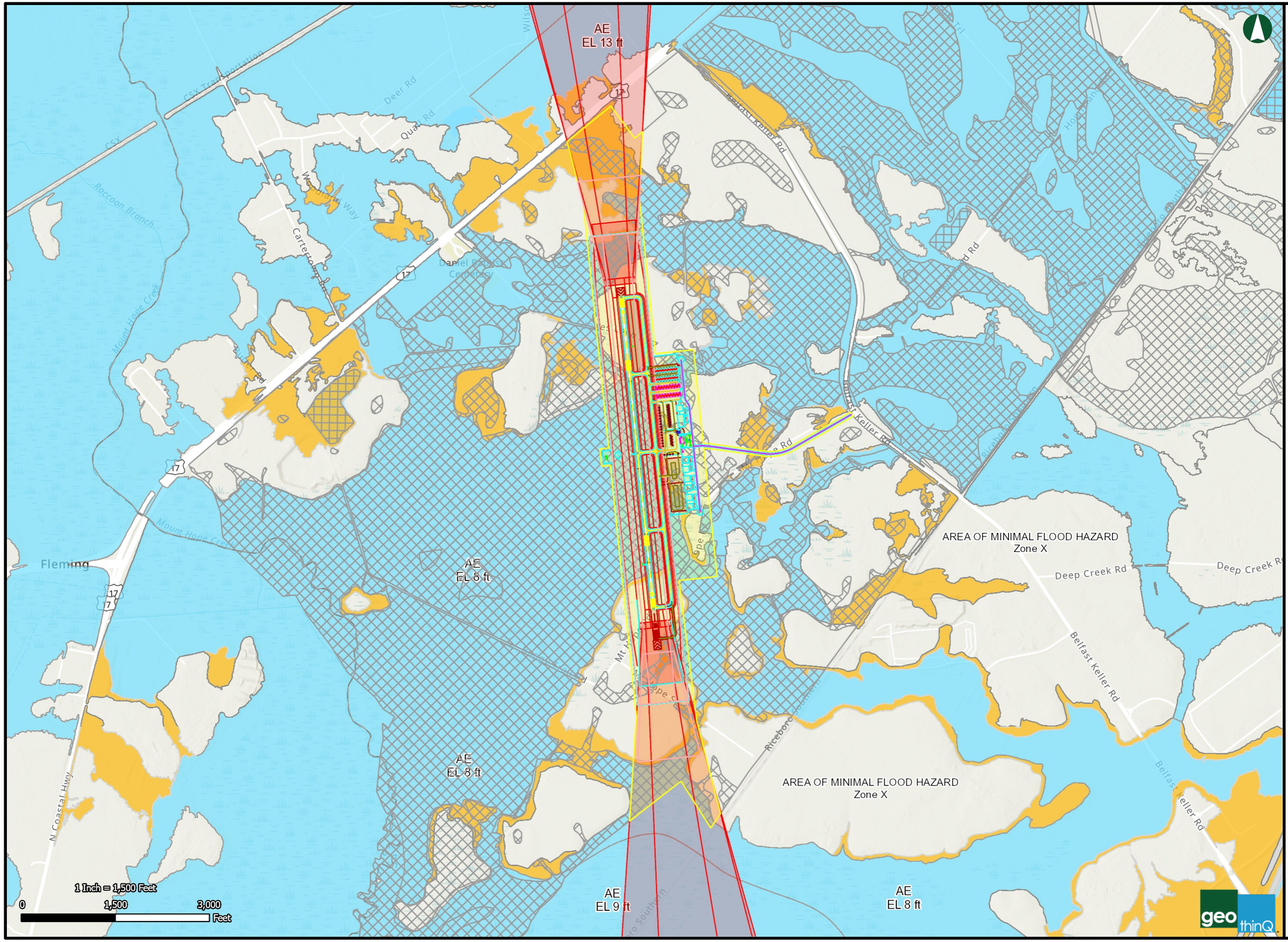
Richmond Hill Airport

Wetland Map

07/24/2023

- Parcels
- US Highway
- State Highway
- Interstates

EXHIBIT 7-1



Richmond Hill Airport

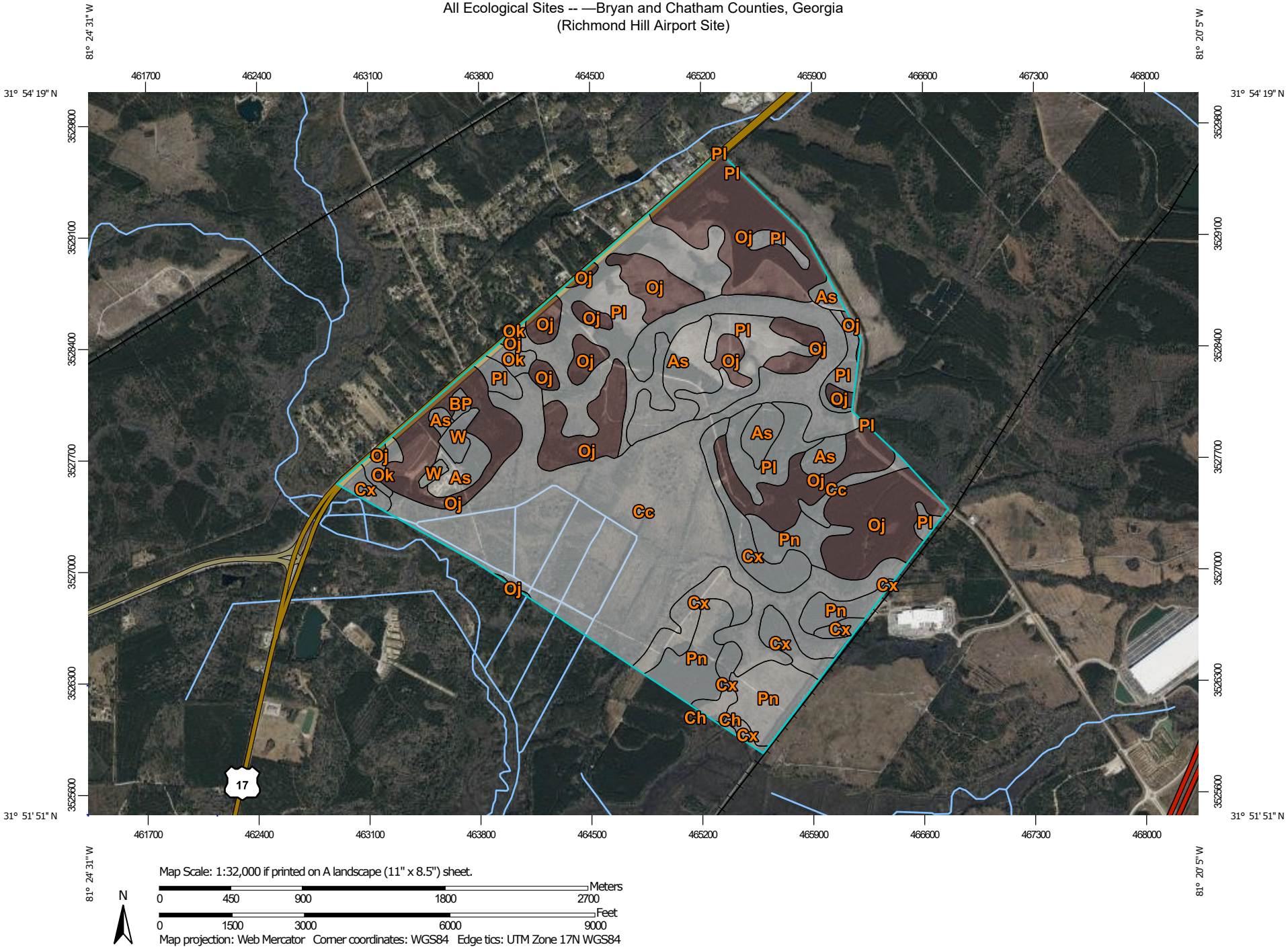
FEMA Map
07/24/2023

- 1% Annual Chance Flood Hazard
- Regulatory Floodway
- Special Floodway
- Area of Undetermined Flood Hazard
- 0.2% Annual Chance Flood Hazard
- Future Conditions 1% Annual Chance Flood Hazard
- Area with Reduced Risk Due to Levee
- Area of Minimal Flood Hazard

EXHIBIT 7-2

EXHIBIT 7-3 (28 pages)

All Ecological Sites -- —Bryan and Chatham Counties, Georgia
(Richmond Hill Airport Site)



MAP LEGEND

Area of Interest (AOI)

Area of Interest (AOI)

Soils

Soil Rating Polygons

R153AY001GA

Not rated or not available

Soil Rating Lines

R153AY001GA

Not rated or not available

Soil Rating Points

R153AY001GA

Not rated or not available

Water Features

Streams and Canals

Transportation

Rails

Interstate Highways

US Routes

Major Roads

Local Roads

Background

Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Bryan and Chatham Counties, Georgia
Survey Area Data: Version 17, Sep 15, 2022

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Feb 9, 2022—Apr 22, 2022

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

All Ecological Sites —

Map unit symbol	Map unit name	Component name (percent)	Ecological site	Acres in AOI	Percent of AOI
As	Albany fine sand	Albany (95%)		110.5	6.1%
		Pelham (5%)			
BP	Borrow pits	Borrow pits (100%)		3.8	0.2%
Cc	Cape Fear soils	Cape Fear (100%)		617.5	34.2%
Ch	Capers soils	Capers (100%)		1.1	0.1%
Cx	Craven loamy fine sand	Craven (95%)		131.4	7.3%
		Pelham (5%)			
Oj	Ocilla complex	Ocilla (95%)	R153AY001GA — Loamy Rise, Moderately Wet	496.0	27.5%
		Ellabelle (3%)			
		Pelham (2%)			
Ok	Ogeechee loamy fine sand	Ogeechee (100%)		17.6	1.0%
Pl	Pelham loamy sand, 0 to 2 percent slopes, frequently flooded	Pelham, frequently flooded (95%)		276.9	15.3%
		Surrency, frequently ponded (2%)			
		Pickney, frequently ponded (1%)			
		Rains (1%)			
Pn	Pooler fine sandy loam	Pooler (100%)		135.1	7.5%
W	Water	Water (100%)		14.1	0.8%
Totals for Area of Interest				**1,804.2**	**100.0%**

Engineering Properties

This table gives the engineering classifications and the range of engineering properties for the layers of each soil in the survey area.

Hydrologic soil group is a group of soils having similar runoff potential under similar storm and cover conditions. The criteria for determining Hydrologic soil group is found in the National Engineering Handbook, Chapter 7 issued May 2007(http://directives.sc.egov.usda.gov/OpenNonWebContent.aspx?content=17757.wba). Listing HSGs by soil map unit component and not by soil series is a new concept for the engineers. Past engineering references contained lists of HSGs by soil series. Soil series are continually being defined and redefined, and the list of soil series names changes so frequently as to make the task of maintaining a single national list virtually impossible. Therefore, the criteria is now used to calculate the HSG using the component soil properties and no such national series lists will be maintained. All such references are obsolete and their use should be discontinued. Soil properties that influence runoff potential are those that influence the minimum rate of infiltration for a bare soil after prolonged wetting and when not frozen. These properties are depth to a seasonal high water table, saturated hydraulic conductivity after prolonged wetting, and depth to a layer with a very slow water transmission rate. Changes in soil properties caused by land management or climate changes also cause the hydrologic soil group to change. The influence of ground cover is treated independently. There are four hydrologic soil groups, A, B, C, and D, and three dual groups, A/D, B/D, and C/D. In the dual groups, the first letter is for drained areas and the second letter is for undrained areas.

The four hydrologic soil groups are described in the following paragraphs:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

Depth to the upper and lower boundaries of each layer is indicated.

Texture is given in the standard terms used by the U.S. Department of Agriculture. These terms are defined according to percentages of sand, silt, and clay in the fraction of the soil that is less than 2 millimeters in diameter. "Loam," for example, is soil that is 7 to 27 percent clay, 28 to 50 percent silt, and less than 52 percent sand. If the content of particles coarser than sand is 15 percent or more, an appropriate modifier is added, for example, "gravelly."

Classification of the soils is determined according to the Unified soil classification system (ASTM, 2005) and the system adopted by the American Association of State Highway and Transportation Officials (AASHTO, 2004).

The Unified system classifies soils according to properties that affect their use as construction material. Soils are classified according to particle-size distribution of the fraction less than 3 inches in diameter and according to plasticity index, liquid limit, and organic matter content. Sandy and gravelly soils are identified as GW, GP, GM, GC, SW, SP, SM, and SC; silty and clayey soils as ML, CL, OL, MH, CH, and OH; and highly organic soils as PT. Soils exhibiting engineering properties of two groups can have a dual classification, for example, CL-ML.

The AASHTO system classifies soils according to those properties that affect roadway construction and maintenance. In this system, the fraction of a mineral soil that is less than 3 inches in diameter is classified in one of seven groups from A-1 through A-7 on the basis of particle-size distribution, liquid limit, and plasticity index. Soils in group A-1 are coarse grained and low in content of fines (silt and clay). At the other extreme, soils in group A-7 are fine grained. Highly organic soils are classified in group A-8 on the basis of visual inspection.

If laboratory data are available, the A-1, A-2, and A-7 groups are further classified as A-1-a, A-1-b, A-2-4, A-2-5, A-2-6, A-2-7, A-7-5, or A-7-6. As an additional refinement, the suitability of a soil as subgrade material can be indicated by a group index number. Group index numbers range from 0 for the best subgrade material to 20 or higher for the poorest.

Percentage of rock fragments larger than 10 inches in diameter and 3 to 10 inches in diameter are indicated as a percentage of the total soil on a dry-weight basis. The percentages are estimates determined mainly by converting volume percentage in the field to weight percentage. Three values are provided to identify the expected Low (L), Representative Value (R), and High (H).

Percentage (of soil particles) passing designated sieves is the percentage of the soil fraction less than 3 inches in diameter based on an ovendry weight. The sieves, numbers 4, 10, 40, and 200 (USA Standard Series), have openings of 4.76, 2.00, 0.420, and 0.074 millimeters, respectively. Estimates are based on laboratory tests of soils sampled in the survey area and in nearby areas and on estimates made in the field. Three values are provided to identify the expected Low (L), Representative Value (R), and High (H).

Liquid limit and *plasticity index* (Atterberg limits) indicate the plasticity characteristics of a soil. The estimates are based on test data from the survey area or from nearby areas and on field examination. Three values are provided to identify the expected Low (L), Representative Value (R), and High (H).

References:

American Association of State Highway and Transportation Officials (AASHTO). 2004. Standard specifications for transportation materials and methods of sampling and testing. 24th edition.

American Society for Testing and Materials (ASTM). 2005. Standard classification of soils for engineering purposes. ASTM Standard D2487-00.

Report—Engineering Properties

Absence of an entry indicates that the data were not estimated. The asterisk '*' denotes the representative texture; other possible textures follow the dash. The criteria for determining the hydrologic soil group for individual soil components is found in the National Engineering Handbook, Chapter 7 issued May 2007(http://directives.sc.egov.usda.gov/OpenNonWebContent.aspx?content=17757.wba). Three values are provided to identify the expected Low (L), Representative Value (R), and High (H).

Engineering Properties–Bryan and Chatham Counties, Georgia														
Map unit symbol and soil name	Pct. of map unit	Hydrologic group	Depth	USDA texture	Classification		Pct Fragments		Percentage passing sieve number—				Liquid limit	Plasticity index
					Unified	AASHTO	>10 inches	3-10 inches	4	10	40	200		
			In				*L-R-H*	*L-R-H*	*L-R-H*	*L-R-H*	*L-R-H*	*L-R-H*	*L-R-H*	*L-R-H*
As—Albany fine sand														
Albany	95	A/D	0-48	Fine sand	SM, SP-SM	A-2	0- 0- 0	0- 0- 0	100-100-100	100-100-100	75-83-90	10-15-20	—	NP
			48-56	Sandy loam	SM	A-2	0- 0- 0	0- 0- 0	100-100-100	100-100-100	75-84-92	22-26-30	—	NP
			56-88	Sandy clay loam, sandy loam, fine sandy loam	SC, SC-SM, SM	A-2, A-4, A-6	0- 0- 0	0- 0- 0	97-99-100	95-98-100	70-85-100	20-35-50	15-28-40	NP-9-17
Cc—Cape Fear soils														
Cape fear	100	C/D	0-16	Loam	CL, CL-ML, ML	A-4, A-6	0- 0- 0	0- 0- 0	100-100-100	95-98-100	85-93-100	60-75-90	20-30-40	3-9 -15
			16-52	Clay loam, clay, silty clay	CH, CL, MH, ML	A-7	0- 0- 0	0- 0- 0	100-100-100	95-98-100	90-95-100	60-73-85	41-53-65	15-25-35
			52-62	Sand, loamy sand, loamy fine sand	SM, SP, SP-SM	A-2, A-3	0- 0- 0	0- 0- 0	95-98-100	95-98-100	50-65-80	2-14- 25	0-10 -20	NP
Ch—Capers soils														
Capers	100	D	0-16	Silty clay loam	CL, MH	A-6, A-7	0- 0- 0	0- 0- 0	100-100-100	100-100-100	80-90-100	70-85-100	32-41-50	11-17-22
			16-60	Clay, silty clay	MH	A-7-5	0- 0- 0	0- 0- 0	100-100-100	100-100-100	85-93-100	75-88-100	52-66-80	12-26-40

Engineering Properties–Bryan and Chatham Counties, Georgia														
Map unit symbol and soil name	Pct. of map unit	Hydrologic group	Depth	USDA texture	Classification		Pct Fragments		Percentage passing sieve number—				Liquid limit	Plasticity index
					Unified	AASHTO	>10 inches	3-10 inches	4	10	40	200		
			In				*L-R-H*	*L-R-H*	*L-R-H*	*L-R-H*	*L-R-H*	*L-R-H*	*L-R-H*	*L-R-H*
Cx—Craven loamy fine sand														
Craven	95	C	0-13	Loamy fine sand	SC-SM, SM	A-2	0- 0- 0	0- 0- 0	100-100 -100	95-98-100	50-75-100	18-27-35	15-18 -20	NP-2 -4
			13-48	Sandy clay, clay, clay loam	CL, SC	A-4, A-6, A-7	0- 0- 0	0- 0- 0	100-100 -100	95-98-100	70-85-99	45-63-80	25-35 -45	8-23-37
			48-58	Sandy clay loam, sandy loam	SC, SC-SM, SM	A-2, A-4, A-6	0- 0- 0	0- 0- 0	100-100 -100	90-95-100	60-80-100	18-34-50	15-25 -35	3-9 -15
			58-80	Sandy clay loam, sandy loam, loamy sand	SC, SC-SM, SM	A-2, A-4, A-6	0- 0- 0	0- 0- 0	100-100 -100	95-98-100	50-75-100	15-32-49	15-25 -35	NP-8 -15
Oj—Ocilla complex														
Ocilla	95	B/D	0-28	Loamy fine sand	SM, SP-SM	A-2, A-3	0- 0- 0	0- 0- 0	100-100 -100	95-98-100	75-88-100	8-22- 35	—	NP
			28-59	Sandy loam, sandy clay loam, fine sandy loam	CL, ML, SC, SM	A-2, A-4, A-6	0- 0- 0	0- 0- 0	100-100 -100	95-98-100	80-90-100	20-38-55	20-30 -40	NP-9 -18
			59-67	Sandy clay loam, sandy clay, sandy loam	CL, SC	A-4, A-6, A-7	0- 0- 0	0- 0- 0	100-100 -100	95-98-100	80-90-100	36-48-60	20-33 -45	7-14-20
Ok—Ogeechee loamy fine sand														
Ogeechee	100	B/D	0-8	Loamy fine sand	SM, SP-SM	A-1-b, A-2	0- 0- 0	0- 0- 0	100-100 -100	95-98-100	48-59-70	10-18-25	—	NP
			8-23	Sandy clay loam, clay loam	CL, SC	A-6	0- 0- 0	0- 0- 0	100-100 -100	95-98-100	65-78-90	40-48-55	27-34 -40	12-18-23
			23-42	Sandy clay, sandy clay loam, clay	CL, SC	A-6, A-7	0- 0- 0	0- 0- 0	100-100 -100	95-98-100	65-78-90	43-54-65	32-39 -46	16-20-24
			42-60	Sandy clay loam, clay loam, sandy loam	SC	A-2, A-6	0- 0- 0	0- 0- 0	100-100 -100	90-95-100	50-58-65	25-35-45	30-35 -40	15-20-25

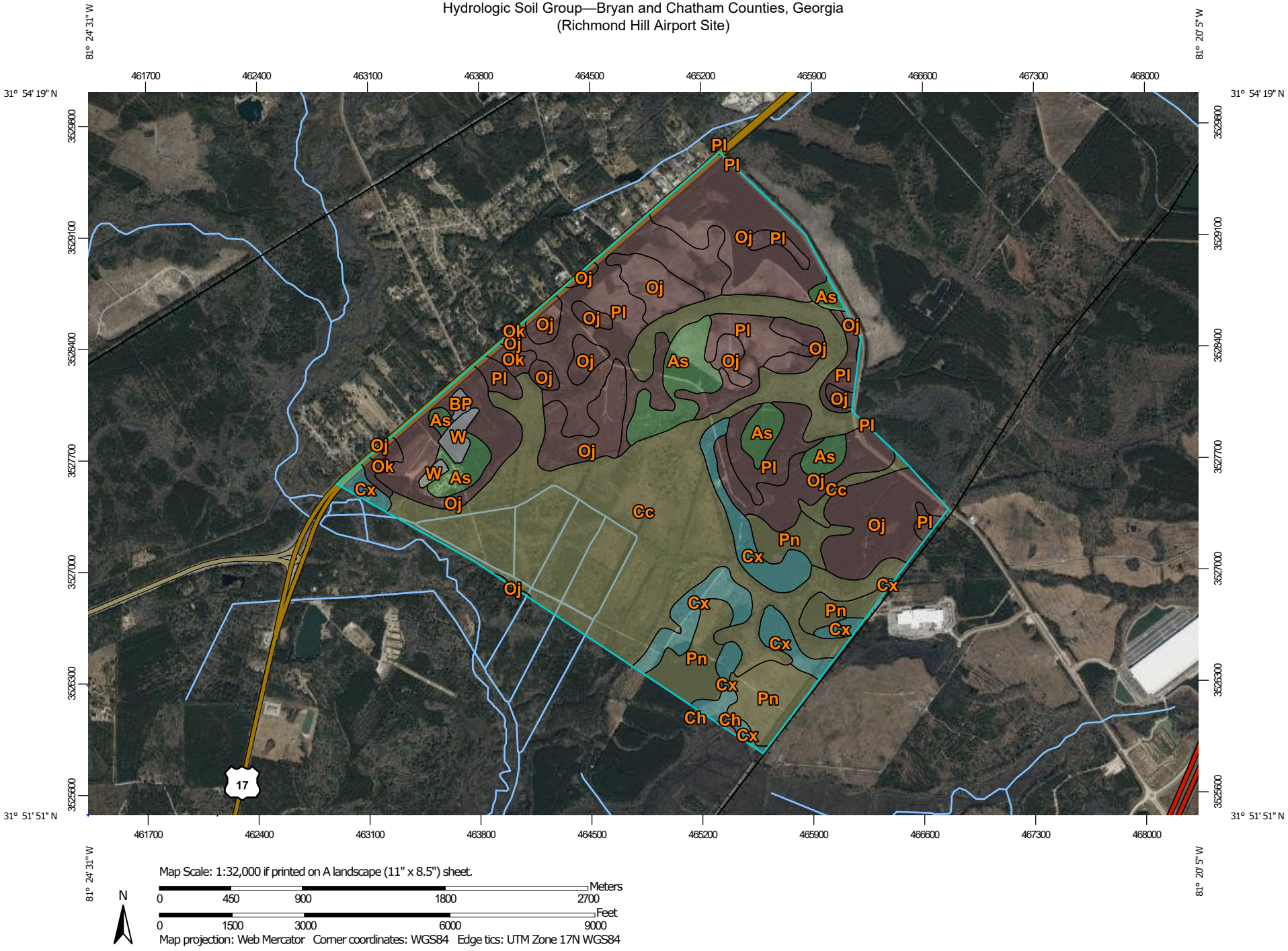
Engineering Properties–Bryan and Chatham Counties, Georgia														
Map unit symbol and soil name	Pct. of map unit	Hydrologic group	Depth	USDA texture	Classification		Pct Fragments		Percentage passing sieve number—				Liquid limit	Plasticity index
					Unified	AASHTO	>10 inches	3-10 inches	4	10	40	200		
			In				*L-R-H*	*L-R-H*	*L-R-H*	*L-R-H*	*L-R-H*	*L-R-H*	*L-R-H*	*L-R-H*
Pl—Pelham loamy sand, 0 to 2 percent slopes, frequently flooded														
Pelham, frequently flooded	95	B/D	0-6	Loamy sand, loamy fine sand, fine sand, sand	SC-SM, SM	A-2-4	0- 0- 0	0- 0- 0	100-100 -100	94-100-100	71-80-85	19-24-29	18-23 -27	2-4 -6
			6-33	Loamy sand, loamy fine sand, sand, fine sand, coarse sand	SC-SM, SM	A-2-4	0- 0- 0	0- 0- 0	100-100 -100	95-100-100	67-80-85	19-24-29	16-19 -22	2-4 -6
			33-41	Sandy loam, sandy clay loam, fine sandy loam	SC, SC-SM	A-4, A-6, A-2-4	0- 0- 0	0- 0- 0	93-97-100	92-97-100	65-75-85	29-39-50	20-25 -39	6-9 -21
			41-66	Sandy loam, sandy clay loam, sandy clay	SC, CL	A-2-6, A-2-4, A-7-6	0- 0- 0	0- 0- 0	93-97-100	92-97-100	73-82-90	30-35-56	25-34 -44	9-17-25
			66-80	Sandy loam, loamy sand, sand, fine sand, sandy clay loam, loamy fine sand	SC, SM, CL	A-4, A-2-4, A-6	0- 0- 0	0- 0- 0	93-97-100	92-97-100	63-75-87	27-39-51	0-25 -34	NP-9 -16

Engineering Properties–Bryan and Chatham Counties, Georgia														
Map unit symbol and soil name	Pct. of map unit	Hydrologic group	Depth	USDA texture	Classification		Pct Fragments		Percentage passing sieve number—				Liquid limit	Plasticity index
					Unified	AASHTO	>10 inches	3-10 inches	4	10	40	200		
			In				*L-R-H*	*L-R-H*	*L-R-H*	*L-R-H*	*L-R-H*	*L-R-H*	*L-R-H*	*L-R-H*
Pn—Pooler fine sandy loam														
Pooler	100	C/D	0-6	Fine sandy loam	CL-ML, ML, SC-SM, SM, SC	A-2, A-4, A-6	0- 0- 0	0- 0- 0	100-100-100	95-98-100	51-75-98	20-48-75	15-28-40	NP-10-20
			6-12	Sandy loam, sandy clay loam	SC, SC-SM, SM	A-2, A-4	0- 0- 0	0- 0- 0	100-100-100	95-98-100	55-75-95	25-38-50	20-28-35	4-7 -10
			12-52	Clay, sandy clay	CH, CL, MH	A-7	0- 0- 0	0- 0- 0	100-100-100	95-98-100	70-85-100	50-73-95	45-55-65	20-30-40
			52-72	Sandy clay loam, sandy loam, clay loam	CL, SC	A-2, A-6, A-7	0- 0- 0	0- 0- 0	100-100-100	85-93-100	60-70-80	25-50-75	30-40-50	11-18-25

Data Source Information

Soil Survey Area: Bryan and Chatham Counties, Georgia
Survey Area Data: Version 17, Sep 15, 2022

Hydrologic Soil Group—Bryan and Chatham Counties, Georgia
(Richmond Hill Airport Site)



MAP LEGEND

Area of Interest (AOI)

Area of Interest (AOI)

Soils

Soil Rating Polygons

A
A/D
B
B/D
C
C/D
D
Not rated or not available

Soil Rating Lines

A
A/D
B
B/D
C
C/D
D
Not rated or not available

Soil Rating Points

A
A/D
B
B/D
C
C/D
D
Not rated or not available

Water Features

Streams and Canals

Transportation

Rails
Interstate Highways
US Routes
Major Roads
Local Roads

Background

Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Bryan and Chatham Counties, Georgia
Survey Area Data: Version 17, Sep 15, 2022

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Feb 9, 2022—Apr 22, 2022

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Hydrologic Soil Group

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
As	Albany fine sand	A/D	110.5	6.1%
BP	Borrow pits		3.8	0.2%
Cc	Cape Fear soils	C/D	617.5	34.2%
Ch	Capers soils	D	1.1	0.1%
Cx	Craven loamy fine sand	C	131.4	7.3%
Oj	Ocilla complex	B/D	496.0	27.5%
Ok	Ogeechee loamy fine sand	B/D	17.6	1.0%
Pl	Pelham loamy sand, 0 to 2 percent slopes, frequently flooded	B/D	276.9	15.3%
Pn	Pooler fine sandy loam	C/D	135.1	7.5%
W	Water		14.1	0.8%
Totals for Area of Interest			**1,804.2**	**100.0%**

Description

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

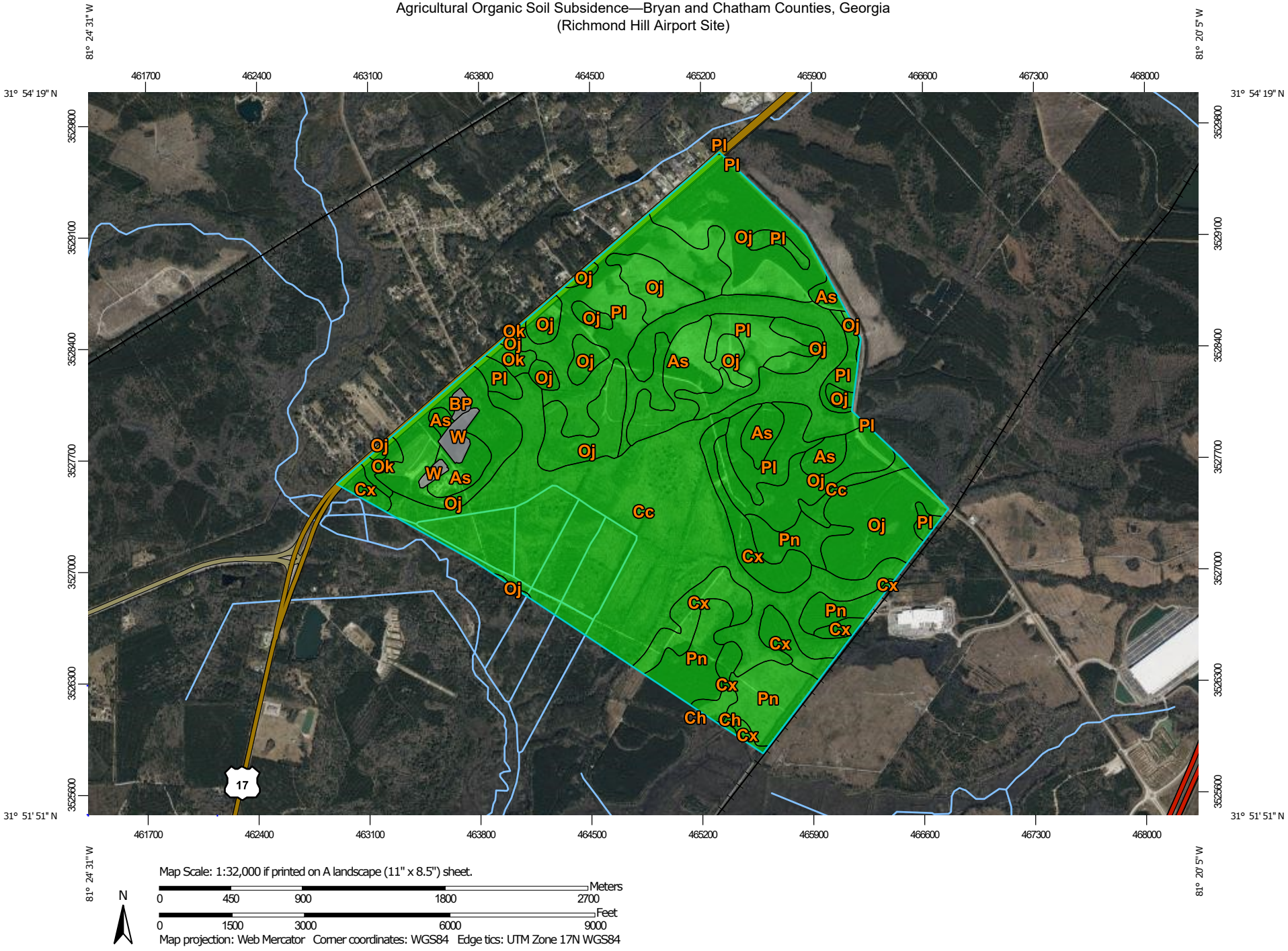
If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

Rating Options

Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Higher


81° 24' 31" W
81° 20' 5" W
31° 54' 19" N
31° 51' 51" N
461700
462400
463100
463800
464500
465200
465900
466600
467300
468000
3529800
3529100
3528400
3527700
3527000
3526300
3525600
Pl
Oj
As
Ok
BP
W
Cx
Cc
Pn
Ch
17
Map Scale: 1:32,000 if printed on A landscape (11" x 8.5") sheet.
N
Meters
0
450
900
1800
2700
Feet
0
1500
3000
6000
9000
Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 17N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils

Soil Rating Polygons
- Severe subsidence
- Moderate subsidence
- Low subsidence
- Mineral soil
- Not rated or not available

Soil Rating Lines
- Severe subsidence
- Moderate subsidence
- Low subsidence
- Mineral soil
- Not rated or not available

Soil Rating Points
- Severe subsidence
- Moderate subsidence
- Low subsidence
- Mineral soil
- Not rated or not available

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Bryan and Chatham Counties, Georgia
Survey Area Data: Version 17, Sep 15, 2022

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Feb 9, 2022—Apr 22, 2022

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Agricultural Organic Soil Subsidence

Map unit symbol	Map unit name	Rating	Component name (percent)	Rating reasons (numeric values)	Acres in AOI	Percent of AOI
As	Albany fine sand	Mineral soil	Albany (95%)	Flooding and ponding (1.00)	110.5	6.1%
				Not saline (1.00)		
				Subaerial (1.00)		
				pH (1.00)		
				Frost-free days (0.90)		
			Pelham (5%)	Flooding and ponding (1.00)		
				Not saline (1.00)		
				Subaerial (1.00)		
				pH (0.93)		
				Frost-free days (0.90)		
BP	Borrow pits	Not rated	Borrow pits (100%)		3.8	0.2%
Cc	Cape Fear soils	Mineral soil	Cape Fear (100%)	Flooding and ponding (1.00)	617.5	34.2%
				Not saline (1.00)		
				Subaerial (1.00)		
				pH (1.00)		
				Frost-free days (0.90)		
Ch	Capers soils	Mineral soil	Capers (100%)	Flooding and ponding (1.00)	1.1	0.1%
				Not saline (1.00)		
				Subaerial (1.00)		
				pH (0.96)		
				Frost-free days (0.90)		
Cx	Craven loamy fine sand	Mineral soil	Craven (95%)	Flooding and ponding (1.00)	131.4	7.3%
				Not saline (1.00)		
				Subaerial (1.00)		
				pH (1.00)		
				Frost-free days (0.90)		

Map unit symbol	Map unit name	Rating	Component name (percent)	Rating reasons (numeric values)	Acres in AOI	Percent of AOI
			Pelham (5%)	Flooding and ponding (1.00)		
				Not saline (1.00)		
				Subaerial (1.00)		
				pH (0.93)		
				Frost-free days (0.90)		
Oj	Ocilla complex	Mineral soil	Ocilla (95%)	Flooding and ponding (1.00)	496.0	27.5%
				Not saline (1.00)		
				Subaerial (1.00)		
				pH (1.00)		
				Frost-free days (0.90)		
			Ellabelle (3%)	Not saline (1.00)		
				Subaerial (1.00)		
				pH (1.00)		
				Frost-free days (0.90)		
			Pelham (2%)	Flooding and ponding (1.00)		
				Not saline (1.00)		
				Subaerial (1.00)		
				pH (0.93)		
				Frost-free days (0.90)		
Ok	Ogeechee loamy fine sand	Mineral soil	Ogeechee (100%)	Flooding and ponding (1.00)	17.6	1.0%
				Not saline (1.00)		
				Subaerial (1.00)		
				pH (1.00)		
				Frost-free days (0.90)		
Pl	Pelham loamy sand, 0 to 2 percent slopes, frequently flooded	Mineral soil	Pelham, frequently flooded (95%)	Flooding and ponding (1.00)	276.9	15.3%
				Not saline (1.00)		
				Subaerial (1.00)		
				pH (0.96)		
				Frost-free days (0.87)		

Map unit symbol	Map unit name	Rating	Component name (percent)	Rating reasons (numeric values)	Acres in AOI	Percent of AOI
			Surrency, frequently ponded (2%)	Not saline (1.00)		
				Subaerial (1.00)		
				pH (0.94)		
				Frost-free days (0.87)		
			Rains (1%)	Flooding and ponding (1.00)		
				Not saline (1.00)		
				Subaerial (1.00)		
				pH (0.97)		
				Frost-free days (0.87)		
			Pickney, frequently ponded (1%)	Not saline (1.00)		
				Subaerial (1.00)		
				pH (0.95)		
				Frost-free days (0.87)		
Pn	Pooler fine sandy loam	Mineral soil	Pooler (100%)	Flooding and ponding (1.00)	135.1	7.5%
				Not saline (1.00)		
				Subaerial (1.00)		
				pH (0.94)		
				Frost-free days (0.90)		
W	Water	Not rated	Water (100%)		14.1	0.8%
Totals for Area of Interest					**1,804.2**	**100.0%**

Rating	Acres in AOI	Percent of AOI
Mineral soil	1,786.2	99.0%
Null or Not Rated	17.9	1.0%
Totals for Area of Interest	**1,804.2**	**100.0%**

Description

Agricultural Organic Soil Subsidence

Soil health is primarily influenced by human management, which is not captured in soil survey data at this time. These interpretations provide information on inherent soil properties that influence our ability to build healthy soils through management.

Organic soils used in agricultural production are subject to a loss of volume and depth of organic material due to oxidation caused by above normal microbial activity resulting from excessive water drainage, soil disturbance, or extended drought. Microbial mediated oxidation is the primary driver of volume reduction once excess water is removed. Soil shrinkage and compaction due to dewatering is considered to be secondary. Any drawdown resulting in water levels below soil surface can result in increased subsidence rates. The subsidence rate can also be influenced by agricultural practices. The type of tillage operation, such as plowing, disc harrowing and switch plowing, moldboard plowing increase the oxidation rate. The use of no-till practice is recommended to slow the subsidence. Any aggressive tillage measure increases microbiological activity and decreases carbon sequestration. Drainage water management can be implemented to control water tables to help slow the subsidence rate.

Several soil and site properties influence the rate of organic matter oxidation and subsidence. Organic soils are generally found in cooler climates, thus, farmed organic soils in warmer climates are vulnerable. Periodic saturation of the organic soil with water tends to decrease the rate of oxidation since anaerobic decomposition is slower than aerobic decomposition. The pre-existing degree of decomposition is also a factor in the subsidence rate since as organic matter is decomposed, the remaining material becomes more resistant to decay. Acidity in soils tends to slow microbial growth so acid soils are less prone to subsidence. The degree to which each of the soil properties considered promotes oxidation is rated. The average degree of accelerating microbial oxidation of organic matter is taken as the overall rating.

The ratings are both verbal and numerical. Numerical ratings indicate the suitability of the individual soil properties. The ratings are shown in decimal fractions ranging from 0.01 to 1.00. They indicate gradations between the point at which a soil feature has the most severe propensity for subsidence (1.00) and the point at which the soil has no propensity for subsidence, such as a mineral soil (0.00).

Rating class terms indicate the rate at which the soils are likely to subside considering all the soil features that are examined for this rating. "Severe subsidence" indicates that the soil has features that are very favorable for the aerobic soil organisms that cause subsidence. Very careful management will be needed to slow the subsidence rate. "Moderate subsidence" indicates that the soil has features that are moderately favorable for aerobic soil organisms. The soil can be made more sustainable by careful management. "Low subsidence" indicates that the soil has one or more features that are unfavorable for aerobic soil organisms. With careful management the soil can be used for crop

production and be nearly sustainable. Soils that are not organic are rated "Mineral soil". These soils do not subside due to organic matter oxidation.

The map unit components listed for each map unit in the accompanying Summary by Map Unit table in Web Soil Survey or the Aggregation Report in Soil Data Viewer are determined by the aggregation method chosen. An aggregated rating class is shown for each map unit. The components listed for each map unit are only those that have the same rating class as listed for the map unit. The percent composition of each component in a particular map unit is presented to help the user better understand the percentage of each map unit that has the rating presented.

Other components with different ratings may be present in each map unit. The ratings for all components, regardless of the map unit aggregated rating, can be viewed by generating the equivalent report from the Soil Reports tab in Web Soil Survey or from the Soil Data Mart site. Onsite investigation may be needed to validate these interpretations and to confirm the identity of the soil on a given site.

This interpretation is being provided for review and comment by the user community. Please forward any feedback to the Soils Hotline soilshotline@lin.usda.gov.

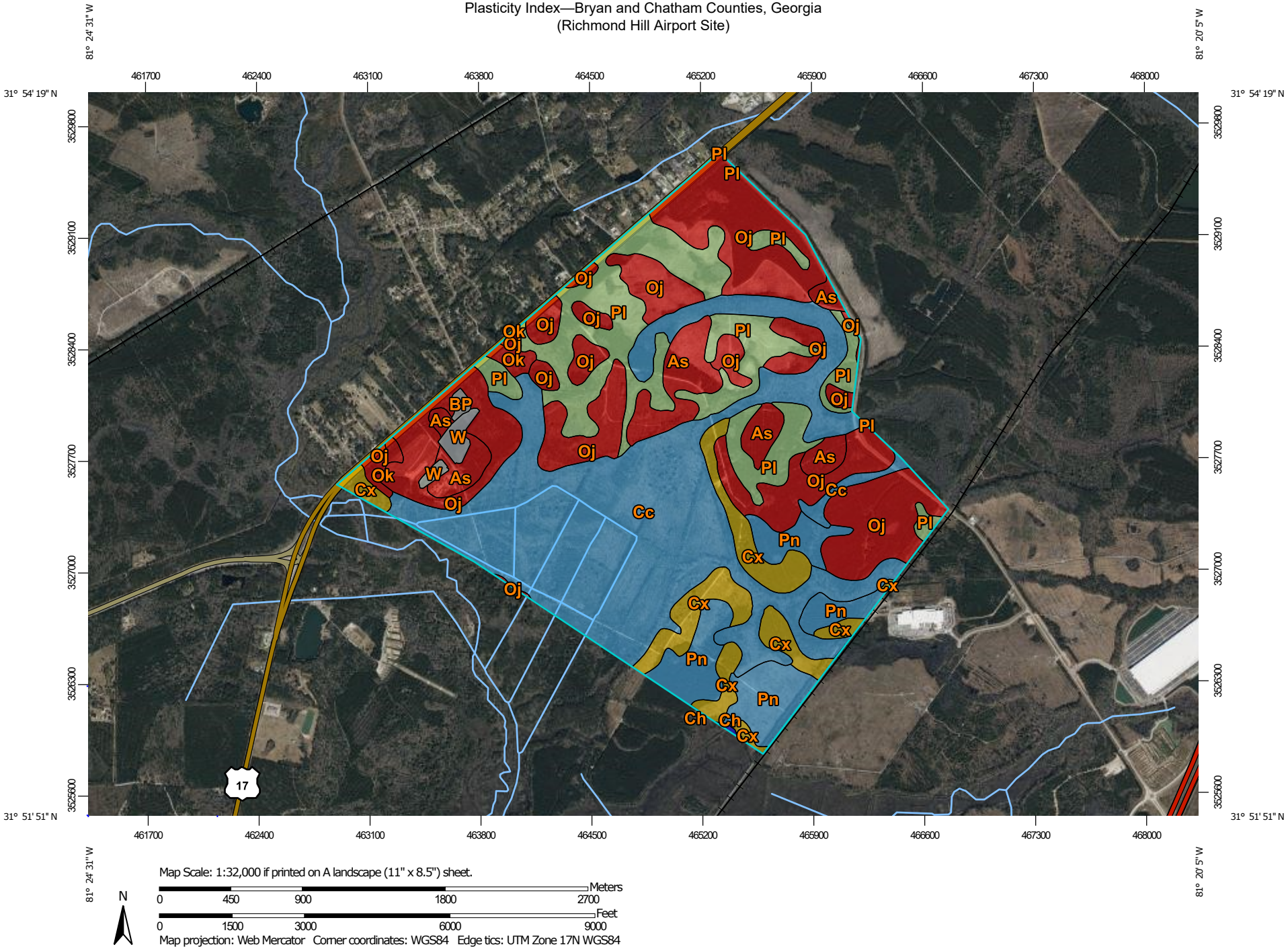
Rating Options

Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Higher

Plasticity Index—Bryan and Chatham Counties, Georgia
(Richmond Hill Airport Site)



MAP LEGEND

Area of Interest (AOI)

- Area of Interest (AOI)

Soils

Soil Rating Polygons

- <= 0.0
- > 0.0 and <= 2.0
- > 2.0 and <= 4.0
- > 4.0 and <= 10.0
- > 10.0 and <= 16.5
- Not rated or not available

Soil Rating Lines

- <= 0.0
- > 0.0 and <= 2.0
- > 2.0 and <= 4.0
- > 4.0 and <= 10.0
- > 10.0 and <= 16.5
- Not rated or not available

Soil Rating Points

- <= 0.0
- > 0.0 and <= 2.0
- > 2.0 and <= 4.0
- > 4.0 and <= 10.0
- > 10.0 and <= 16.5
- Not rated or not available

Water Features

- Streams and Canals

Transportation

- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background

- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

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Soil Survey Area: Bryan and Chatham Counties, Georgia
Survey Area Data: Version 17, Sep 15, 2022

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Feb 9, 2022—Apr 22, 2022

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Plasticity Index

Map unit symbol	Map unit name	Rating (percent)	Acres in AOI	Percent of AOI
As	Albany fine sand	0.0	110.5	6.1%
BP	Borrow pits		3.8	0.2%
Cc	Cape Fear soils	9.0	617.5	34.2%
Ch	Capers soils	16.5	1.1	0.1%
Cx	Craven loamy fine sand	2.0	131.4	7.3%
Oj	Ocilla complex	0.0	496.0	27.5%
Ok	Ogeechee loamy fine sand	0.0	17.6	1.0%
Pl	Pelham loamy sand, 0 to 2 percent slopes, frequently flooded	4.0	276.9	15.3%
Pn	Pooler fine sandy loam	10.0	135.1	7.5%
W	Water		14.1	0.8%
Totals for Area of Interest			**1,804.2**	**100.0%**

Description

Plasticity index (PI) is one of the standard Atterberg limits used to indicate the plasticity characteristics of a soil. It is defined as the numerical difference between the liquid limit and plastic limit of the soil. It is the range of water content in which a soil exhibits the characteristics of a plastic solid.

The plastic limit is the water content that corresponds to an arbitrary limit between the plastic and semisolid states of a soil. The liquid limit is the water content, on a percent by weight basis, of the soil (passing #40 sieve) at which the soil changes from a plastic to a liquid state.

Soils that have a high plasticity index have a wide range of moisture content in which the soil performs as a plastic material. Highly and moderately plastic clays have large PI values. Plasticity index is used in classifying soils in the Unified and AASHTO classification systems.

For each soil layer, this attribute is actually recorded as three separate values in the database. A low value and a high value indicate the range of this attribute for the soil component. A "representative" value indicates the expected value of this attribute for the component. For this soil property, only the representative value is used.

Rating Options

Units of Measure: percent

Aggregation Method: Dominant Component

Component Percent Cutoff: None Specified

Tie-break Rule: Higher

Interpret Nulls as Zero: No

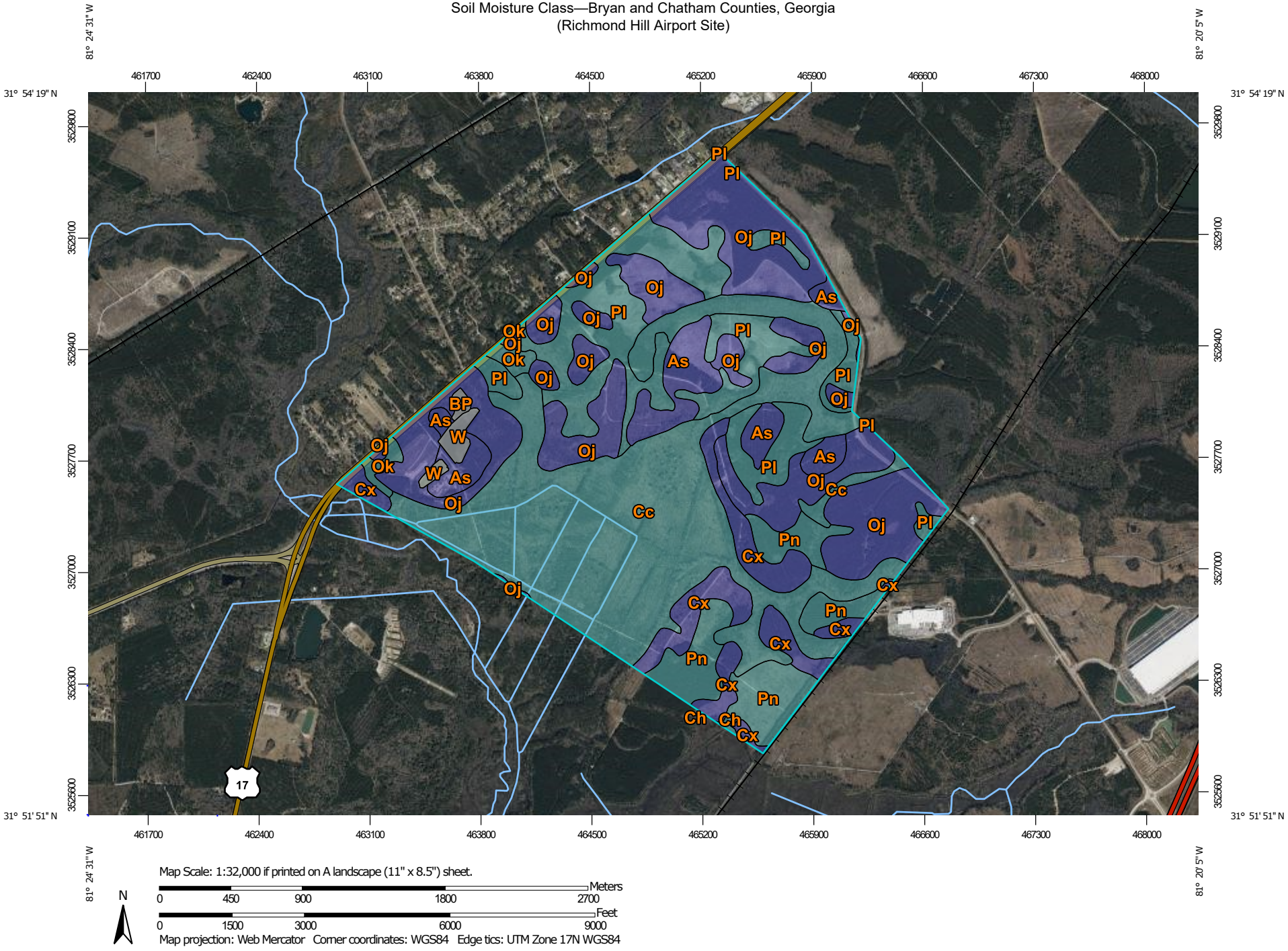
Layer Options (Horizon Aggregation Method): Depth Range (Weighted Average)

Top Depth: 0

Bottom Depth: 6

Units of Measure: Inches

Soil Moisture Class—Bryan and Chatham Counties, Georgia
(Richmond Hill Airport Site)



MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils

Soil Rating Polygons
- Aquic
- Aridic (torric)
- Peraquic
- Perudic
- Udic
- Ustic
- Xeric
- Not rated or not available

Soil Rating Lines
- Aquic
- Aridic (torric)
- Peraquic
- Perudic
- Udic
- Ustic
- Xeric
- Not rated or not available

Soil Rating Points
- Aquic
- Aridic (torric)
- Peraquic
- Perudic
- Udic
- Ustic
- Xeric
- Not rated or not available

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

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Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Feb 9, 2022—Apr 22, 2022

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Soil Moisture Class

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
As	Albany fine sand	Udic	110.5	6.1%
BP	Borrow pits		3.8	0.2%
Cc	Cape Fear soils	Aquic	617.5	34.2%
Ch	Capers soils	Aquic	1.1	0.1%
Cx	Craven loamy fine sand	Udic	131.4	7.3%
Oj	Ocilla complex	Udic	496.0	27.5%
Ok	Ogeechee loamy fine sand	Aquic	17.6	1.0%
Pl	Pelham loamy sand, 0 to 2 percent slopes, frequently flooded	Aquic	276.9	15.3%
Pn	Pooler fine sandy loam	Aquic	135.1	7.5%
W	Water		14.1	0.8%
Totals for Area of Interest			**1,804.2**	**100.0%**

Description

The soil moisture class is the taxonomic moisture regime. The soil moisture regimes are defined in terms of the level of ground water and in terms of the seasonal presence or absence of water held at a tension of less than 1500 kPa in the moisture control section.

Complete definitions and criteria for soil moisture regimes are available in the references below.

Soil Survey Staff. 1999. Soil taxonomy: A basic system of soil classification for making and interpreting soil surveys. 2nd edition. Natural Resources Conservation Service. U.S. Department of Agriculture Handbook 436.

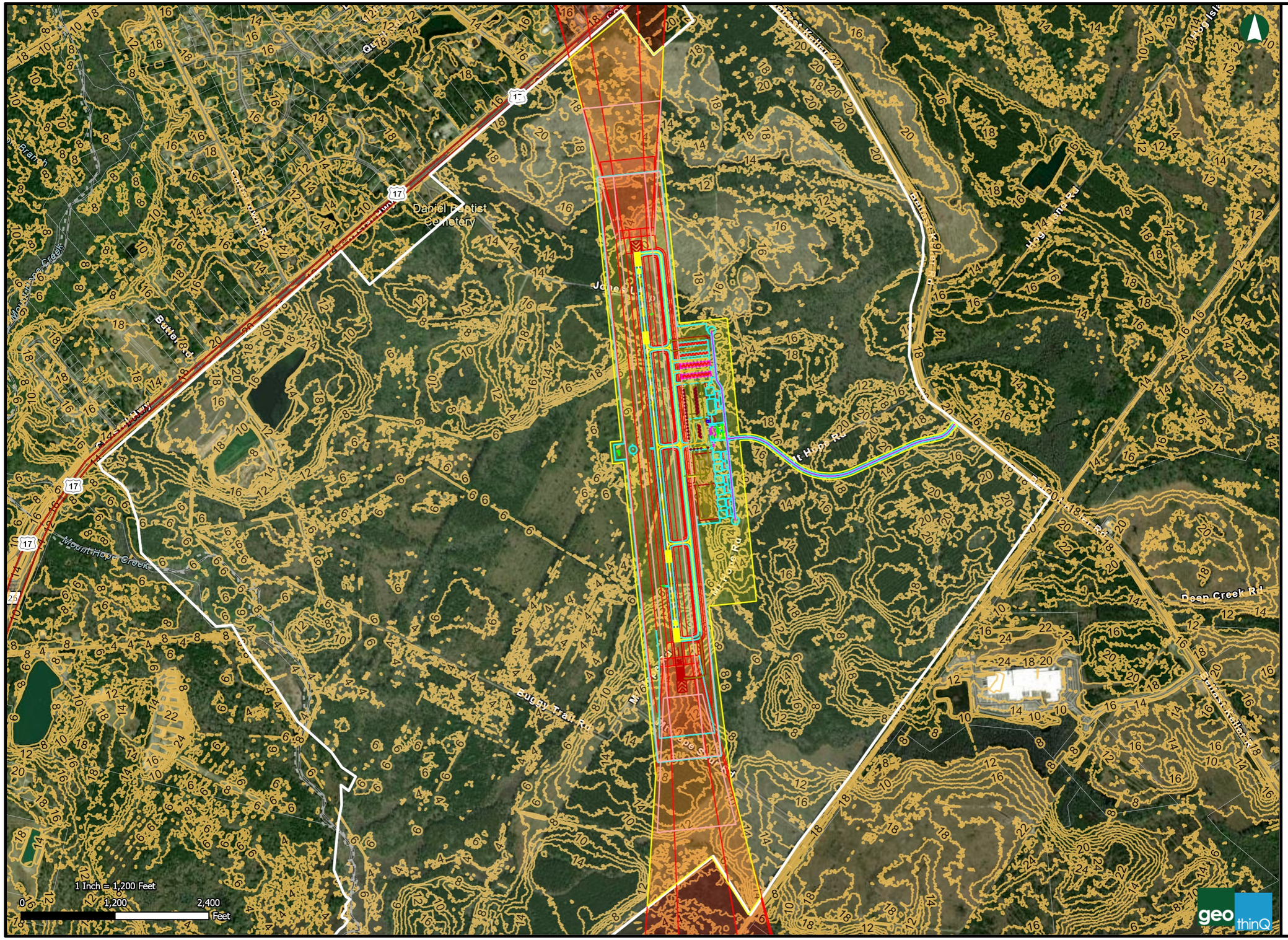
Soil Survey Staff. 2022. Keys to soil taxonomy. 13th edition. U.S. Department of Agriculture, Natural Resources Conservation Service. (The soils in a given survey area may have been classified according to earlier editions of this publication.)

Rating Options

Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Lower



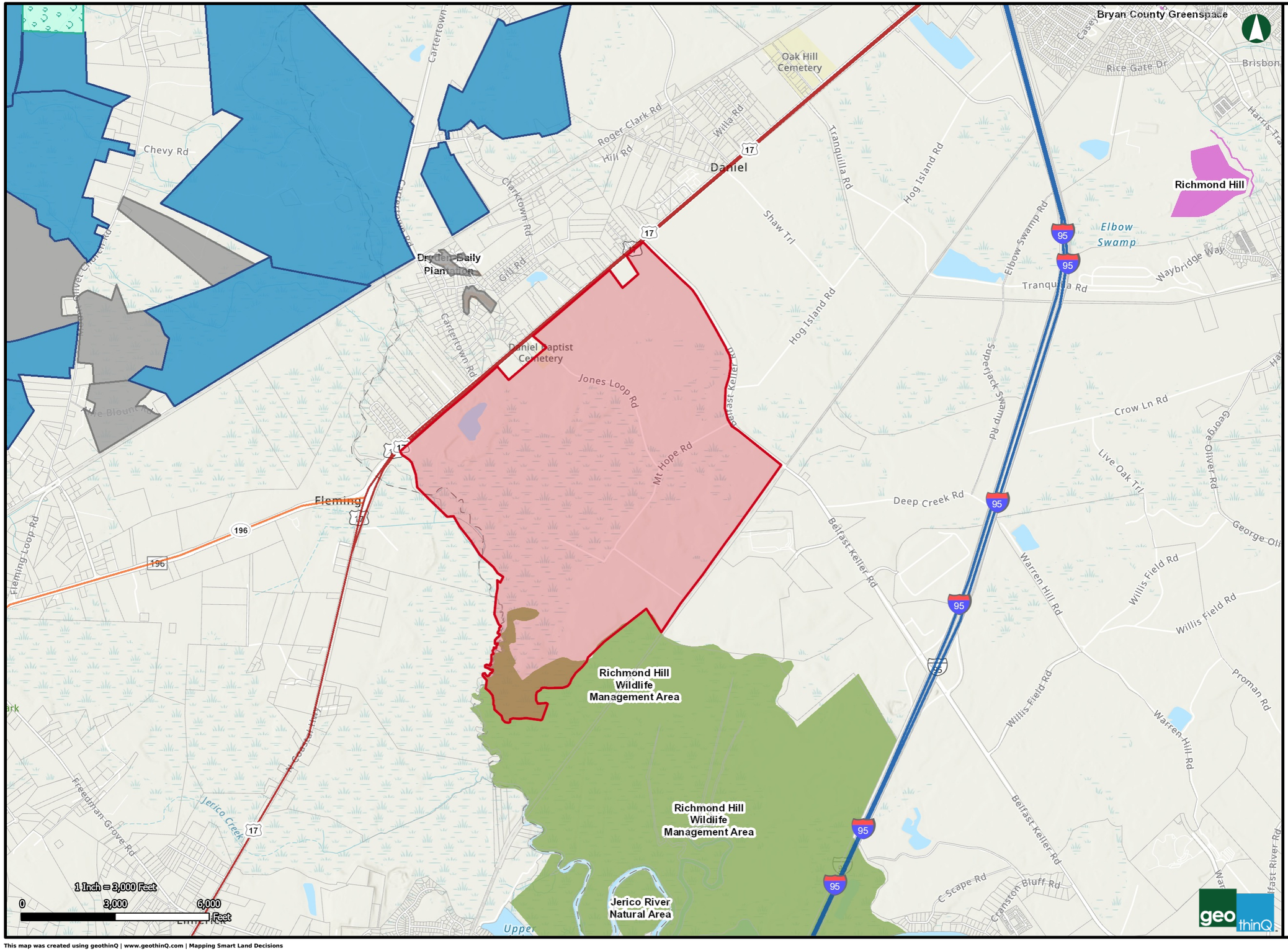
THOMAS & HUTTON

Richmond Hill Airport

Topo Map
07/24/2023

- Parcels
- US Highway
- State Highway
- Interstates

EXHIBIT 7-4



THOMAS & HUTTON

Richmond Hill Airport

Conservation Proximity Map

07/24/2023

- Parcels
- US Highway
- State Highway
- Interstates
- American Indian Lands
- Federal
- Joint
- Local Government
- Non-Governmental Organization
- Private
- Regional Agency Special District
- State
- Territorial
- Unknown
- Critical Habitat - Areas
- Critical Habitat - Lines
- Environmental System
- Historic Preservation
- Open Space - Farm
- Open Space - Forest
- Open Space - Ranch
- Open Space - Scenic
- Recreation or Education
- Other
- Unknown

EXHIBIT 7-5

EXHIBIT 7-6

State of Georgia and Federally Protected Plants and Animals within Bryan County

Records updated July 10, 2023

https://georgiabiodiversity.org/portal/table/all/ga_protected/13029/

Scientific Name	Common Name	GA Prot	US Prot	Group	Georgia Habitat Summary
Acipenser brevirostrum	Shortnose Sturgeon	E	LE	Animal	Estuaries; lower end of large rivers in deep pools with soft substrates
Acipenser oxyrinchus oxyrinchus	Atlantic Sturgeon	E	LE	Animal	Estuaries; lower end of large rivers in deep pools with soft substrates; spawn as far inland
Ambystoma cingulatum	Frosted Flatwoods Salamander	T	LT	Animal	Pine flatwoods; moist savannas; isolated cypress/gum ponds
Amorpha georgiana	Georgia Indigo Bush	E	null	Plant	Longleaf pine flatwoods; stream terraces
Ceratiola ericoides	Rosemary	T	null	Plant	Ohoopee Dunes; deep sandridges
Clemmys guttata	Spotted Turtle	U	null	Animal	Heavily vegetated swamps, marshes, bogs, small ponds, and tidally influence freshwater
Drymarchon couperi	Eastern Indigo Snake	T	LT	Animal	Sandhills; pine flatwoods; dry hammocks; summer habitat includes wetlands
Dryobates borealis	Red-cockaded Woodpecker	E	LE	Animal	Open pine woods; pine savannas
Elanoides forficatus	Swallow-tailed Kite	R	null	Animal	River swamps; marshes, open pine and bottomland forest with super canopy pines.
Elliottia racemosa	Georgia Plume	T	null	Plant	Scrub forests; Altamaha Grit outcrops; open forests over ultramafic rock
Epidendrum magnoliae	Greenfly Orchid	U	null	Plant	Epiphytic on limbs of evergreen hardwoods; also in crevices of Altamaha Grit outcrops
Gopherus polyphemus	Gopher Tortoise	T	Null	Animal	Sandhills; dry hammocks; longleaf pine-turkey oak woods; old fields
Haematopus palliatus	American Oystercatcher	R	null	Animal	Sandy beaches; tidal flats; salt marshes, shell rakes, sand bars
Haliaeetus leucocephalus	Bald Eagle	T	null	Animal	Edges of lakes and large rivers; seacoasts
Heterodon simus	Southern Hognose Snake	T	null	Animal	Sandhills; fallow fields; longleaf pine-turkey oak
Leitneria floridana	Corkwood	T	null	Plant	Swamps; sawgrass-cabbage palmetto marshes
Lithobates capito	Gopher Frog	R	null	Animal	Sandhills; dry pine flatwoods; breed in isolated wetlands
Litsea aestivalis	Pond Spice	R	null	Plant	Cypress ponds; swamp margins
Malaclemys terrapin	Diamondback Terrapin	U	null	Animal	Entire coast, estuarine and marine edge; All saltmarsh, beaches
Moxostoma robustum	Robust Redhorse	E	null	Animal	Medium to large rivers, shallow riffles to deep flowing water; moderately swift current
Notophthalmus perstriatus	Striped Newt	T	null	Animal	Pine flatwoods, sandhills; isolated wetlands
Ophisaurus mimicus	Mimic Glass Lizard	R	null	Animal	Pine flatwoods; savannas; seepage bogs
Peucaea aestivalis	Bachman's Sparrow	R	null	Animal	Open pine or oak woods; old fields; brushy areas, young large grassy pine regeneration
Sageretia minutiflora	Climbing Buckthorn	T	null	Plant	Calcareous bluff forests; maritime forests over shell mounds
Sapindus marginatus	Soapberry	R	null	Plant	Coastal shell mounds
Sarracenia minor var. minor	Hooded Pitcherplant	U	null	Plant	Wet savannas, pitcherplant bogs
Sideroxylon thornei	Swamp Buckthorn	R	null	Plant	Forested limesink depressions; calcareous swamps
Stewartia malacodendron	Silky Camellia	R	null	Plant	Along streams on lower slopes of beech-magnolia or beech-basswood-Florida maple
Toxolasma pullus	Savannah Lilliput	T	null	Animal	Large rivers to small creeks, oxbows, and sloughs; found in silty sand and sand in shallow
Trichechus manatus	West Indian Manatee	E	LT	Animal	Estuaries; tidal rivers, nearshore ocean waters

CHAPTER EIGHT
PRELIMINARY COST ESTIMATES

Introduction

This chapter details the estimated development costs of a new general aviation airport in Bryan County. Previous chapters of this analysis identified that sufficient general aviation demand exists within the study area to support the construction of a new general aviation airport. Chapter Six provides a facility template for the new airport that illustrates the facility requirements necessary to support components of the region's general aviation fleet that appear to be inadequately served by existing general aviation facilities. Development costs based on the needs represented in the facility template are summarized in the following sections:

- Estimated Development Costs
- Overview of Airport Development Funding Sources
- Potential Funding Sources

The estimated development costs of a new general aviation are identified by major facility/project category. These estimated development costs represent planning level estimates of project cost and are intended to provide an order of magnitude estimate. More detailed project definitions and associated cost estimates would be required prior to the implementation of any airport development project identified herein. Common sources of airport development funding are summarized in this chapter and a preliminary funding analysis is also presented. The funding analysis illustrates anticipated funding contributions from Federal, State, local, and private sources based on typical airport development funding scenarios.

Estimated Development Costs

The construction of a new general aviation airport in Richmond Hill would be a multi-year task that could only be initiated following detailed analyses that could include a Master Plan/Site Selection Study, Environmental Assessment, environmental permitting, and potential environmental mitigation. At this point, however, it is important to develop an order-of- magnitude cost estimate, at a planning level of detail, for the potential airport development project. While the estimated development costs identified in this analysis may not be all- inclusive, to the best extent possible these estimates include development costs associated with major components of the potential project. Costs were estimated using region-specific average unit costs for airport development projects. Detailed construction estimated are presented in Appendix E.

Initial estimated project costs for each of these components are presented in **Table 8-1** on the next page.

Table 8-1
Initial Development Costs

Phase Area	Phased Element Description	Total Estimated Cost
Pre-Construction Elements		
	Master Plan/Site Selection/Environmental Assessment	$700,000
A	Land Acquisition - Fee Simple (298 Acres)	$3,725,000
B	Avigation Easement – (30 Acres)	$350,000
C	Wetlands Fill Mitigation-Initial Facility Construction	$5,216,000
D	Wetlands Temporary Impacts	$2,350,000
Construction Elements		
1	Runway (5,000'x75')/Taxiway Turnarounds	$18,000,000
2	Terminal Apron – (293'x421')	$3,000,000
3	Terminal Building (Modular)	$75,000
4	New Access Road/Utilities	$5,800,000
5	Fuel Farm/Fuel Trucks	$1,200,000
6	T-Hangars/Taxilanes	$7,200,000
	Initial Projects Total:	**$47,616,000**

As shown in **Table 8-1**, total development costs for a new general aviation airport based on the facility template are estimated at approximately $48 million. Estimated development costs for the following major elements are as follows:

- Master Plan/Site Selection Study/Environmental Assessment: $700 thousand
- Property Acquisition: $4.0 million
- Wetlands Mitigation: $7.5 million
- Airfield Construction Projects: $21.0 million
- Terminal Area Development Projects: $8.4 million
- Access Road/Utilities: $5.8 million

It is estimated that property acquisition/easement would entail a land area totaling over 300 acres to accommodate aviation-related facilities and associated safety areas. It may be necessary and/or beneficial to acquire a larger land area to provide airport-owned property that would be available to support non-aviation development, such as an industrial park or other commercial development. The actual size and number of actual parcels may also affect the final land envelope to be acquired.

The largest component of the potential facility's estimated development costs is associated with airfield construction projects. Clearing, grading, and drainage costs associated with the construction of a 5,000' x 75' runway, taxiway turnarounds, and aircraft parking areas are included in the total estimated airfield construction costs of approximately $21.0 million. Terminal area development projects, including the construction of a modular airport terminal building, fuel farm, and aircraft T-hangars are estimated to cost approximately $8.4 million. Costs for a new access road and utilities are estimated at approximately $5.8 million.

Table 8-2
Ultimate Development Costs

Phase Area	Phased Element Description	Total Estimated Cost
Pre-Construction Elements		
E	Wetlands Fill Mitigation-Ultimate Facility Construction	$5,053,000
F	Wetlands Temporary Impacts	$850,000
Construction Elements		
7	Parallel Taxiway	$6,300,000
8	Ultimate Runway (5500'x100')	$8,400,000
9	Terminal Apron – South Expansion	$6,000,000
10	MRO Hangar Facility	$4,500,000
11	Intermediate Corporate Box Hangars	$7,800,000
12	Corporate Hangar Apron (South of Terminal)	$5,000,000
13	Ultimate Corporate Box Hangars	$15,600,000
14	Intermediate T-Hangar Expansion – 2-16 Unit	$7,300,000
15	Ultimate T-Hangar Expansion – 2-16 Unit	$7,200,000
16	Perimeter Fencing	$850,000
17	AWOS III-P/T	$350,000
18	RNAV Approach Development	$200,000
19	Terminal Building	$5,400,000
	Ultimate Projects Total:	**$80,803,000**

As shown in **Table 8-2**, ultimate development costs for a new general aviation airport based on the facility template are estimated at approximately $81 million. Estimated development costs for the following major components of the construction are as follows:

- Wetlands Mitigation: $5.9 million
- Airfield Construction Projects: $22.1 million
- Terminal Area Development Projects: $52.8 million

The largest component of the potential facility's ultimate development costs is associated with terminal area development projects. Terminal area development projects, including the construction of an airport terminal building, MRO Hangar, T-hangars and aircraft storage hangars, along with associated utilities, are estimated to cost approximately $52.8 million.

Exhibit 8-1 illustrates the phased area for each project identified in **Tables 8-1** and **8-2**. The development costs associated with projects presented in **Table 8-1** and **8-2** are eligible for funding from a variety of sources. Anticipated funding sources for these development projects will be summarized in the following section and total funding anticipated from each source will be quantified.

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CITY OF RICHMOND HILL
RICHMOND HILL, GEORGIA

NEW AIRPORT LIMITED FEASIBILITY STUDY - PRELIMINARY COST ESTIMATE

GRAPHIC SCALE (FEET)
0 125 250 500

EXHIBIT 8-1

Overview of Airport Development Funding Sources

At a planning-level of detail, required projects and their estimated development costs have been identified for the construction of a new general aviation airport in Richmond Hill. Another important consideration in this analysis is the funding eligibility and potential funding sources for these development projects. Federal, state, and local governments all play an important role in managing and funding airport facility development. In addition, private businesses and individuals often contribute to the construction of ancillary airport facilities that support their own activities at the airport. Primary funding sources available to support airport development projects include the following:

- Federal Aviation Administration (FAA) Funding
- Georgia Department of Transportation (GDOT)
- Local Funding
- Private Funding Source
- Innovative Financing

Each of these potential funding sources and their respective programs for funding airport development projects will be summarized in following sections. It is also important to note that a variety of other sources may also be available to fund components of development projects and/or defray costs associated with the construction of a new general aviation airport in Richmond Hill. While anticipated funding from these other sources is not quantified, examples of innovative funding sources will be presented. In many cases, using innovative funding techniques could significantly reduce the local/private share of project costs associated with the development of the new Richmond Hill Airport.

Federal Aviation Administration (FAA) Funding

To promote the development of airports to meet the nation's needs, the Federal Government embarked on a Grants-In-Aid Program to units of State and local government after the end of World War II. This early program, the Federal Aid Airport Program (FAAP), was authorized by the Federal Treasury Act of 1946 and was provided its funding from the Treasury.

In 1970, a more comprehensive program was established with the passage of the Airport and Airway Development Act of 1970. This Act provided grants for airport planning under the Planning Grant Program (PGP) and for airport development under the Airport Development Aid Program (ADAP). These programs were funded from a newly established Airport and Airway Trust Fund, which received funds from taxes on airline tickets, air freight, and aviation fuel. The authority to issue grants under these two programs expired on September 30, 1981.

The Airport Improvement Program (AIP) was established by the Airport and Airway Improvement Act of 1982. The initial AIP provided funding legislation through fiscal year 1992. Since then, the AIP has been authorized and appropriated on a yearly basis. Funding for this program is generated from a tax on airline tickets, freight waybills, international departure fees, tax on general aviation fuel, and a tax on aviation jet fuel. The FAA uses these funds to provide 90 percent funding for eligible projects at qualified airports. Federal Airport Improvement Funds must be spent on FAA eligible projects as defined in FAA Order 5100.38 "Airport Improvement Program (AIP) Handbook." In general, the handbook states that:

- An airport must be in the currently approved National Plan of Integrated Airport Systems (NPIAS) to be eligible for AIP funding.

- To be eligible for Federal funding, an improvement project at a NPIAS airport must be depicted on an FAA-approved Airport Layout Plan.
- Most improvement projects at NPIAS airports are eligible for 90 percent Federal funding.
- General aviation terminal buildings, T-hangars, and corporate hangars and other private- use facilities are not eligible for Federal Funding. In addition, revenue-producing items such as automobile parking lots are typically not eligible for Federal funding.

Other sources of FAA funding include Facilities and Equipment (F&E) funding for facilities such as air traffic control towers and some runway instrumentation. This funding is separate from the AIP program and typically requires no local match. Federal noise funds (Part 150 funds) can also be used for noise mitigation, where applicable, with an 80 percent Federal and a 20 percent State and/or local share.

Georgia Department of Transportation (GDOT)

Many state governments take an active role in supporting airport development by providing funding to support a share of airport project costs. The State of Georgia is one of those states that play a vital role in promoting and financially supporting airport development at its airports. In most cases, state's collect moneys through aviation and aeronautics-related taxes that are then disbursed to support airport development projects based on airport needs and state-specific funding priorities. As a Block Grant state, the Georgia Department of Transportation is responsible for determining how to distribute AIP grants to eligible NPIAS airports, excluding primary air carrier airports whose grant funding is managed by the FAA. In distributing AIP grants to eligible airports, GDOT is required to use a prioritization process that is generally in accordance with the FAA's process, however, the Block Grant program enables GDOT to play a more active role in promoting and managing airport system development throughout Georgia.

Local/Private Funding Source

Local airport owners and sponsors, such as counties, cities, and/or airport authorities, are frequently responsible for costs associated with airport development projects that remain after Federal and State shares have been applied. Private sector investment is also a growing source of funding for airport development projects. In some cases, specific facilities at an airport, such as aircraft storage hangars and fuel storage/distribution facilities are constructed with private finances. These facilities are typically constructed on lands leased from the airport and a private developer retains the right to operate and profit from the facility that is constructed. For those projects that are eligible for Federal/State funds, the local share of project costs is typically 5 percent. For projects not eligible for AIP funding, the local or private funding requirement can be as great as 100 percent of project costs.

Innovative Financing

As a result of scarcities in traditional Federal, State, and local funding sources, many airports, especially general aviation airports and their sponsors, have resorted to innovative and non- traditional funding sources to mitigate airport development project funding shortfalls. There are a variety of non-traditional sources at all levels of government that can be used to leverage local funds in support of airport development projects. Strong community relations and ties with the local municipality in which the airport operates; however, are vital to successfully taking advantage of the innovative financing opportunities that may exist.

Examples of Federal programs that have successfully been used to provide non-traditional funding for airport development projects include:

- Community Development Block grants and loans through the U.S. Department of Housing and Urban Development (HUD).
- Economic Development Assistance (EDA) grants and loans through the Department of Commerce, Economic Development Administration.
- Rural Economic Development grants and loans through the U.S. Department of Agriculture (USDA).

In addition to these Federal programs, there may be other State and local programs that should be examined as potential avenues for project funding. While estimated funding from innovative funding sources is not quantified in this analysis, successfully acquiring funding from these sources, and leveraging local or private funding against those grants or loans, could significantly reduce the funding burden of both local and private funding sources.

Potential Funding Sources

Airport facility needs and the estimated project costs have been estimated at a planning level of detail for the construction of a new general aviation airport in Richmond Hill. To determine anticipated funding sources, each project was examined to determine its eligibility for funding from Federal, State, local and private sources. The results of this analysis are summarized in **Table 8-3** which presents preliminary estimates of initial funding by source for the estimated project costs identified in this analysis.

Table 8-3
Initial Funding Sources

Funding Source	Federal	State	Local/Private	Total
Planning Documents: Master Plan/Site Selection Study/Environmental Assessment	$0	$0	$700,000	$700,000
Fee Simple (298 Acres)	$0	$0	$3,725,000	$3,725,000
Avigation Easement (30 Acres)	$0	$0	$350,000	$350,000
Wetlands Fill Mitigation	$0	$0	$5,216,000	$5,216,000
Wetlands Temporary Impacts	$0	$0	$2,350,000	$2,350,000
Runway (5,000'x75')/Taxiway Turnarounds	$16,200,000	$900,000	$900,000	$18,000,000
Terminal Apron	$2,700,000	$150,000	$150,000	$3,000,000
Terminal Building	$0	$0	$75,000	$75,000
Access Road/Utilities	$5,220,000	$290,000	$290,000	$5,800,000
Fuel Farm/Fuel Trucks	$0	$0	$1,200,000	$1,200,000
T-Hangars/Taxilanes	$2,520,000	$140,000	$4,540,000	$7,200,000
Total:	**$26,640,000**	**$1,480,000**	**$19,496,000**	**$47,616,000**

A summary of anticipated funding eligibility for ultimate development project costs is presented in **Table 8-4** on the following page.

Table 8-4
Ultimate Funding Sources

Funding Source	Federal	State	Local/Private	Total
Wetlands Fill Mitigation	$4,547,700	$252,650	$252,650	$5,053,000
Wetlands Temporary Impacts	$765,000	$42,500	$42,500	$850,000
Parallel Taxiway	$5,670,000	$315,000	$315,000	$6,300,000
Ultimate Runway (5500'x100')	$7,560,000	$420,000	$420,000	$8,400,000
Terminal Aircraft Apron – South Expansion	$5,400,000	$300,000	$300,000	$6,000,000
MRO Hangar Facility	$0	$0	$4,500,000	$4,500,000
Intermediate Corporate Box Hangars	$0	$0	$7,800,000	$7,800,000
Corporate Hangar Apron	$4,500,000	$250,000	$250,000	$5,000,000
Ultimate Corporate Box Hangars	$0	$0	$15,600,000	$15,600,000
Intermediate T-Hanger Expansion	$3,114,000	$173,000	$4,013,000	$7,300,000
Ultimate T-Hanger Expansion	$3,024,000	$168,000	$4,008,000	$7,200,000
Perimeter Fencing	$765,000	$42,500	$42,500	$850,000
AWOS III P/T	$315,000	$17,500	$17,500	$350,000
RVAV Approach Development	$180,000	$10,000	$10,000	$200,000
Terminal Building	$0	$0	$5,400,000	$5,400,000
Total:	**$35,840,700**	**$1,991,150**	**$42,971,150**	**$80,803,000**

Total estimated initial development costs for a new general aviation airport in Richmond Hill are estimated at approximately $48 million, of which 56 percent, or approximately $25.6 million would be eligible for Federal funding. The remaining 44 percent of total estimated development costs would be funded through state, local, private, and/or non-traditional funding sources. See **Table 8-5**.

Table 8-5
Estimated Initial Funding Eligibility

Funding Source	Amount	Percentage
Federal	$26,640,000	56%
State	$1,480,000	3%
Local/Private	$19,496,000	41%
Total Estimated Development Costs:	**$47,616,000**	**100%**

Total estimated ultimate development costs for a new general aviation airport in Richmond Hill are estimated at approximately $80 million, of which 44 percent, or approximately $35.8 million would be eligible for Federal funding. The remaining 56 percent of total estimated development costs would be funded through state, local, private, and/or non-traditional funding sources. See **Table 8-6**.

Table 8-6 Estimated
Estimated Ultimate Funding Eligibility

Funding Source	Amount	Percentage
Federal	$35,840,700	44%
State	$1,991,150	3%
Local/Private	$42,971,150	53%
Total Estimated Development Costs:	**$80,803,000**	**100%**

CHAPTER NINE
FEASIBILITY ANALYSIS

Introduction

An important consideration in the development of a new general aviation airport in Richmond Hill is the potential for that facility to be financially feasible, both in terms of capital development costs as well as long-term self-sufficiency with regards to operating revenues and expenses. Preliminary cost estimates have been identified for the infrastructure development associated with recommended facilities at a new general aviation airport. Potential funding sources for these infrastructure development costs were summarized in a previous section of this report. The following sections of the report will examine the potential for the new general aviation airport to be self-sufficient, meaning that on an annual basis, operating revenues at the airport would cover the operating expenses of the facility:

- Airport Self-Sufficiency Overview
- Airport Profitability Overview
- Business Plan Concepts
- Summary

For a new airport in Richmond Hill to be considered financially feasible in the long run, it is important to understand the potential of that facility to be self-sufficient in terms of operating revenues and expenses.

Airport Self-Sufficiency Overview

Generating adequate airport revenues to cover operating and maintenance costs and capital investment needs while at the same time maintaining and expanding the airport's tenant and user base is typically one of the most important and most challenging issues facing general aviation airport operators. Airports, like many other components of public transportation systems, are often subsidized by their public sponsors. The level of subsidy required to support a general aviation airport varies significantly by facility. Airport size and infrastructure, activity levels, and role are just a few of the factors that impact a facility's ability to generate sufficient airport revenues to fund operating expenses.

To some extent, the non-quantifiable benefits that general aviation airports provide to their local communities are an important consideration when examining airport self-sufficiency and subsidies. Economic development, community relations, and recreational opportunities that general aviation airports typically provide are often considered invaluable to those communities and their residents. Many public airport sponsors understand the importance of these non-quantifiable benefits to their communities and are willing to subsidize, at varying levels, the airport's operations. In the current fiscal environment, however, the willingness and/or abilities of many public sponsors to subsidize general aviation airport operations can be limited. During periods of reduced municipal and State budgets, general aviation airports are often competing with several other public services for funding, and airports often receive a lower funding priority.

The following sections will examine general aviation airport operating revenues, expenses, and required subsidies as well as characteristics that promote airport self-sufficiency.

Overview of Airport Finances

The relationship between airport operating revenues and airport operating expenses is one of the best measures for an airport's finances. Where operating revenues are greater than operating expenses, an airport can be considered profitable, and excess revenues are often used to support airport capital improvements. Where operating revenues are less than operating expenses, an airport experiences a net operating loss and requires some form of subsidy to meet operating requirements. In many cases, the operating loss of a general aviation airport is maintained at a reasonable level, and the public sponsor is willing to subsidize airport operations in exchange for the economic and social benefits that the airport provides.

The basic, underlying principle in the operation of any airport is to maximize airport revenues while minimizing airport expenses. Airport revenues are generated through airport-specific charges for the facilities and services that they provide. Airport operating revenues originate from the following primary sources:

Operating Revenues

Airport operating revenues will be generated from fees and lease agreements with users of the airport and/or the airport property. Several methods are available for an airport to generate income from its use. At a general aviation airport such as considered for Richmond Hill, this includes fuel flowage fees, tie-down fees, hangar rental, terminal rental space, and land rentals.

- **Fuel flowage fees** are typically charged per gallon of fuel sold by the FBOs at the airport.
- **Tie-down fees** are charged to based and transient aircraft using the airport's parking apron. Based aircraft are charged monthly, while transient aircraft pay an overnight parking fee.
- **Hangar fees** are charged to based aircraft monthly.
- **Terminal building space rental** is charged for offices or concession space in the terminal building.
- **Land rentals** include rentals for box hangar development and corporate/maintenance hangars.

Operating Expenses

Offsetting airport operating revenues are airport operating expenses. Airport operating expenses are comprised of the day-to-day costs incurred by the airport sponsor in the operation of the facility and do not include other costs such as depreciation, debt service, and capital improvement costs that may also be incurred by the airport sponsor. Airport operating expenses are typically referred to as Operations and Maintenance (O&M) Costs. Typical components of airport O&M costs include:

- Salaries, wages, benefits, and overhead costs associated with airport employees.
- Costs for outside professional services
- Equipment, office supplies, and other operating essentials
- Utilities
- Insurance
- Communications and computer expenses
- Maintenance of grounds, facilities, and equipment
- Fuel costs

The scope of airport operations and activities vary greatly between airports and significantly impacts airport finances, their ability to generate revenues, and their operating costs. For instance, various types of airport activity, ranging from commercial passenger transport, air cargo activity, corporate general aviation, to recreational general aviation, all result in differing distributions of airport operating revenues and expenses, and therefore impact an airport's financial outcome. At airports served by commercial service airlines, as the proportion of air carrier movements goes up, so does the percentage share of revenues from passenger-related concessions such as auto rental agencies, restaurants, and auto parking. As passenger-related revenues increase, so does the airport's potential to fund its operating expenses and reach financial self-sufficiency. At general aviation airports, those that generate operating revenues from non-aviation industrial land uses on airport properties, or other diverse revenue streams, are significantly more likely to operate profitably.

Business Plan Concept

Two options were identified to manage and operate their facility that are appropriate for consideration at the new airport:

1. The city can hire staff to provide management control and conduct the maintenance function for the facility. This staff also offers services to airport users such as aircraft fueling and other ground support services. The City maintains all airport facilities and implements capital projects.

2. The second option allows the City to contract airport management and operation duties in a lease with a fixed base operator (FBO.) The FBO can be made responsible for grass mowing and minor maintenance functions on certain facilities. Tenant and user services are assigned through lease agreements with fixed base operators and/or specialized aviation service operators. The City funds capital improvements and provides oversight of the FBO to ensure that the new airport is managed and operated on a fair and consistent basis, in compliance with applicable FAA and state regulations, and that the facilities are maintained.

CITY AS OPERATOR AND MANAGER

Typically, the selection of a preferred course of action for management of an airport is dependent on the financial strength of the airport operation. The operating revenues at an airport need to be sufficient to fund the staffing and operations costs of the City performing this role. Ideally, there should be a net operating income (operating revenue minus operating expenses) that can be applied against the capital financing costs incurred to establish the airport facilities, although many general aviation airports are subsidized by the owner to meet all or a portion of debt service requirements.

Several governmental units own and manage their airports, but most do not fulfill a fixed base operator role. They prefer that private sector entities operate under a lease arrangement to provide line services (fueling and ground support); aircraft, avionics and other forms of maintenance; ground school and flight training; and air taxi and other flight services to the general public. However, there is a growing trend for general aviation airport owners to assume the aviation fuel operation and provide ground support services, while encouraging private sector firms to meet the other operational needs of the aviation public. Maintenance of the new airport facilities and associated capital projects are made the responsibility of the airport owner.

FIXED BASE OPERATOR AS AIRPORT OPERATOR AND MANAGER

A Fixed Base Operator (FBO) is defined as a full-service commercial operator who is authorized to engage in the primary activity of aircraft fueling and usually, but not necessarily, a minimum of three of the following activities: airframe and power plant maintenance, flight training, aircraft rental, aircraft charter or air taxi, avionics sales and service, and aircraft storage/hangar rentals. A Specialized Aviation Services Operator (SASO) denotes a commercial aeronautical business offering a single or limited service such as flight training, aircraft maintenance, air charter or taxi, aircraft sales, avionics maintenance, aircraft rental and sales, and aircraft storage.

Many small, general aviation airports have a single FBO at the airport. These airports are best suited for the use of a FBO management and operation arrangement. The contract with the FBO provides for day-to-day management of the facility including routine maintenance such as grounds keeping, inspection of the airside and landside facilities including replacement of light fixtures on the runway and taxiways, minor airside and terminal area facility maintenance; and lease management of aircraft tiedown and hangar spaces. Major facility maintenance and repair actions are typically assigned to the airport owner, which also provides oversight of the performance of the FBO as airport manager. The FBO is compensated for the provision of these airport tenant and facility management responsibilities. This can be in the form of credits against leases and other fees to be paid to the airport owner under its lease agreement, or as a direct payment. The City remains in its role, ultimately responsible for the management and operation of the new airport and compliance with federal and state grant assurances.

Positive aspects of having FBO management include:

- Reduction in Duplicate Labor – because the FBO must attend to the new airport during business hours, the addition of airport management function responsibilities does not generally require the assignment of more personnel.
- Attraction of Business – the FBO is operating on a for-profit basis and may seek new business opportunities for the airport. This benefits both the new airport and the FBO.
- Reduction in Administrative Effort – when the FBO manages the new airport, it can be responsible for billing clients, collecting rents, approving airport invoices for payment by the airport owner, and providing other administrative support.

Negative aspects of having FBO management include:

- Special Interest – the FBO can perceive some business activity that may benefit the new airport and/or the local community as a threat. Particularly, the existing fixed base operator may shun the introduction of competition that may lower prices or bring alternative services to the new airport.
- Lack of Control – the City may forfeit some control when contracting management to a FBO. Changes in the agreement must often wait until the contract expires or must be renewed. If the change is necessary, there is generally a premium that must be paid to the FBO to amend the contract.
- Lack of Specialized Expertise – the FBO may lack desired elements of public management such as marketing, conference attendance, and the political savvy to address different constituents.
- Audit and Cost Accounting – public-private partnerships usually fail because the agreements do not nail down important issues in the contract such as year-end audits for percent-of-gross agreements or acceptable methods of cost accounting.

There are variations to the basic themes of airport operation and management described above, and one or more may emerge as relevant for the new airport. Perhaps one of the driving forces in determining the best option is the financial outcomes that can be expected. Which option can yield a facility that is financially sustaining for the new airport stakeholders.

PRO FORMA INCOME OPERATING REVENUE AND EXPENSES – CITY MANAGEMENT

An estimate of key operating revenue and expenses associated with City management and operation of the new airport in a proactive approach, as suggested above, is presented in **Table 9-1.** It incorporates the activity demand level projections for years 1, 5, and 10.

Table 9-1
Key Operating Revenue & Expenses: City Management

ITEM	YEAR 1	YEAR 5	YEAR 10
OPERATING REVENUE			
Fuel Sales	$201,000	$226,200	$262,300
Hangar Ground Lease	$0	$13,500	$18,000
T-Hangar Rental	$115,200	$127,200	$271,000
Aircraft Tiedown Fees	$1,000	$1,100	$1,200
Terminal Building Rental Space	$36,000	$38,000	$42,200
TOTAL:	**$353,200**	**$406,000**	**$594,700**
OPERATING EXPENSES			
Staff	$150,000	$165,600	$187,300
Insurance	$6,000	$6,400	$6,900
Communications/Technology	$1,500	$1,700	$1,900
Administration	$1,500	$1,700	$1,800
Utilities	$10,000	$10,300	$10,800
Maintenance/Operations	$100,000	$108,000	$20,000
TOTAL:	**$267,500**	**$293,700**	**$228,700**
NET OPERATING INCOME:	**$85,700**	**$112,300**	**$366,000**

Operating Revenue

The new airport will derive operating revenue principally from the sale of aviation fuel and the rental of hangar and tiedown space for based aircraft, and the ground lease for storage and maintenance hangars. Fuel sales are shown for the margin (retail price less cost) per gallon. A margin of $0.75 was applied to avgas and a $1.00 margin for the sale of Jet-A fuel. A self-serve avgas fueling and dispensing system with a pay kiosk is expected to relieve the new airport staff from fueling aircraft that purchase avgas, although there are likely times during which they may be asked for courtesy assistance. Jet-A fuel purchasers will expect the new airport staff to fuel their aircraft. The capital cost of providing avgas and Jet-A fuel is included in the costs shown in **Table 9-1**.

Tie-down fees are charged to based and transient aircraft using the airport's parking apron. Based aircraft are charged monthly, while transient aircraft pay an overnight parking fee. A rate of $30 per month was used for based aircraft. Overnight fees can vary depending upon the size of the aircraft but will generally be 15 to 20 percent of the monthly fee.

Hangar fees are charged to based aircraft monthly. A rate of $300 per month was used for T-hangars.

Terminal building space rental is charged for office or concession space in the terminal building. A rate of $18 per square foot was assumed for leased space. It was further assumed that less than 40 percent of the space could be leased in the public terminal.

Land rentals include rentals for box hangar development and corporate/maintenance hangars. Space for individual box hangars was estimated at $0.15 per square foot and $0.30 per square foot for corporate/maintenance hangars.

Operating Expenses

City staff to be employed on a full-time basis, five days per week, eight hours per day, consists of an airport manager and two field maintenance technicians. This expense category includes salaries and benefits and accounts for the greatest share of the cost to operate the new airport. Other key items of operating expense include utilities (electricity, water and sewer) and insurance. The latter may be included in the overall insurance policy and premiums paid by the City. Additionally, the cost for maintenance equipment dedicated to use at the new airport has been included. Training the new airport staff in safe fueling practices is typically provided by the fuel supplier at no cost to the City/County.

Net Operating Income

Table 9-1 illustrates that the new airport may be expected to operate at a small net gain in years 1-5 and yield a surplus by year 10. The revenue stream highlights the value of fuel sales and T-hangar rental fees.

PRO FORMA INCOME OPERATING REVENUE AND EXPENSES – FBO

An estimate of key operating revenue and expenses associated with FBO operation of the new airport in a proactive approach, as suggested above, is presented in **Table 9-2.** It incorporates the activity demand level projections for years 1, 5, and 10. An escalation factor in each 5-year period has been applied.

Table 9-2
Key Operating Revenue & Expenses: FBO

ITEM	YEAR 1	YEAR 5	YEAR 10
OPERATING REVENUE			
Fuel Flowage Fee	$21,800	$24,500	$28,400
Hangar Ground Lease	$0	$13,500	$18,000
T-Hangar Rental	$115,200	$127,200	$271,000
Aircraft Tiedown Fees	$400	$500	$600
Terminal Building Rental Space	$36,000	$38,000	$42,200
TOTAL:	**$173,400**	**$203,700**	**$360,200**
OPERATING EXPENSES			
Staff	$0	$0	$0
Insurance	$6,000	$6,400	$6,900
Communications/Technology	$1,500	$1,700	$1,900
Administration	$1,500	$1,700	$1,800
Utilities	$10,000	$10,300	$10,800
Maintenance/Operations	$100,000	$108,000	$20,000
TOTAL:	**$119,000**	**$128,100**	**$41,400**
NET OPERATING INCOME:	**$54,400**	**$75,600**	**$318,800**

Operating Revenue

The new airport will derive operating revenue principally from the rental of hangar and tiedown space for based aircraft, and the land lease.

Fuel flowage fees are typically charged per gallon of fuel sold by the FBO's at the airport. Typical fees range from four to 12 cents per gallon. For this analysis, a fee of 10 cents per gallon was utilized.

Tie-down fees are charged to based and transient aircraft using the airport's parking apron. Based aircraft are charged monthly, while transient aircraft pay an overnight parking fee. A rate of $30 per month was used for based aircraft. Overnight fees can vary depending upon the size of the aircraft but will generally be 15 to 20 percent of the monthly fee.

Hangar fees are charged to based aircraft monthly. A rate of $300 per month was used for T-hangars.

Terminal building space rental is charged for office or concession space in the terminal building. A rate of $18 per square foot was assumed for leased space. It was further assumed that less than 40 percent of the space could be leased in the public terminal.

Land rentals would include rentals for box hangar development and corporate/maintenance hangars. Space for individual box hangars was estimated at $0.15 per square foot and $0.30 per square foot for corporate/maintenance hangars.

Operating Expenses

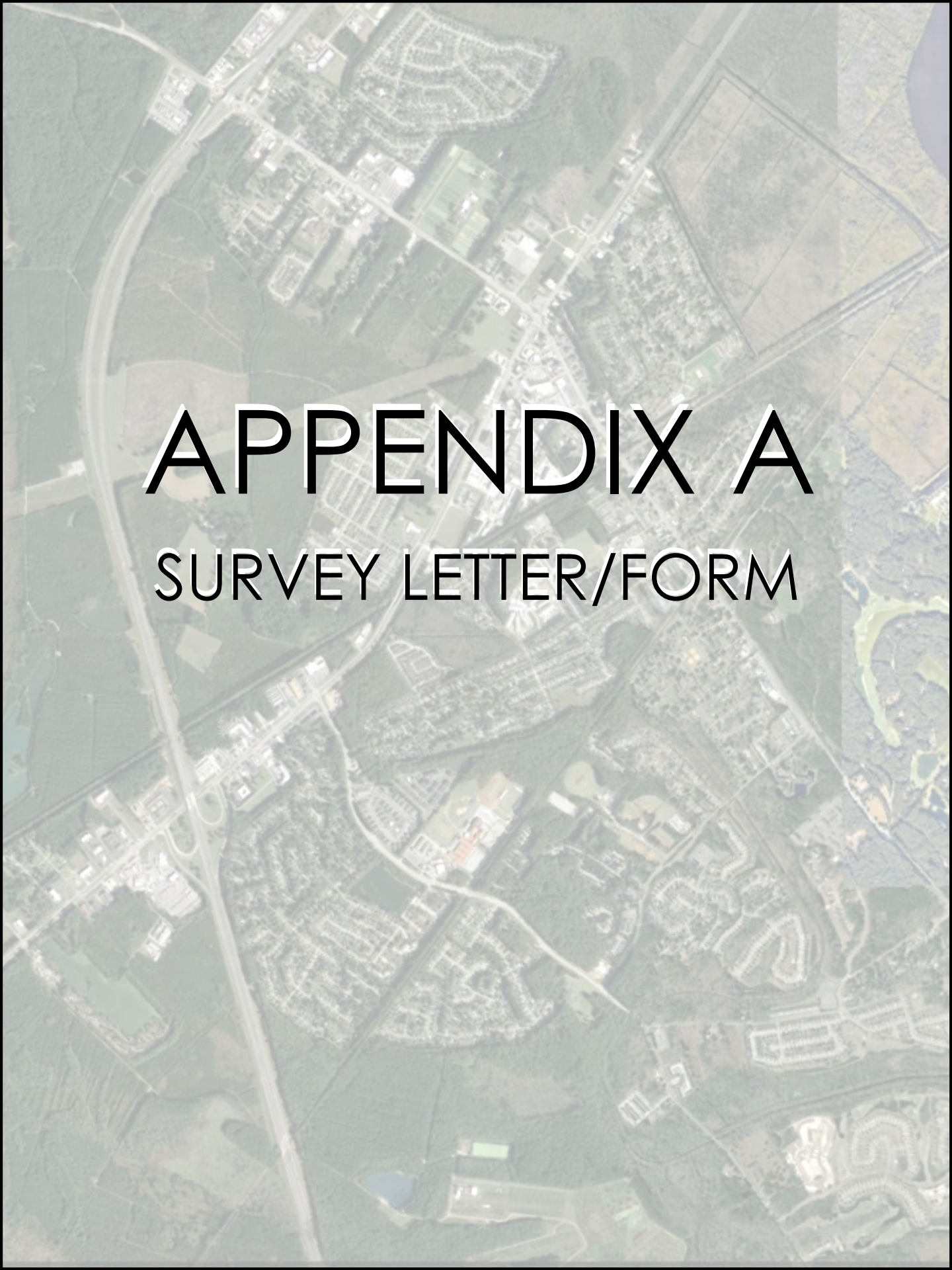
Key operating expenses include the modular terminal building lease, utilities (electricity, water and sewer), and insurance. The latter may be included in the overall insurance policy and premiums paid by the City.

Net Operating Income

Table 9-2 on the previous page illustrates that the new airport may be expected to operate at a small net income for years 1-5 and yield a surplus in year 10. Both options presented result in a positive net operating income over the 10-year period analyzed. The city operated and managed option results in a higher net operating income over the ten-year period.

Summary

In summary, the new airport has the potential to attract based and transient aircraft users and, as activity levels increase, result in a positive net operating income that will encourage private sector investment. The net operating income can be applied to debt service requirements on general obligation bonds issued by the City for capital projects at the new airport or held in reserve. It is important to note that federal and state regulations require all revenue generated at the new airport be allocated to the maintenance and operation of the facility, and that there is no diversion of these funds for any other public purpose.



APPENDIX A

SURVEY LETTER/FORM

RICHMOND HILL
GEORGIA

January 5, 2023

RE: New Airport Justification/Feasibility Study

The City of Richmond Hill, Georgia is conducting a New Airport Justification/Feasibility Study to address the aviation needs in Bryan County.

This study will serve as an opportunity to address the potential aviation demand and determine the facility needs to meet that demand. In addition, the study will focus on the criteria needed to meet both the Federal Aviation Administration (FAA) and Georgia Department of Transportation (GDOT) requirements for a new airport.

Your aircraft has been identified from the FAA Registered Aircraft Owners Database as being registered within the Study Area. Attached please find a short survey that we ask you to complete. This survey will help us collect the necessary data for a better-informed decision.

A self-addressed, stamped envelope is provided for the return of this survey. Please return by February 17, 2023.

Thank you for your assistance.

Sincerely,

Chris Lovell
City Manager

P.O. BOX 250 | RICHMOND HILL, GA 31324
WWW.RICHMONDHILL-GA.GOV | PH: 912-756-3345 | FX: 912-756-3368

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). _____

What is the make/model and tail number of your aircraft? _____

Where do you usually begin your trip to the airport? _____

What is your average drive time from your resident to the airport where your aircraft is based? _____

What is the 5-digit zip code at that location? _____

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? _____

Would you be willing to relocate to a new airport in Bryan County? _____

What is the main reason you fly? _____

_____

About how many takeoffs and landings do you perform yearly at your base airport? _____

What is your runway length preference? _____

Are you a seasonal or annual tenant? _____

Do you rent a tiedown, shade, T-hangar, or corporate hangar? _____

How much (in gallons) and what type of fuel did you use last year? _____

Please add any additional comments that you may have. _____

_____

_____

_____

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: _____ Company: _____

Email: _____ Phone Number: _____

Mailing Address: _____ City/Town: _____

State/Province: _____ ZIP/Postal Code: _____ Country: _____

APPENDIX B

RETURNED SURVEYS

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). GA39 & LHW

What is the make/model and tail number of your aircraft? MOONEY M20E (N2581W) CESSNA 150 (N6836F)

Where do you usually begin your trip to the airport? SOUTHBRIDGE

What is your average drive time from your resident to the airport where your aircraft is based? 15 (GA39) 40 (LHW) MINS

What is the 5-digit zip code at that location? 31406

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 30 MINS

Would you be willing to relocate to a new airport in Bryan County? MAYBE (DEPENDING ON PRICING/AMENITIES)

What is the main reason you fly? I'M A FULLTIME FLIGHT INSTRUCTOR, I ALSO FLY TO TRAVEL AND RECREATIONALLY.

About how many takeoffs and landings do you perform yearly at your base airport? BETWEEN 2,000-3,000

What is your runway length preference? 2,600' WITH MEDIUM OBSTACLES OR LONGER

Are you a seasonal or annual tenant? ANNUAL

Do you rent a tiedown, shade, T-hangar, or corporate hangar?

How much (in gallons) and what type of fuel did you use last year? BETWEEN 6,000-7,000 GALLONS AVGAS & MARINE GAS

Please add any additional comments that you may have. I THINK ANOTHER AIRPORT IS GREATLY NEEDED WITH ADDITIONAL HANGAR SPACE FOR OUR EVER-GROWING AVIATION COMMUNITY. THE HANGAR SHORTAGE HAS EXISTED FOR TOO LONG. I THINK A GRASS AIRSTRIP WOULD BE GREAT AS WELL.

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: SHELLI CLAY Company:

Email: SHELLICLAY2020@GMAIL.COM Phone Number: 912-663-5053

Mailing Address: 31 OAK PARK PT City/Town: SAVANNAH

State/Province: GEORGIA ZIP/Postal Code: 31405 Country: U.S.

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). SAV

What is the make/model and tail number of your aircraft? Diamond DA40NG N388LA

Where do you usually begin your trip to the airport? Dutch Island, Savannah

What is your average drive time from your resident to the airport where your aircraft is based? 40minutes

What is the 5-digit zip code at that location? 31406

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 30minutes

Would you be willing to relocate to a new airport in Bryan County? yes

What is the main reason you fly? personal

About how many takeoffs and landings do you perform yearly at your base airport? 40 Takeoffs, 40 Landings

What is your runway length preference? 5000' FL

Are you a seasonal or annual tenant? Annual

Do you rent a tiedown, shade, T-hangar, or corporate hangar? T-hanger

How much (in gallons) and what type of fuel did you use last year? ~~50 gallons Jet A~~ 600 gallons Jet A

Please add any additional comments that you may have.

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: Stephen Rashleigh Company: Rashleigh Holdings LLC

Email: gmrsprsav@mac.com Phone Number: 9126583040

Mailing Address: 18 Liberty Creek Drive City/Town: Savannah

State/Province: GA ZIP/Postal Code: 31406 Country: USA

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). KSAV

What is the make/model and tail number of your aircraft? Cirrus SR22 G6 2021 - N374MM

Where do you usually begin your trip to the airport? Wilmington Island, GA

What is your average drive time from your resident to the airport where your aircraft is based? 30 Minutes

What is the 5-digit zip code at that location? 31410

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 1 hour

Would you be willing to relocate to a new airport in Bryan County? Depends on Facility (hanger space, services, etc)

What is the main reason you fly? pleasure

About how many takeoffs and landings do you perform yearly at your base airport? 200

What is your runway length preference? no shorter than 3500 (5000 preferable)

Are you a seasonal or annual tenant? Annual

Do you rent a tiedown, shade, T-hangar, or corporate hangar? T-Hanger

How much (in gallons) and what type of fuel did you use last year? 2300 Gallons 100LL

Please add any additional comments that you may have. Is there a proposed site in Bryan County that is being looked at?

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: Michael G Cournoyer Company:

Email: wiacllc@gmail.com Phone Number: 912-433-5484

Mailing Address: 712 Wilmington Island Road City/Town: Savannah

State/Province: GA ZIP/Postal Code: 31410 Country: USA

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). SAV

What is the make/model and tail number of your aircraft? PA 28-181

Where do you usually begin your trip to the airport? Pooler

What is your average drive time from your resident to the airport where your aircraft is based? 20 min

What is the 5-digit zip code at that location? 31322

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 30 min

Would you be willing to relocate to a new airport in Bryan County? unknown

What is the main reason you fly? Personal travel

About how many takeoffs and landings do you perform yearly at your base airport? 150

What is your runway length preference? 3000+

Are you a seasonal or annual tenant? annual

Do you rent a tiedown, shade, T-hangar, or corporate hangar? No

How much (in gallons) and what type of fuel did you use last year? 12.00 gal 100LL

Please add any additional comments that you may have.

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: Patrick Hutcheson Company: FTR LLC

Email: patrickhutcheson@hotmail.com Phone Number: 912-433-2379

Mailing Address: ~~Ft~~ 108 Sutton Ln City/Town: Pooler

State/Province: GA ZIP/Postal Code: 31322 Country: USA

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). KLHW

What is the make/model and tail number of your aircraft? Cessna 177RG

Where do you usually begin your trip to the airport? 203 Steele Wood Dr, Richmond Hill, GA 31324

What is your average drive time from your resident to the airport where your aircraft is based? 40 min

What is the 5-digit zip code at that location? 31313

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 30 min

Would you be willing to relocate to a new airport in Bryan County? maybe

What is the main reason you fly? Personal transportation to TX, ND, VT, Nova Scotia, VA. Also, I am a Flight Instructor @ KLHW

About how many takeoffs and landings do you perform yearly at your base airport? ~ 250

What is your runway length preference? 3000+ feet

Are you a seasonal or annual tenant? annual

Do you rent a tiedown, shade, T-hangar, or corporate hangar? T-Hangar

How much (in gallons) and what type of fuel did you use last year? ~ 2000

Please add any additional comments that you may have.

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: Russell MacDonald Company:

Email: rkmacdonald@gmail.com Phone Number: 912-508-5551

Mailing Address: 203 Steele Wood Dr. City/Town: Richmond Hill

State/Province: GA ZIP/Postal Code: 31324 Country: Bryan

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). KSAV

What is the make/model and tail number of your aircraft? 4X MD500 HELICOPTERS

Where do you usually begin your trip to the airport? CHATHAM COUNTY

What is your average drive time from your resident to the airport where your aircraft is based? 35 MIN

What is the 5-digit zip code at that location? 31408

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 35 MIN

Would you be willing to relocate to a new airport in Bryan County? Unable, CHATHAM AIRCRAFT

What is the main reason you fly? CHATHAM COUNTY MOSQUITO CONTROL, LAW ENFORCEMENT, FIRE & RESCUE

About how many takeoffs and landings do you perform yearly at your base airport? 300 - 500

What is your runway length preference? N/A HELICOPTER

Are you a seasonal or annual tenant? ANNUAL

Do you rent a tiedown, shade, T-hangar, or corporate hangar? 4 HANGARS

How much (in gallons) and what type of fuel did you use last year? JET-A, 6-10K

Please add any additional comments that you may have. HAVING A HARD SURFACE SMALL RUNWAY FOR GA TRAFFIC WITHIN 40-60 MINUTES OF SAVANNAH WOULD BE AN EXCELLENT ADDITION TO THE AREA. Private Pilots prefer small UN-TOWERED RUNWAYS.

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: JAKE CLAYTON Company: CHATHAM COUNTY

Email: jclayton@chathamcounty.org Phone Number: 912-790-2570

Mailing Address: 65 Billy B. Hair dr City/Town: Savannah

State/Province: GA ZIP/Postal Code: 31408 Country: USA.

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). KLHW

What is the make/model and tail number of your aircraft? Vans RV-7A N495KL

Where do you usually begin your trip to the airport? Home

What is your average drive time from your resident to the airport where your aircraft is based? 30-35 mins

What is the 5-digit zip code at that location? 31314

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 30 minutes

Would you be willing to relocate to a new airport in Bryan County? Yes

What is the main reason you fly? Personal travel, liesure, avoid I-95, speed

About how many takeoffs and landings do you perform yearly at your base airport? 50-100

What is your runway length preference? 73000 ft

Are you a seasonal or annual tenant? annual

Do you rent a tiedown, shade, T-hangar, or corporate hangar? Box hangar 50x50

How much (in gallons) and what type of fuel did you use last year? 500 Gallons 100LL

Please add any additional comments that you may have. A new airport would need to be business friendly with competitive hangar rent fees with wifi internet included.

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: Ray Eaker Company:

Email: rayeaker@gmail.com Phone Number:

Mailing Address: City/Town:

State/Province: GA ZIP/Postal Code: 31324 Country: Bryan

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). MHP

What is the make/model and tail number of your aircraft? Beech Bonanza

Where do you usually begin your trip to the airport? Pooler

What is your average drive time from your resident to the airport where your aircraft is based? 45 min

What is the 5-digit zip code at that location? 30439

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 30

Would you be willing to relocate to a new airport in Bryan County? Possible

What is the main reason you fly? Travel

About how many takeoffs and landings do you perform yearly at your base airport? 25

What is your runway length preference? 5000

Are you a seasonal or annual tenant? An

Do you rent a tiedown, shade, T-hangar, or corporate hangar? T hanger

How much (in gallons) and what type of fuel did you use last year? 100 Gl 100LL or Mogas

Please add any additional comments that you may have.

+ Mx on Field
+ Mogas on field
+ No noise / TIME Restrictions
+ Wx reporting
+ Approaches

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: M. Fredrick Company:

Email: Phone Number:

Mailing Address: 165 Brooklyn City/Town: Pooler

State/Province: GA ZIP/Postal Code: 31322 Country: US

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). IGAØ

What is the make/model and tail number of your aircraft? Cessna 182P N8048M

Where do you usually begin your trip to the airport? N/A – I live on an airport.

What is your average drive time from your resident to the airport where your aircraft is based? 0

What is the 5-digit zip code at that location? 31331

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? N/A

Would you be willing to relocate to a new airport in Bryan County? No

What is the main reason you fly? Pleasure

About how many takeoffs and landings do you perform yearly at your base airport? 100

What is your runway length preference? 5000 ft.

Are you a seasonal or annual tenant? Permanent

Do you rent a tiedown, shade, T-hangar, or corporate hangar? Own a hangar

How much (in gallons) and what type of fuel did you use last year? 2000 – 100LL

Please add any additional comments that you may have. I wouldn't base my airplane in Richmond Hill but would visit and, perhaps, occasionally buy fuel.

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: Curtis Wilson Company:

Email: Curtis.Wilson@DarienTel.net Phone Number: (912) 704-3463

Mailing Address: 1100 Slow Roll Way NE City/Town: Townsend

State/Province: GA ZIP/Postal Code: 31331 Country: McIntosh

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). LHW (Fort Stewart)

What is the make/model and tail number of your aircraft? Beechcraft Baron B95-B55 N3199W

Where do you usually begin your trip to the airport? From Richmond Hill

What is your average drive time from your resident to the airport where your aircraft is based? 30 minutes

What is the 5-digit zip code at that location? 31313

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 30 minutes / 45 max

Would you be willing to relocate to a new airport in Bryan County? Yes, but only if I have a hanger to keep the plane in.

What is the main reason you fly? Personal and business 50/50

About how many takeoffs and landings do you perform yearly at your base airport? 50

What is your runway length preference? 5000 ft or more

Are you a seasonal or annual tenant? Annual

Do you rent a tiedown, shade, T-hangar, or corporate hangar? Rent T-hanger

How much (in gallons) and what type of fuel did you use last year? About 250 gallons of Low lead 100LL

Please add any additional comments that you may have. The area definately could use a general aviation airport other than Savannah (too busy and too expensive for fuel) and no hanger space. Hinesville (Fort Stewart) where we fly now is fine, but the airspace all around the airport is usually activity, so you have to fly either East/West to go north bound. Really need to have maintenance (mechanic) based at the airport for local and transient aircraft. AVGas

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: Brian Cowell Company:

Email: briancowell@cghsllc.com Phone Number: 912-445-1335

Mailing Address: 161 Saint Catherine Circle City/Town: Richmond Hill

State/Province: GA ZIP/Postal Code: 31324 Country:

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). HODGES AIRPARK 6A39

What is the make/model and tail number of your aircraft? PA 28A N4442X

Where do you usually begin your trip to the airport? 660 YOUNG WAY RICHMOND HILL, GA

What is your average drive time from your resident to the airport where your aircraft is based? 15 MIN

What is the 5-digit zip code at that location? 31419

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 20 MIN

Would you be willing to relocate to a new airport in Bryan County? YES

What is the main reason you fly? PLEASURE

About how many takeoffs and landings do you perform yearly at your base airport? 150

What is your runway length preference? AT LEAST 3000FT

Are you a seasonal or annual tenant? ANNUAL

Do you rent a tiedown, shade, T-hangar, or corporate hangar? SHADE

How much (in gallons) and what type of fuel did you use last year? 1000 100LL

Please add any additional comments that you may have. RETIRED ARMY PILOT WITH 40 YEARS + OF AVIATION EXPERIANCE, AVAILABLE IF YOU NEED ANY HELP. IF YOU WANT TO HAVE A GOING CONCERN I WOULD RECOMMEND A MIN 5000FT RUNWAY AND TAXIWAYS TO ~~ACCO~~ ACCOMMODATE SMALL JET TRAFFIC.

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: KEVIN R HAYES Company: N/A

Email: HAYESKR@COMCAST.NET Phone Number: 912 659-6702

Mailing Address: 660 YOUNG WAY City/Town: RICHMOND HILL

State/Province: GA ZIP/Postal Code: 31324 Country: BRYAN

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). 2GA2

What is the make/model and tail number of your aircraft? AERONCA CHAMP 2804E

Where do you usually begin your trip to the airport? RINCON

What is your average drive time from your resident to the airport where your aircraft is based? 20 MIN

What is the 5-digit zip code at that location? 31326

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 40 MIN

Would you be willing to relocate to a new airport in Bryan County? DEPENDS ON HANGAR RENTAL COST

What is the main reason you fly? SKILL, PLEASURE, INTRODUCE FLYING TO POTENTIAL NEW PILOTS

About how many takeoffs and landings do you perform yearly at your base airport? ~150

What is your runway length preference? 2500 FT

Are you a seasonal or annual tenant? ANNUAL

Do you rent a tiedown, shade, T-hangar, or corporate hangar? COVERED ENCLOSED HANGAR

How much (in gallons) and what type of fuel did you use last year? ~300G 100 LL

Please add any additional comments that you may have.

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: RICK HINGTGEN Company:

Email: Phone Number:

Mailing Address: City/Town: RINCON

State/Province: GA ZIP/Postal Code: 31326 Country: USA

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). SAV

What is the make/model and tail number of your aircraft? Mooney M20F N3525M

Where do you usually begin your trip to the airport? Isle of Hope

What is your average drive time from your resident to the airport where your aircraft is based? 20 minutes

What is the 5-digit zip code at that location? 31406

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 30 minutes to MAX 45 minutes

Would you be willing to relocate to a new airport in Bryan County? Depends on location; Costs

What is the main reason you fly? Transportation

About how many takeoffs and landings do you perform yearly at your base airport? 350

What is your runway length preference? 4-5 thousand feet.

Are you a seasonal or annual tenant? Annual

Do you rent a tiedown, shade, T-hangar, or corporate hangar? Own T-hanger

How much (in gallons) and what type of fuel did you use last year? 1,000 to 1,200 Gal 100LL

Please add any additional comments that you may have. KSAV is hostil to General Aviation. No Competition from SAV, owned; operated by Gulfstream

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: R.M. Davis Company: —

Email: DAVISRM@USA.NET Phone Number: 757-641-4500

Mailing Address: 215 Greenwall Pt. Rd. City/Town: Savannah

State/Province: GA. ZIP/Postal Code: 31406 Country: Chatham

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). 16A∅

What is the make/model and tail number of your aircraft? N24017

Where do you usually begin your trip to the airport? I live on the runway walk to hanger

What is your average drive time from your resident to the airport where your aircraft is based? ∅

What is the 5-digit zip code at that location? 31331

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? ∅

Would you be willing to relocate to a new airport in Bryan County? No

What is the main reason you fly? Recreation

About how many takeoffs and landings do you perform yearly at your base airport? 100

What is your runway length preference? 3500 or more

Are you a seasonal or annual tenant? Own my hanger

Do you rent a tiedown, shade, T-hangar, or corporate hangar? No

How much (in gallons) and what type of fuel did you use last year? 1,000

Please add any additional comments that you may have. I have family in Richmond Hill and would utilize airport to pick them up for trips.

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: Jeff Anderson Company:

Email: jeffa@jeffandbunny.com Phone Number: 770-978-2336

Mailing Address: 1772 Eagle Neck Dr NE City/Town: Townsend

State/Province: GA ZIP/Postal Code: 31331 Country: USA

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). KLHW

What is the make/model and tail number of your aircraft? N927BB

Where do you usually begin your trip to the airport? My home in Richmond Hill

What is your average drive time from your resident to the airport where your aircraft is based? 45 minutes

What is the 5-digit zip code at that location? 31324

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 30 minutes

Would you be willing to relocate to a new airport in Bryan County? Yes

What is the main reason you fly? Pleasure & continued training.

About how many takeoffs and landings do you perform yearly at your base airport? 50 plus

What is your runway length preference? 5,000 feet or more

Are you a seasonal or annual tenant? Annual

Do you rent a tiedown, shade, T-hangar, or corporate hangar? Share a hangar

How much (in gallons) and what type of fuel did you use last year? 100 LL & 320 gallons

Please add any additional comments that you may have. I would relocate my airplane to Richmond Hill if hanger space and fuel were available. An airport in Richmond Hill would be much more convenient. There is a large community of Richmond Hill general aviation pilots, an airport in Richmond Hill would be highly utilized and save a lot of commuting time.

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: Tim Hendricks Company: Low Country Eye

Email: TimDHendricks@gmail.com Phone Number: 912-312-1477

Mailing Address: 22878 Hwy 144 City/Town: Richmond Hill

State/Province: GA ZIP/Postal Code: 31324 Country: USA

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). Statesboro / TBR

What is the make/model and tail number of your aircraft? Beechcraft Model 23, N2386Z

Where do you usually begin your trip to the airport? My home in the Savannah area.

What is your average drive time from your resident to the airport where your aircraft is based? 1 hr. 15 min.

What is the 5-digit zip code at that location? My home: 31406

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? Less than 1 hr. 15 min.

Would you be willing to relocate to a new airport in Bryan County? Yes

What is the main reason you fly? To enjoy flying and to save travel time.

About how many takeoffs and landings do you perform yearly at your base airport? Normally approx. 100.

What is your runway length preference? 3500 + feet.

Are you a seasonal or annual tenant? annual.

Do you rent a tiedown, shade, T-hangar, or corporate hangar? T-hanger

How much (in gallons) and what type of fuel did you use last year? Not much last year. About 30 gal. but usually much more.

Please add any additional comments that you may have. I am very much interested in a nearby airport, closer to my house. But the cost must be minimal. I pay $125/month for a T-hanger & would not pay more or much more anyway. No control tower is a plus. One paved & one grass runway would be good. Sell fuel for a low price & you'll attract customers.

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: Kurt Hoffman Company:

Email: khof1@yahoo.com Phone Number: 912-344-1820

Mailing Address: P.O. Box 15296 City/Town: Savannah

State/Province: GA ZIP/Postal Code: 31416 Country: US

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). TBR

What is the make/model and tail number of your aircraft? Cessna 172L / N4325Q

Where do you usually begin your trip to the airport? ~~R~~ Keller

What is your average drive time from your resident to the airport where your aircraft is based? 1 hour 20min

What is the 5-digit zip code at that location? 31324 (residence); 30461 (TBR)

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 30min

Would you be willing to relocate to a new airport in Bryan County? Yes

What is the main reason you fly? Personal Use

About how many takeoffs and landings do you perform yearly at your base airport? 50+

What is your runway length preference? 5,000 minimum

Are you a seasonal or annual tenant? annual

Do you rent a tiedown, shade, T-hangar, or corporate hangar? T-hangar

How much (in gallons) and what type of fuel did you use last year? 200gal / 100LL

Please add any additional comments that you may have. T-hangar availability is required. I wouldn't change airports without a hangar.

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: Mark Beier Company: —

Email: 1chantanan@comcast.net Phone Number: 912-321-8550

Mailing Address: 513 Victors Ct. City/Town: Richmond Hill

State/Province: Ga ZIP/Postal Code: 31324 Country: Bryan

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). LHW

What is the make/model and tail number of your aircraft? Beechcraft A23A N2361W

Where do you usually begin your trip to the airport? Hope Creek Dr, Richmond Hill

What is your average drive time from your resident to the airport where your aircraft is based? 18 minutes

What is the 5-digit zip code at that location? 31324

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 25 minutes

Would you be willing to relocate to a new airport in Bryan County? Maybe

What is the main reason you fly? Pleasure

About how many takeoffs and landings do you perform yearly at your base airport? 50

What is your runway length preference? 3000' or more

Are you a seasonal or annual tenant? annual

Do you rent a tiedown, shade, T-hangar, or corporate hangar? T-hangar

How much (in gallons) and what type of fuel did you use last year? 500 gallons

Please add any additional comments that you may have. Instrument approach would be needed, self-serve 100LL fuel (or 100UL when available) is desirable.

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: Richard Gaffney Company:

Email: ricgflys@yahoo.com Phone Number: 912-547-9404

Mailing Address: 450 Hope Creek Dr City/Town: Richmond Hill

State/Province: GA ZIP/Postal Code: 31324 Country: USA

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). KSAV

What is the make/model and tail number of your aircraft? VANS RV7 N964RV

Where do you usually begin your trip to the airport? WHITEMARSH ISLAND, SAV

What is your average drive time from your resident to the airport where your aircraft is based? 25 MIN

What is the 5-digit zip code at that location? 31410

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? Comparable Time 25-35 min.

Would you be willing to relocate to a new airport in Bryan County? YES

What is the main reason you fly? In my blood.

About how many takeoffs and landings do you perform yearly at your base airport? 30

What is your runway length preference? 3000

Are you a seasonal or annual tenant? ANNUAL LEASE

Do you rent a tiedown, shade, T-hangar, or corporate hangar? T HANGAR

How much (in gallons) and what type of fuel did you use last year? AV GAS 100LL

Please add any additional comments that you may have. I would Consider a Move to a HANGAR if the Rent is favorable Now I pay $75/mo

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: EDWARD Holmes Company:

Email: allyett1@gmail.com Phone Number: 912 313 9558

Mailing Address: 201 COMMODORE DR City/Town: SAV

State/Province: GA ZIP/Postal Code: 31410 Country: USA

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). KSAV

What is the make/model and tail number of your aircraft? Mooney M20J-201 N1145U

Where do you usually begin your trip to the airport? ~~KSAV~~ 103 Falligant Ave Savannah GA 31410

What is your average drive time from your resident to the airport where your aircraft is based? 30 min

What is the 5-digit zip code at that location? 31410

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 1 hr

Would you be willing to relocate to a new airport in Bryan County? Yes

What is the main reason you fly? Vacation

About how many takeoffs and landings do you perform yearly at your base airport? 25

What is your runway length preference? 5000 ft min

Are you a seasonal or annual tenant? Annual

Do you rent a tiedown, shade, T-hangar, or corporate hangar? T-Hangar

How much (in gallons) and what type of fuel did you use last year? 100 LL 1000 gallons

Please add any additional comments that you may have. Very interested in long term hangar space, willing to drive more to save on hangar cost

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: Donihve Waters Company:

Email: dwaters@mysmileteam.com Phone Number: 912-660-3706

Mailing Address: 103 Falligant Ave City/Town: Savannah

State/Province: GA ZIP/Postal Code: 31410 Country: Chatham

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). SAV

What is the make/model and tail number of your aircraft? GRUMMAN AA5A N26796

Where do you usually begin your trip to the airport? WHITEMARSH ISLAND, GA

What is your average drive time from your resident to the airport where your aircraft is based? 30 MIN

What is the 5-digit zip code at that location? 31410

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 45 MIN

Would you be willing to relocate to a new airport in Bryan County? MAYBE

What is the main reason you fly? I LIKE IT

About how many takeoffs and landings do you perform yearly at your base airport? 50 (+-)

What is your runway length preference? N/A

Are you a seasonal or annual tenant? ANNUAL

Do you rent a tiedown, shade, T-hangar, or corporate hangar? SHADE PORT

How much (in gallons) and what type of fuel did you use last year? 100 LL

Please add any additional comments that you may have. IF HANGER PRICES ARE BETTER THAN SAVANNAH THEN I WOULD CONSIDER MOVING.

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: ROBERT RIVERS Company:

Email: Phone Number: 912-897-0574

Mailing Address: 6 BLOCKADE CT. City/Town: SAVANNAH,

State/Province: GA ZIP/Postal Code: 31410 Country: USA

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). LHW

What is the make/model and tail number of your aircraft? BEECHCRAFT MUSKETEER N2321K

Where do you usually begin your trip to the airport? WILMINGTON ISLAND

What is your average drive time from your resident to the airport where your aircraft is based? 55 MIN

What is the 5-digit zip code at that location? 31410

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 45-55 MINTOES

Would you be willing to relocate to a new airport in Bryan County? DEPENDS

What is the main reason you fly? PLEASURE

About how many takeoffs and landings do you perform yearly at your base airport? 10 - 20

What is your runway length preference? 5,000 FT

Are you a seasonal or annual tenant? ANNUAL

Do you rent a tiedown, shade, T-hangar, or corporate hangar? T-HANGAR

How much (in gallons) and what type of fuel did you use last year? 100LL 50-60 GALLONS

Please add any additional comments that you may have. THERE SHOULD BE NO NEW AIRPORT. THE INVESTMENT THE COUNTY HAS PLACED IN WRIGHT FIELD IS STILL ON GOING AND NECESSARY.

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: TIM HILL Company: —

Email: WOODHILLS+3@OUTLOOK.COM Phone Number: 912-897-9092

Mailing Address: 9 OFF SHORE ROAD City/Town: WILMINGTON ISLAND

State/Province: GA ZIP/Postal Code: 31410 Country: CHATHAM

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). KLHW

What is the make/model and tail number of your aircraft? CESSNA 210

Where do you usually begin your trip to the airport? SAVANNAH / SKIDAWAY ISLAND

What is your average drive time from your resident to the airport where your aircraft is based? 55 MIN

What is the 5-digit zip code at that location? 31411

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 45 MIN

Would you be willing to relocate to a new airport in Bryan County? YES

What is the main reason you fly? RECREATIONAL

About how many takeoffs and landings do you perform yearly at your base airport? 10

What is your runway length preference? 7 3000'

Are you a seasonal or annual tenant? ANNUAL

Do you rent a tiedown, shade, T-hangar, or corporate hangar? TIE DOWN

How much (in gallons) and what type of fuel did you use last year? 1500

Please add any additional comments that you may have.

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: MICHAEL CALARRUDA Company:

Email: MCALARRUDA@GMAIL.COM Phone Number: 912 856 9170

Mailing Address: 222 GREEN ISLAND RD City/Town: SAVANNAH

State/Province: GA ZIP/Postal Code: 31411 Country: USA

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). Not Based at an Airport. Small Homebuilt Experimental Aircraft

What is the make/model and tail number of your aircraft? N166LC PowRachute

Where do you usually begin your trip to the airport? Stored in a trailer - Decomissioned,

What is your average drive time from your resident to the airport where your aircraft is based? N/A

What is the 5-digit zip code at that location? N/A

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? N/A

Would you be willing to relocate to a new airport in Bryan County? N/A

What is the main reason you fly? DO NOT - AGE. To Advanced DOB 8/29/1947

About how many takeoffs and landings do you perform yearly at your base airport? -0-

What is your runway length preference? N/A

Are you a seasonal or annual tenant? N/A

Do you rent a tiedown, shade, T-hangar, or corporate hangar? N/A

How much (in gallons) and what type of fuel did you use last year? -0-

Please add any additional comments that you may have. Out of Service

Not even Started in 10 years

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: Tony Strawbery Company:

Email: Phone Number:

Mailing Address: 122 Coldbrook Circle City/Town: Rincon

State/Province: GA ZIP/Postal Code: 31326 Country: USA

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). IGAO

What is the make/model and tail number of your aircraft? 1968 NANCHANG CJ6A

Where do you usually begin your trip to the airport? HOME

What is your average drive time from your resident to the airport where your aircraft is based? 100 FEET

What is the 5-digit zip code at that location? 31331

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? N.A.

Would you be willing to relocate to a new airport in Bryan County? NO

What is the main reason you fly? RECREATION

About how many takeoffs and landings do you perform yearly at your base airport? 100

What is your runway length preference? 2000 + FT

Are you a seasonal or annual tenant? HANGARED AT RESIDENCE

Do you rent a tiedown, shade, T-hangar, or corporate hangar? NO

How much (in gallons) and what type of fuel did you use last year? 250 GAS 100LL

Please add any additional comments that you may have.

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: TED WENZ Company:

Email: TEDWENZ61@GMAIL Phone Number: 516 901 7836

Mailing Address: 1745 EAGLE NEST DR City/Town: TOWNSEND

State/Province: GA ZIP/Postal Code: 31331 Country: USA

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). METTER

What is the make/model and tail number of your aircraft? PIPER PA-28 N872MA

Where do you usually begin your trip to the airport? WEEK-ENDS

What is your average drive time from your resident to the airport where your aircraft is based? 45 MIN

What is the 5-digit zip code at that location? 30439

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? YES

Would you be willing to relocate to a new airport in Bryan County? YES

What is the main reason you fly? RECREATION

About how many takeoffs and landings do you perform yearly at your base airport? 25-30

What is your runway length preference? NO PREFERENCE

Are you a seasonal or annual tenant? ANNUAL

Do you rent a tiedown, shade, T-hangar, or corporate hangar? HANGAR

How much (in gallons) and what type of fuel did you use last year? 500 GAL. 100LL

Please add any additional comments that you may have.

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: ROBERT E. FALLIGANT Company:

Email: RFALLIGANT1@GMAIL.COM Phone Number: (912) 661-1093

Mailing Address: 109 GROVE PT. IS. RD. City/Town: SAVANNAH

State/Province: GA. ZIP/Postal Code: 31419 Country: CHATHAM

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). KRVJ

What is the make/model and tail number of your aircraft? 1984 BE-58

Where do you usually begin your trip to the airport? RICHMOND HILL

What is your average drive time from your resident to the airport where your aircraft is based? 1 HR

What is the 5-digit zip code at that location? 30453

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 15 MINS

Would you be willing to relocate to a new airport in Bryan County? YES

What is the main reason you fly? BUSINESS

About how many takeoffs and landings do you perform yearly at your base airport? 50

What is your runway length preference? 5,000 +

Are you a seasonal or annual tenant? ANNUAL

Do you rent a tiedown, shade, T-hangar, or corporate hangar? OWN A HANGER

How much (in gallons) and what type of fuel did you use last year? 4,000 GAL (?)

Please add any additional comments that you may have. NEED AN ILS

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: LAMAR SMITH Company:

Email: LSMITH@LAMARSMITH.COM Phone Number:

Mailing Address: 161 TRAVELERS WAY City/Town: RICHMOND HILL, GA

State/Province: GA ZIP/Postal Code: 31324 Country: BRYAN

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). SAV

What is the make/model and tail number of your aircraft? Piper Lance N2148B

Where do you usually begin your trip to the airport? From Home (Savannah)

What is your average drive time from your residence to the airport where your aircraft is based? 15 min

What is the 5-digit zip code at that location? 31405

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 30 min

Would you be willing to relocate to a new airport in Bryan County? Yes

What is the main reason you fly? Pleasure

About how many takeoffs and landings do you perform yearly at your base airport? 50-60 takeoffs & landings

What is your runway length preference? 3000 feet and more

Are you a seasonal or annual tenant? Annual

Do you rent a tiedown, shade, T-hangar, or corporate hangar? tiedown but would love a Hangar

How much (in gallons) and what type of fuel did you use last year? 100LL - 1,500 gal

Please add any additional comments that you may have. I would love to relocate my plane in a T-Hangar in the Richmond Hill area

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: David Karoudjian Company: —

Email: dkaroudjian@hotmail.fr Phone Number: 912-271-5491

Mailing Address: 129 BURTON RD City/Town: SAVANNAH

State/Province: GA ZIP/Postal Code: 31405 Country: USA

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). LHW

What is the make/model and tail number of your aircraft? PA28-180 N825PT

Where do you usually begin your trip to the airport? RICHMOND HILL

What is your average drive time from your resident to the airport where your aircraft is based? 30 MIN

What is the 5-digit zip code at that location? 31324 TO 31314

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 20 MIN

Would you be willing to relocate to a new airport in Bryan County? YES

What is the main reason you fly? PLEASURE

About how many takeoffs and landings do you perform yearly at your base airport? 100

What is your runway length preference? 4000 FT PAVED AND PARALLEL GRASS

Are you a seasonal or annual tenant? ANNUAL

Do you rent a tiedown, shade, T-hangar, or corporate hangar? T-HANGAR 300/MONTH

How much (in gallons) and what type of fuel did you use last year? 600 100LL

Please add any additional comments that you may have. NEED A GPS APPROACH COUPLED WITH OBSTACLE CLEARANCE TO BOTH ENDS OF RUNWAY. NEED SELF SERVICE FUEL.

I'D BE WILLING TO HELP WITH A PLANNING COMMITTEE.

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: ROSS OETJEN Company: TEXANS FLYERS, LLC

Email: RDOETJEN1@COMCAST.NET Phone Number: 912-224-6966

Mailing Address: 1540 WAYBRIDGE WAY City/Town: RICHMOND HILL

State/Province: GA ZIP/Postal Code: 31324 Country: USA

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). TBR (STATESBORO GA)

What is the make/model and tail number of your aircraft? VANS RV-9A N126PS

Where do you usually begin your trip to the airport? Skidaway Island (the landings) SAVANNAH 31411

What is your average drive time from your resident to the airport where your aircraft is based? 1HR 20min.

What is the 5-digit zip code at that location? 30461

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 45min.

Would you be willing to relocate to a new airport in Bryan County? Yes

What is the main reason you fly? PERSONAL USE

About how many takeoffs and landings do you perform yearly at your base airport? 300

What is your runway length preference? 5000 FT

Are you a seasonal or annual tenant? Annual

Do you rent a tiedown, shade, T-hangar, or corporate hangar? CORPORATE.

How much (in gallons) and what type of fuel did you use last year? 700gal - AVGAS 100LL

Please add any additional comments that you may have. I WOULD LOVE TO SEE AN AIRPORT, CLOSER THAN STATESBORO FROM THE LANDINGS. 31411

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: SUKHDEV S KANG Company: RETIRED (DELTA AIRLINES)

Email: DEVKANG101@GMAIL.COM Phone Number: 404-538-7471

Mailing Address: 38 ISLANDERS RETREAT City/Town: SAVANNAH

State/Province: GA ZIP/Postal Code: 31411 Country: USA

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). GA 39

What is the make/model and tail number of your aircraft? C 4701 N1938G

Where do you usually begin your trip to the airport? 220 E 44TH ST.

What is your average drive time from your resident to the airport where your aircraft is based? 25 MIN.

What is the 5-digit zip code at that location? 31419

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 40 MIN.

Would you be willing to relocate to a new airport in Bryan County? NOT AT THIS TIME

What is the main reason you fly? PLEASURE

About how many takeoffs and landings do you perform yearly at your base airport? ABOUT 90

What is your runway length preference? 2500

Are you a seasonal or annual tenant? ANNUAL

Do you rent a tiedown, shade, T-hangar, or corporate hangar?

How much (in gallons) and what type of fuel did you use last year? 93 OCTANE

Please add any additional comments that you may have. IF I LIVED IN THE VICINITY NATURALLY I WOULD BE INTERESTED.

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: C. H. DREXEL Company: N/A

Email: CHDREXEL@AOL Phone Number: 656 2124

Mailing Address: 220 E 44TH ST City/Town: SAVANNAH

State/Province: GA ZIP/Postal Code: 31405 Country: CURTILLY

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). KLHW

What is the make/model and tail number of your aircraft? CESSNA 182P – N9451M

Where do you usually begin your trip to the airport? SAVANNAH (HOME)

What is your average drive time from your resident to the airport where your aircraft is based? 40 MINUTES

What is the 5-digit zip code at that location? 31313

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 30 MINUTES

Would you be willing to relocate to a new airport in Bryan County? YES

What is the main reason you fly? PERSONAL – SEE FAMILY + FRIENDS IN VA + FL

About how many takeoffs and landings do you perform yearly at your base airport? 100 +

What is your runway length preference? 4000'

Are you a seasonal or annual tenant? ANNUAL

Do you rent a tiedown, shade, T-hangar, or corporate hangar? YES

How much (in gallons) and what type of fuel did you use last year? 1300 + 100 LL

Please add any additional comments that you may have. I WOULD DEFINITELY CONSIDER BASING MY PLANE AT NEW LOCATION WHEN BUILT

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: JEFFREY J. SNOW Company:

Email: WARRIOR06A@GMAIL.COM Phone Number: 703 6358911

Mailing Address: 5 SANDY POND CT City/Town: SAVANNAH

State/Province: GA ZIP/Postal Code: 31419 Country: USA

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). 2GA2

What is the make/model and tail number of your aircraft? J3C-65 N7403H

Where do you usually begin your trip to the airport? RINCON, GA 31326

What is your average drive time from your resident to the airport where your aircraft is based? 15 MINUTES

What is the 5-digit zip code at that location? AIRPORT 31329; HOME 31326

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? NO, TOO FAR 20 MINUTES

Would you be willing to relocate to a new airport in Bryan County? NO, TOO MUCH TRAFFIC

What is the main reason you fly? PLEASURE

About how many takeoffs and landings do you perform yearly at your base airport? 150

What is your runway length preference? 5,000

Are you a seasonal or annual tenant? ANNUAL

Do you rent a tiedown, shade, T-hangar, or corporate hangar? T-HANGAR $300/MO

How much (in gallons) and what type of fuel did you use last year? 150

Please add any additional comments that you may have. KSAV IS getting MORE UNFRIENDLY TO GENERAL AVIATION EVERY DAY. NO MORE SELF SERVICE FUEL. 16 SHARK PUMPS REMOVED. AIRPORT ONLY FOR GULFSTREAM AND COMMERCIALS

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: JOE HARRELSON Company:

Email: joetharrelson@windstream.net Phone Number: 912-507-7657

Mailing Address: 26 SILVER LAKE DR City/Town: RINCON

State/Province: GEORGIA ZIP/Postal Code: 31326 Country: USA

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). KLHW

What is the make/model and tail number of your aircraft? Vans RV7 N13PD

Where do you usually begin your trip to the airport? KLHW

What is your average drive time from your resident to the airport where your aircraft is based? 40 mins

What is the 5-digit zip code at that location? 31313

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? Less than 40 min

Would you be willing to relocate to a new airport in Bryan County? Yes

What is the main reason you fly? Closer to Home / Fun

About how many takeoffs and landings do you perform yearly at your base airport? 300

What is your runway length preference? 3000 To 5000 Feet

Are you a seasonal or annual tenant? Annual

Do you rent a tiedown, shade, T-hangar, or corporate hangar? T Hangar

How much (in gallons) and what type of fuel did you use last year? 2800 Gals 100LL

Please add any additional comments that you may have. Price of Hangar Space Instrument Approaches, Night Landing Capability

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: William M Wells Company:

Email: wwells17@comcast.net Phone Number: 912 856-3061

Mailing Address: 108 Mallard Drive City/Town: Savannah

State/Province: GA ZIP/Postal Code: 31419 Country: Chatham

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). 3J1

What is the make/model and tail number of your aircraft? Schleicher ASW-27 N5YA

Where do you usually begin your trip to the airport? Savannah, GA

What is your average drive time from your resident to the airport where your aircraft is based? 1 HR.

What is the 5-digit zip code at that location? 29936

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 1 HR.

Would you be willing to relocate to a new airport in Bryan County? I would consider it

What is the main reason you fly? Recreational

About how many takeoffs and landings do you perform yearly at your base airport? 40

What is your runway length preference? 2,000' (GRASS)

Are you a seasonal or annual tenant? Annual

Do you rent a tiedown, shade, T-hangar, or corporate hangar? Rent space in a Corporate Hangar

How much (in gallons) and what type of fuel did you use last year? Less than 100 gallons (80 gal)

Please add any additional comments that you may have. I am a soaring pilot interested in Non-motorized flight. My requirements are based on a Functioning Club where a Tow plane is Provided for the launch of our Sailplanes (Gliders). (Recommend an Airport with a Parallel Grass Runway for Tail-Draggers).

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: John Summer Company: —

Email: _____ Phone Number: 912-659-4186

Mailing Address: 290 Centerville Unit B City/Town: Savannah

State/Province: GA ZIP/Postal Code: 31406 Country: Chatham

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). JYL

What is the make/model and tail number of your aircraft? Piper PA-30 N8710Y

Where do you usually begin your trip to the airport? SAVANNAH

What is your average drive time from your resident to the airport where your aircraft is based? 1 H 10

What is the 5-digit zip code at that location? 30467

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 30 MIN

Would you be willing to relocate to a new airport in Bryan County? YES

What is the main reason you fly? PERSONAL

About how many takeoffs and landings do you perform yearly at your base airport? 80

What is your runway length preference? 5000'

Are you a seasonal or annual tenant? ANNUAL

Do you rent a tiedown, shade, T-hangar, or corporate hangar? T-HANGAR

How much (in gallons) and what type of fuel did you use last year? 300 GAL (APPROX) 100 LL

Please add any additional comments that you may have. MUST HAVE REASONABLE HANGAR RENT + ACCESS TO AND A/P MECHANIC AND I/A MECHANIC

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: E.W. Smith Company: Retired

Email: wendell1214@bellsouth.net Phone Number:

Mailing Address: 309 Lake Shore Dr. City/Town: SAVANNAH (GEORGETOWN AREA)

State/Province: GA ZIP/Postal Code: 31419 Country: USA

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). SAV

What is the make/model and tail number of your aircraft? C182T

Where do you usually begin your trip to the airport? WILMINGTON ISLAND

What is your average drive time from your resident to the airport where your aircraft is based? 35 MIN.

What is the 5-digit zip code at that location? 31410

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 45 MIN

Would you be willing to relocate to a new airport in Bryan County? DEPENDS ON $ & SERVICES

What is the main reason you fly? RECREATION

About how many takeoffs and landings do you perform yearly at your base airport? _____

What is your runway length preference? ≥ 3000' X 75'

Are you a seasonal or annual tenant? ANNUAL

Do you rent a tiedown, shade, T-hangar, or corporate hangar? T-HANGAR

How much (in gallons) and what type of fuel did you use last year? 100LL HUNDREDS GALS

Please add any additional comments that you may have. HANGAR RENT, FUEL PRICE, FEES, INSTRUMENT APPROACHES, & PRESENCE OF MECHANICS ARE ALL FACTORS.

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: MARK BULOVIC Company: _____

Email: BULOVIC@COMCAST.NET Phone Number: _____

Mailing Address: _____ City/Town: _____

State/Province: _____ ZIP/Postal Code: _____ Country: _____

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). 1GA0

What is the make/model and tail number of your aircraft? Piper PA-24-250 Comanche N5473P

Where do you usually begin your trip to the airport? Home

What is your average drive time from your resident to the airport where your aircraft is based? N/A - I live on Airpark

What is the 5-digit zip code at that location? 31331

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 30 minutes

Would you be willing to relocate to a new airport in Bryan County? Probably not

What is the main reason you fly? To visit relatives in northern states

About how many takeoffs and landings do you perform yearly at your base airport? @ 50

What is your runway length preference? 5000'

Are you a seasonal or annual tenant? annual

Do you rent a tiedown, shade, T-hangar, or corporate hangar? I own my hangar

How much (in gallons) and what type of fuel did you use last year? @ 750 100LL

Please add any additional comments that you may have. My comments may be skewed as I live on an airpark. I would love to see an airport in Bryan County that sells AVGAS at a more reasonable level/price than SAV, Brunswick, or Ft. Stewart.

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: Kelly Bloyer Company: N/A

Email: mbloyer@hotmail.com Phone Number: 913-375-4455

Mailing Address: 1160 Eagle Neck Dr NE City/Town: Townsend

State/Province: GA ZIP/Postal Code: 31331 Country: USA

13 Jan 2023

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). 3J1

What is the make/model and tail number of your aircraft? TECNAM P2002

Where do you usually begin your trip to the airport? SAVANNAH (SOUTHSIDE) @ HOME

What is your average drive time from your resident to the airport where your aircraft is based? 50 min +

What is the 5-digit zip code at that location? 29936 RIDGELAND, SC

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 45 MIN

Would you be willing to relocate to a new airport in Bryan County? MAY BE

What is the main reason you fly? PLEASURE

About how many takeoffs and landings do you perform yearly at your base airport? 70

What is your runway length preference? MINIMUM 3500' (HARD SURFACE 75' WIDE 5000' PREFERRED) W/ GPS APPCH & AWOS

Are you a seasonal or annual tenant? ANNUAL

Do you rent a tiedown, shade, T-hangar, or corporate hangar? CO-OWN 40'x60' HGR

How much (in gallons) and what type of fuel did you use last year? 300 GALLONS+ 93 OCT, NO ETHANOL LOW LEAD AVGAS OR MOGAS (Preferred)

Please add any additional comments that you may have. MUST BE GENERAL AVIATION FRIENDLY, HAVE SELF SERVICE REASONABLY PRICED FUEL, HANGARS FOR RENT/SALE, AWOS, GPS APPROACHES, WOULD LIKE GRASS LANDING AREA AVAILABLE FOR GLIDERS & TAIL DRAGGERS

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: KEITH EDGECOMB Company: RETIRED PROFESSIONAL AVIATOR

Email: keedge1130@gmail.com Phone Number: 808-478-2275

Mailing Address: PO BOX 61208 City/Town: SAVANNAH

State/Province: GA ZIP/Postal Code: 31420 Country: USA

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). GA35

What is the make/model and tail number of your aircraft? RV-10 N865VR

Where do you usually begin your trip to the airport? N/A

What is your average drive time from your resident to the airport where your aircraft is based? N/A

What is the 5-digit zip code at that location? 31302

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? N/A

Would you be willing to relocate to a new airport in Bryan County? No

What is the main reason you fly? Pleasure

About how many takeoffs and landings do you perform yearly at your base airport? 200

What is your runway length preference? 3000 minimum

Are you a seasonal or annual tenant? No

Do you rent a tiedown, shade, T-hangar, or corporate hangar? No

How much (in gallons) and what type of fuel did you use last year? 1800

Please add any additional comments that you may have.

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: Larry Wilson Company:

Email: lwilson1234@gmail.com Phone Number: 912-429-1560

Mailing Address: 300 Old Rail Rd City/Town: Bloomingdale

State/Province: GA ZIP/Postal Code: 31302 Country: US

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). KJYL

What is the make/model and tail number of your aircraft? Evloupe 415-E, N2607H

Where do you usually begin your trip to the airport? Garden City, GA 31408

What is your average drive time from your resident to the airport where your aircraft is based? Roundtrip: 2 hours

What is the 5-digit zip code at that location? 30467

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 30-45 minutes one way would be significant time savings.

Would you be willing to relocate to a new airport in Bryan County? Yes

What is the main reason you fly? To visit friends and relatives and sometimes just to be in the sky as the sun goes down.

About how many takeoffs and landings do you perform yearly at your base airport? approx 50

What is your runway length preference? at least 5,000 feet

Are you a seasonal or annual tenant? Annual

Do you rent a tiedown, shade, T-hangar, or corporate hangar? T-hangar

How much (in gallons) and what type of fuel did you use last year? 100LL; approx 300

Please add any additional comments that you may have. In addition to hangars and self-service fuel, having an AP/IA is very important.

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: Thomas Butler Company:

Email: tom@tmasbutler.com Phone Number: (678)410-9769

Mailing Address: 119 Smith Ave City/Town: Savannah

State/Province: GA ZIP/Postal Code: 31408-1205 Country: Chatham

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). KJYL

What is the make/model and tail number of your aircraft? CESSNA ZION N5383A

Where do you usually begin your trip to the airport? RINCON GA (36 MILES TO AIRPORT)

What is your average drive time from your resident to the airport where your aircraft is based? 40 MIN.

What is the 5-digit zip code at that location? HOME: 31326 AIRPORT 30467

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 40 MINUTES, BUT DEPENDS ON HANGAR PRICING & QUALITY OF AIRPORT

Would you be willing to relocate to a new airport in Bryan County? PERHAPS, BUT NOT LIKELY.

What is the main reason you fly? PERSONAL TRAVEL / HOBBY

About how many takeoffs and landings do you perform yearly at your base airport? ≈ 40

What is your runway length preference? 5,000 - 5,500

Are you a seasonal or annual tenant? ANNUAL TENANT

Do you rent a tiedown, shade, T-hangar, or corporate hangar? T HANGAR

How much (in gallons) and what type of fuel did you use last year? AVGAS 100 / ≈ 990 GALLONS

Please add any additional comments that you may have.

COST OF HANGAR IS AS INFLUENTIAL AS DRIVE TIME. SAVANNAH AIRPORT HANGAR IS AROUND $450/MONTH. KJYL HANGAR IS $150 PER MONTH. RESTAURANT AND REASONABLE FUEL ARE BIG DRAWS.

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: PRATT SUMMERS Company: COLONIAL GROUP

Email: PSUMMERS@COLONIALGROUPINC.COM Phone Number: (912) 547-1595

Mailing Address: 119 HIGH BLUFF ROAD City/Town: RINCON

State/Province: GA ZIP/Postal Code: 31326 Country: EFFINGHAM

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). Plantation / KJYL

What is the make/model and tail number of your aircraft? Mooney M20J N205N

Where do you usually begin your trip to the airport? Pooler, GA

What is your average drive time from your resident to the airport where your aircraft is based? 50min

What is the 5-digit zip code at that location? Pooler 31407 → Sylvania 30467

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 35min

Would you be willing to relocate to a new airport in Bryan County? Yes

What is the main reason you fly? Travel (personal/business), flight training, continuous improvement/experience

About how many takeoffs and landings do you perform yearly at your base airport? 50

What is your runway length preference? 5000

Are you a seasonal or annual tenant? Annual

Do you rent a tiedown, shade, T-hangar, or corporate hangar? Rent T-Hangar

How much (in gallons) and what type of fuel did you use last year? 100LL ~ 12000gals

Please add any additional comments that you may have. Program Manager for Gulfstream employee flight training program → concerned about GA access @ KSAV. Interim Councilman Savannah Area Aviation Association (SAAA) - striplea@gmail.com

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: Tom Huff Company:

Email: fibituffer@gmail.com Phone Number: 912-346-0675

Mailing Address: 148 Brickhill Cir City/Town: Savannah

State/Province: GA ZIP/Postal Code: 31407 Country: US

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). N/A - LHW

What is the make/model and tail number of your aircraft? N9616M SOLD 3/2022

Where do you usually begin your trip to the airport? Richmond Hill

What is your average drive time from your resident to the airport where your aircraft is based? 30 min

What is the 5-digit zip code at that location? 31313

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 15 min

Would you be willing to relocate to a new airport in Bryan County? n/a

What is the main reason you fly? Business and Pleasure

About how many takeoffs and landings do you perform yearly at your base airport? 50

What is your runway length preference? 5000 Feet

Are you a seasonal or annual tenant? I was Annual tenant

Do you rent a tiedown, shade, T-hangar, or corporate hangar? T Hangar

How much (in gallons) and what type of fuel did you use last year? 100 LL

Please add any additional comments that you may have. I am Retired, owner/manager Casey Aviation Services. Lived in Richmond Hill 42 years. I continue to Retain my FAA Pilot, Mechanic and Inspection Auth. I would like to manage the Airport.

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: Ballard Jones III Company: Retired-Aviation-Automotive

Email: bj31950@outlook.com Phone Number: 912-658-1781

Mailing Address: 272 Catherine's View City/Town: Richmond Hill

State/Province: GA ZIP/Postal Code: 31324 Country: Bryan

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). KBQK

What is the make/model and tail number of your aircraft? Air Cam N1703JG

Where do you usually begin your trip to the airport? KBQK

What is your average drive time from your resident to the airport where your aircraft is based? 60 Mins

What is the 5-digit zip code at that location? _____

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? Less than 40 min

Would you be willing to relocate to a new airport in Bryan County? Yes

What is the main reason you fly? Fun

About how many takeoffs and landings do you perform yearly at your base airport? 500

What is your runway length preference? 3000 To 5000 Feet

Are you a seasonal or annual tenant? Annual

Do you rent a tiedown, shade, T-hangar, or corporate hangar? T-80 Hangar

How much (in gallons) and what type of fuel did you use last year? 1500 Gal MoGAS

Please add any additional comments that you may have. Price of Hangar Space Instrument Approaches, Night Landing Capability

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: William M Webb Company: _____

Email: wwebb17@Comcast.Net Phone Number: 912 856-3061

Mailing Address: 108 Mallard Drive City/Town: Savannah

State/Province: GA ZIP/Postal Code: 31419 Country: Chatham

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). 3J1

What is the make/model and tail number of your aircraft? ~~Piper~~ PIPER P28T

Where do you usually begin your trip to the airport? WILMINGTON ISLAND, GA

What is your average drive time from your resident to the airport where your aircraft is based? 50 MIN

What is the 5-digit zip code at that location? 31410

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 45 MIN

Would you be willing to relocate to a new airport in Bryan County? YES

What is the main reason you fly? PLEASURE

About how many takeoffs and landings do you perform yearly at your base airport? 50

What is your runway length preference? AT LEAST 3,500'

Are you a seasonal or annual tenant? ANNUAL

Do you rent a tiedown, shade, T-hangar, or corporate hangar? T-HANGAR

How much (in gallons) and what type of fuel did you use last year? ~600 GAL 100LL

Please add any additional comments that you may have. WITH NEW CONSTRUCTION AT SAVANNAH MANY OWNERS HAVE AND WILL BE DISPLACED. MANY OF THE HANGARS ON THE GENERAL AVIATION RAMP WILL BE DESTROYED AND NOT REBUILT. I WAS PREVIOUSLY HANGARED IN SAVANNAH, BUT WAS FORCED TO MOVE WHEN OUR HANGAR LEASE WAS CANCELLED.

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: DAVID MOLNAR Company: AVIATION ENGINEERING

Email: DMMOLNAR93@GMAIL.COM Phone Number: 912-713-3826

Mailing Address: 121 MARY MUSGROVE DR. City/Town: SAVANNAH

State/Province: GA ZIP/Postal Code: 31410 Country: CHATHAM

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). MHP

What is the make/model and tail number of your aircraft? Cessna 172-D N2420U

Where do you usually begin your trip to the airport? Black Creek, GA

What is your average drive time from your resident to the airport where your aircraft is based? 40 min.

What is the 5-digit zip code at that location? 30439

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? under 40 minutes

Would you be willing to relocate to a new airport in Bryan County?

What is the main reason you fly? Travel, personal enjoyment

About how many takeoffs and landings do you perform yearly at your base airport? 2-10 monthly

What is your runway length preference? 5,000 feet

Are you a seasonal or annual tenant? annual

Do you rent a tiedown, shade, T-hangar, or corporate hangar? rent T-hangar

How much (in gallons) and what type of fuel did you use last year? Avgas 100LL

Please add any additional comments that you may have. Since my husband has been diagnosed with Parkinson's we really no longer fly. We had 2 flying planes @ one time and one or the other was up EVERY weekend. We had 2 hangers. My husband is an A&P mechanic/inspector & a mechanic's hangar is better. often we wished for an airport closer to home for our private planes. (continued)

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: Debra Aylmer Company:

Email: aylmerd5956@gmail.com Phone Number: 912-704-5880

Mailing Address: 5 Hidden Creek DR City/Town: Black Creek

State/Province: GA ZIP/Postal Code: 31308 Country: USA

He has often spoken to pilots from Bryan and nearby counties looking for a place to house their planes.

0

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). KCWV

What is the make/model and tail number of your aircraft? N177KZ

Where do you usually begin your trip to the airport? Savannah

What is your average drive time from your resident to the airport where your aircraft is based? 35 min

What is the 5-digit zip code at that location? _____

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 15 min

Would you be willing to relocate to a new airport in Bryan County? Yes

What is the main reason you fly? Pleasure (some business)

About how many takeoffs and landings do you perform yearly at your base airport? 75-100

What is your runway length preference? 2,500'

Are you a seasonal or annual tenant? Annual

Do you rent a tiedown, shade, T-hangar, or corporate hangar? T-hangar

How much (in gallons) and what type of fuel did you use last year? 100LL / 1,000 gals.

Please add any additional comments that you may have. I am relocating out of state possibly.

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: Randy S. Bolinger Company: U.S.A.F. Auxiliary

Email: BolingerRS@gmail.com Phone Number: 912-707-1219

Mailing Address: _____ City/Town: _____

State/Province: _____ ZIP/Postal Code: _____ Country: _____

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). 1GA0

What is the make/model and tail number of your aircraft? Grumman Tiger AA-5B N81289

Where do you usually begin your trip to the airport? I live next to the runway

What is your average drive time from your resident to the airport where your aircraft is based? N/A

What is the 5-digit zip code at that location? 31331

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? N/A

Would you be willing to relocate to a new airport in Bryan County? NO

What is the main reason you fly? PLEASURE

About how many takeoffs and landings do you perform yearly at your base airport? 20 (est.)

What is your runway length preference? 3,500 ft.

Are you a seasonal or annual tenant? ANNUAL

Do you rent a tiedown, shade, T-hangar, or corporate hangar? NO

How much (in gallons) and what type of fuel did you use last year? 500 (est.) 100LL

Please add any additional comments that you may have. Since I live in an airpark, I would fly to the nearest airport with the cheapest fuel.

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: MIKE COWAN Company:

Email: Phone Number:

Mailing Address: 1134 Slow Roll Way NE City/Town: TOWNSEND

State/Province: GA ZIP/Postal Code: 31331 Country: USA

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). 1GA0

What is the make/model and tail number of your aircraft? RV8 N988NB

Where do you usually begin your trip to the airport? KITCHEN

What is your average drive time from your resident to the airport where your aircraft is based? 15 PACES

What is the 5-digit zip code at that location? 31331

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 15-20 MINS

Would you be willing to relocate to a new airport in Bryan County? MAYBE

What is the main reason you fly? PLEASURE / HUMANITARIAN

About how many takeoffs and landings do you perform yearly at your base airport? 504

What is your runway length preference? 2500 MINIMUM

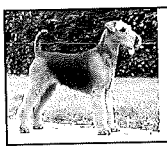
Are you a seasonal or annual tenant? ANNUAL

Do you rent a tiedown, shade, T-hangar, or corporate hangar? NO

How much (in gallons) and what type of fuel did you use last year? FEW HUNDRED GALLONS 100LL

Please add any additional comments that you may have.

Please provide your na



James Kleen
1522 Eagle Neck Drive
Townsend, GA 31331

is optional, but helpful in supporting the study.

Name:

Email:

Phone Number: 912 247 6051

Mailing Address: JAMES.KLEEN@GULFSTREAM.COM City/Town:

State/Province: ZIP/Postal Code: Country:

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). KSAV

What is the make/model and tail number of your aircraft? Piper PA-28-180 N4405T

Where do you usually begin your trip to the airport? Downtown SAVANNAH GA

What is your average drive time from your resident to the airport where your aircraft is based? ~20 minutes.

What is the 5-digit zip code at that location? 31405

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? ~ 35 - 45 minutes -

Would you be willing to relocate to a new airport in Bryan County? Yes → limited availability at SAV

What is the main reason you fly? Personal - Short trips with friends & family

About how many takeoffs and landings do you perform yearly at your base airport? ~ 50

What is your runway length preference? ~ 4000 ft +

Are you a seasonal or annual tenant? Annual.

Do you rent a tiedown, shade, T-hangar, or corporate hangar? Shade - Rent.

How much (in gallons) and what type of fuel did you use last year? 100LL Avgas ~ 150gal.

Please add any additional comments that you may have. I own the Hostess City Aviators flying club in SAVANNAH. We have many challenges but our members enjoy the SAV location. We operate 2 airplanes, want more, and have members in/near Bryant County / Richmond Hill

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: Jawanza Bassue Company: Gulfstream/Hostess City Aviators, Inc.

Email: jawanzabassue@gmail.com Phone Number: 580 678 0999

Mailing Address: 407 E 63rd St. City/Town: SAVANNAH

State/Province: GA ZIP/Postal Code: 31405 Country: Chatham

Feel free to call or email.

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). KVDF

What is the make/model and tail number of your aircraft? 1977 PIPER ARROW II PA28R-201

Where do you usually begin your trip to the airport? HOME (RINCON)

What is your average drive time from your resident to the airport where your aircraft is based? 20 min

What is the 5-digit zip code at that location? 31326

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 45 min

Would you be willing to relocate to a new airport in Bryan County? Depends

What is the main reason you fly? I fly my airplane because I enjoy it. Always loved aviation.

About how many takeoffs and landings do you perform yearly at your base airport? 50-100

What is your runway length preference? >3000'

Are you a seasonal or annual tenant? Annual

Do you rent a tiedown, shade, T-hangar, or corporate hangar? Subleased part of a corporate hangar

How much (in gallons) and what type of fuel did you use last year? 500

Please add any additional comments that you may have. Covid put a huge damper on my flying. Numbers provided are not last year but before Covid. I was forced out of my hangar at SAV due to the impending Gulfstream expansion, so I moved my airplane to VDF where I've been spending more time.
I'm also an ATP licensed G-V typed and freelance corporate fly G450/G550 anywhere.

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: Steve Landers Company:

Email: slanders@yahoo.com Phone Number: 937 272 0107

Mailing Address: 426 WALTHOUR Dr City/Town: RINCON

State/Province: GA ZIP/Postal Code: 31326 Country: USA

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). GA39

What is the make/model and tail number of your aircraft? C-170, N5555C

Where do you usually begin your trip to the airport? Wilmington Island

What is your average drive time from your resident to the airport where your aircraft is based? 45 min

What is the 5-digit zip code at that location? 31410

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 1 hr.

Would you be willing to relocate to a new airport in Bryan County? yes

What is the main reason you fly? Pleasure

About how many takeoffs and landings do you perform yearly at your base airport? 50

What is your runway length preference? 4000' + (grass preferred)

Are you a seasonal or annual tenant? annual

Do you rent a tiedown, shade, T-hangar, or corporate hangar? shade

How much (in gallons) and what type of fuel did you use last year? 200g 100LL

Please add any additional comments that you may have. T hangars with electric would be important in the decision to move.

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: Greg Restel Company: —

Email: grestel@gmail.com Phone Number: 912-401-2602

Mailing Address: 25 Mary Musgrove Dr. City/Town: Savannah,

State/Province: GA ZIP/Postal Code: 31410 Country: USA

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). ICAO

What is the make/model and tail number of your aircraft? PA28-235 · N8896W

Where do you usually begin your trip to the airport? RICHMOND HILL

What is your average drive time from your resident to the airport where your aircraft is based? 30 MINUTES

What is the 5-digit zip code at that location? 31324

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 35 MINUTES

Would you be willing to relocate to a new airport in Bryan County? 100 % YES

What is the main reason you fly? PLEASURE, BUSINESS, INSTRUCTING

About how many takeoffs and landings do you perform yearly at your base airport? 200

What is your runway length preference? 3,500 FT

Are you a seasonal or annual tenant? Annual

Do you rent a tiedown, shade, T-hangar, or corporate hangar? HANGAR

How much (in gallons) and what type of fuel did you use last year? 100LL - 900 GALLONS +

Please add any additional comments that you may have. THIS IS VERY BADLY NEEDED. WITH SAVANNAH GETTING BUSIER WITH GS AND AIRLINES A GA AIRPORT IS BADLY. MORE PEOPLE WOULD BUY AND HAVE AIRCRAFT WITH THIS AIRPORT. I AM BOTH AN ASP IA AND CFI WHO STRUGGLES FOR HANGAR SPACE.

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: SIMON REED Company: BLACKLAB AVIATION

Email: Simonreed15@gmail.com Phone Number: 912 429 9755

Mailing Address: 49 PATRIOT DRIVE City/Town: RICHMOND HILL

State/Province: GA ZIP/Postal Code: 31324 Country: BRYAN

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). SAV

What is the make/model and tail number of your aircraft? Pipa PA32R-301-T; N2369W

Where do you usually begin your trip to the airport? EAST SAVANNAH; Dutch Island

What is your average drive time from your resident to the airport where your aircraft is based? 30 minutes

What is the 5-digit zip code at that location? 31406

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 45 minutes

Would you be willing to relocate to a new airport in Bryan County? yes

What is the main reason you fly? Business

About how many takeoffs and landings do you perform yearly at your base airport? 20 +

What is your runway length preference? 6,000'

Are you a seasonal or annual tenant? annual

Do you rent a tiedown, shade, T-hangar, or corporate hangar? yes, T-hangar for the past 28 years

How much (in gallons) and what type of fuel did you use last year? not sure, but maybe about 900 gallons of 100LL

Please add any additional comments that you may have. As you probably already know, SAV is running general aviation aircraft away from their airport. They are tearing down T-hangars & shade ports so we have no place to keep our airplanes. I must therefore move or sell my airplane. I would be happy to relocate my airplane if you build a new airport not too far from SAVANNAH.

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: Ken Royal Company: The Royal Law Firm

Email: ken@royallaw.com Phone Number: (912) 351-0084

Mailing Address: P.O. Box 19664 City/Town: SAVANNAH

State/Province: SAVANNAH ZIP/Postal Code: 31406 Country: USA

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). BRIER PATCH

What is the make/model and tail number of your aircraft? EXPERIMENTAL - DAPHNE SD1A

Where do you usually begin your trip to the airport? CLYO GA

What is your average drive time from your resident to the airport where your aircraft is based? 00:05

What is the 5-digit zip code at that location? 31303

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? WON'T DRIVE

Would you be willing to relocate to a new airport in Bryan County? NO

What is the main reason you fly? RECREATION

About how many takeoffs and landings do you perform yearly at your base airport? ?

What is your runway length preference? —

Are you a seasonal or annual tenant?

Do you rent a tiedown, shade, T-hangar, or corporate hangar? NO

How much (in gallons) and what type of fuel did you use last year? ?

Please add any additional comments that you may have. I BELIVE MORE HANGAR SPACE WILL BE NEEDED IN THE FUTURE AND ANOTHER AIRPORT COULD FILL THAT NEED

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: ROLAND FERLAND Company:

Email: ROLANDFER@WINDSTREAM.NET Phone Number:

Mailing Address: 296 GREENWOOD RD City/Town: CLYO

State/Province: GA ZIP/Postal Code: 31303 Country: USA

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). KCWV

What is the make/model and tail number of your aircraft? 1953 Cessna 180 N1609C

Where do you usually begin your trip to the airport? Thunderbolt, GA

What is your average drive time from your resident to the airport where your aircraft is based? 20 minutes

What is the 5-digit zip code at that location? 31417

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? Less

Would you be willing to relocate to a new airport in Bryan County? Yes

What is the main reason you fly? Personal travel with this plane, I also fly for work

About how many takeoffs and landings do you perform yearly at your base airport? 25-30

What is your runway length preference? this plane requires very little. In general, it should be as close to 5000 ft as can be to accomodate bigger planes

Are you a seasonal or annual tenant? Annual

Do you rent a tiedown, shade, T-hangar, or corporate hangar? T Hangar

How much (in gallons) and what type of fuel did you use last year? 120 gals, 100LL

Please add any additional comments that you may have. Available, Affordable Hangar space is very limited in this area. Residents and business would greatly benefit from additional options

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: John Berry Company: Gulfstream Aerospace

Email: jcberry@ATT.NET Phone Number: (912)695-7945

Mailing Address: 13 Lakewood Dr. City/Town: Thunderbolt

State/Province: GA ZIP/Postal Code: 31410 Country: USA

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). GA39 - Hodges Airpark

What is the make/model and tail number of your aircraft? Kitfox - N263J

Where do you usually begin your trip to the airport? Home

What is your average drive time from your resident to the airport where your aircraft is based? 15 minutes

What is the 5-digit zip code at that location? 31419

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 30-40 minutes

Would you be willing to relocate to a new airport in Bryan County? yes

What is the main reason you fly? Recreation

About how many takeoffs and landings do you perform yearly at your base airport? 100

What is your runway length preference? 2000 ft, grass acceptable

Are you a seasonal or annual tenant? Annual

Do you rent a tiedown, shade, T-hangar, or corporate hangar? T-hangar

How much (in gallons) and what type of fuel did you use last year? 250 gal - Alcohol free autofuel

Please add any additional comments that you may have. Unleaded av-gas acceptable

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: Jack Scott Company:

Email: jackscott263@gmail.com Phone Number: 912 9253749

Mailing Address: 101 E Sagebrush Ln City/Town: Savannah

State/Province: GA ZIP/Postal Code: 31419 Country: US

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). KSAV

What is the make/model and tail number of your aircraft? PA-32-300 N75DT

Where do you usually begin your trip to the airport? Savannah

What is your average drive time from your resident to the airport where your aircraft is based? 25min

What is the 5-digit zip code at that location? 31405

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 40 min

Would you be willing to relocate to a new airport in Bryan County? Yes

What is the main reason you fly? Pleasure

About how many takeoffs and landings do you perform yearly at your base airport? 120

What is your runway length preference? 4000 - 5000'

Are you a seasonal or annual tenant? Annual

Do you rent a tiedown, shade, T-hangar, or corporate hangar? Shade

How much (in gallons) and what type of fuel did you use last year? 400-500gal of 100LL

Please add any additional comments that you may have. Prefer hangar space - Airport just off I-95 would be preferable.

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: Steve Minish Company:

Email: Sminish@rocketmail.com Phone Number: 912-658-0220

Mailing Address: 403 E. 52nd St. City/Town: Savannah

State/Province: GA ZIP/Postal Code: 31405 Country: USA

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). KSAV

What is the make/model and tail number of your aircraft? EPIC E1000 GX, N912GE

Where do you usually begin your trip to the airport? Springfield, GA

What is your average drive time from your resident to the airport where your aircraft is based? 45 minutes

What is the 5-digit zip code at that location? 31329

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? No Bryan is to far.

Would you be willing to relocate to a new airport in Bryan County? No

What is the main reason you fly? Recreation and work

About how many takeoffs and landings do you perform yearly at your base airport? 50

What is your runway length preference? 4000 plus

Are you a seasonal or annual tenant? annual, moving soon to 2GA2

Do you rent a tiedown, shade, T-hangar, or corporate hangar? T-hangar

How much (in gallons) and what type of fuel did you use last year? 600 gal Jet A

Please add any additional comments that you may have.

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: _____ Company: _____

Email: _____ Phone Number: _____

Mailing Address: _____ City/Town: _____

State/Province: _____ ZIP/Postal Code: _____ Country: _____

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). KMCN

What is the make/model and tail number of your aircraft? CESSNA 150 27635

Where do you usually begin your trip to the airport? IN MY TRUCK (HA HA)

What is your average drive time from your resident to the airport where your aircraft is based? 10 min

What is the 5-digit zip code at that location? 31297

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 10 MIN

Would you be willing to relocate to a new airport in Bryan County? No, I No longer live There.

What is the main reason you fly? Recreation + Work TRIPS

About how many takeoffs and landings do you perform yearly at your base airport? 100 +

What is your runway length preference? 5000'

Are you a seasonal or annual tenant? No longer either but I still have family + Friends in area

Do you rent a tiedown, shade, T-hangar, or corporate hangar? Tie Down

How much (in gallons) and what type of fuel did you use last year? 100LL - 400 + GALS

Please add any additional comments that you may have. A smaller municipal Airport would be great! I'd love to be able to fly in w/o having to deal with the Delta + Mil aircraft @ STWART. Definitely should be 5000' + for corporate traffic. Just ask KPXE.

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: WADE GIBSON Company: Parrish Construction Group

Email: wgibson912@gmail.com Phone Number: 478-244-2780

Mailing Address: 154 White RD City/Town: Byron

State/Province: GA ZIP/Postal Code: 31008 Country: Houston

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). KSAV

What is the make/model and tail number of your aircraft? PIPER ARCHER II 80769

Where do you usually begin your trip to the airport? SAVANNAH - DOWNTOWN

What is your average drive time from your resident to the airport where your aircraft is based? 30 MINUTES

What is the 5-digit zip code at that location? 31401

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport?

Would you be willing to relocate to a new airport in Bryan County? NO

What is the main reason you fly? LEISURE/FUN

About how many takeoffs and landings do you perform yearly at your base airport? 50

What is your runway length preference? 5K+

Are you a seasonal or annual tenant? ANNUAL

Do you rent a tiedown, shade, T-hangar, or corporate hangar? NO

How much (in gallons) and what type of fuel did you use last year? 300 GAL 100LL

Please add any additional comments that you may have I AM NOT A GOOD SOURCE FOR YOUR SURVEY BEING A SENIOR PILOT WITH 25 YEARS OF EXPERIENCE, BUT NEARING THE END OF MY FLYING. I OWN MY T-HANGAR AT KSAV.

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: ROBERT TUCKER Company:

Email: Phone Number:

Mailing Address: 102 E. TAYLOR ST. City/Town: SAVANNAH

State/Province: GA ZIP/Postal Code: 31401 Country:

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). BQK

What is the make/model and tail number of your aircraft? Mooney M20K - N222DK

Where do you usually begin your trip to the airport? Home

What is your average drive time from your resident to the airport where your aircraft is based? 15-20 min.

What is the 5-digit zip code at that location? 31305

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 30-45 minutes depending on service

Would you be willing to relocate to a new airport in Bryan County? Yes

What is the main reason you fly? Leisure

About how many takeoffs and landings do you perform yearly at your base airport? 15-20

What is your runway length preference? 5000' - Need minimum of 3200' personally

Are you a seasonal or annual tenant? annual

Do you rent a tiedown, shade, T-hangar, or corporate hangar? corporate / share

How much (in gallons) and what type of fuel did you use last year? Ø - 100 LL (plane down for repairs)

Please add any additional comments that you may have. Would love a great friendly FBO
Hanger space is a MUST - always never enough
An on site maintenance shop is a plus - even for
small tasks (ie. oil changes)

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: Randy L. Vestal Company: Whiting-Turner Inc.

Email: randy.vestal@outlook.com Phone Number: 919.422.1589

Mailing Address: 1166 Crystal Springs Rd. SE City/Town: Darien

State/Province: GA ZIP/Postal Code: 31305 Country: McIntosh

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). KSAV

What ~~is~~ was the make/model and tail number of your aircraft? N5208V

Where do you usually begin your trip to the airport? POOLER

What is your average drive time from your resident to the airport where your aircraft is based? 15 MINUTES

What is the 5-digit zip code at that location? 31408

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 30 MINUTES

Would you be willing to relocate to a new airport in Bryan County? YES!

What is the main reason you fly? TO PROVIDE FLIGHT INSTRUCTION TO THE GA COMMUNITY

About how many takeoffs and landings do you perform yearly at your base airport? 300

What is your runway length preference? $\geq 5{,}000'$

Are you a seasonal or annual tenant? ANNUAL

Do you rent a tiedown, shade, T-hangar, or corporate hangar? TIEDOWN BUT WOULD PREFER HANGAR

How much (in gallons) and what type of fuel did you use last year? 100LL - 1,000 GALS

Please add any additional comments that you may have. WITH THE REDUCTION IN GA RAMP SPACE AT KSAV THERE IS A LOT OF DEMAND & MANY OF THE OUTLYING AIRPORTS ARE RELATIVELY FAR AWAY AND HAVE LIMITED SPACE. AN ADDITIONAL AIRPORT, ESPECIALLY TO THE SOUTH OF SAVANNAH IS SORELY NEEDED

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: TIM GRANDE Company: POINTBLANK AVIATION / THINK GRANDE LLC

Email: TIMGRANDE@GMAIL.COM Phone Number: 518-817-3343

Mailing Address: _____ City/Town: _____

State/Province: _____ ZIP/Postal Code: _____ Country: _____

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). KSAV

What is the make/model and tail number of your aircraft? 2019 PC-12 805PE

Where do you usually begin your trip to the airport? Savannah

What is your average drive time from your resident to the airport where your aircraft is based? 25 min

What is the 5-digit zip code at that location? ~~~~

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 45 min

Would you be willing to relocate to a new airport in Bryan County? Very Possible

What is the main reason you fly? Business

About how many takeoffs and landings do you perform yearly at your base airport? 200-300

What is your runway length preference? 5000

Are you a seasonal or annual tenant? Annual

Do you rent a tiedown, shade, T-hangar, or corporate hangar? Corporate

How much (in gallons) and what type of fuel did you use last year? Jet A + / 31,000-50,000

Please add any additional comments that you may have. Would like to own our hanger. or Purchase.

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: Jacob Rhodes (Chief of Staff) Company: Byrd's Famous Cookies

Email: jrhodes@byrdcookiecompany.com Phone Number: 478-290-3631

Mailing Address: 6710 Waters Ave City/Town: Savannah

State/Province: GA ZIP/Postal Code: 31406 Country:

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). LHW

What is the make/model and tail number of your aircraft? BE-55 N3199W

Where do you usually begin your trip to the airport? Richmond Hill, GA

What is your average drive time from your resident to the airport where your aircraft is based? 40 Minutes

What is the 5-digit zip code at that location? 31324

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 20 Minutes

Would you be willing to relocate to a new airport in Bryan County? Yes

What is the main reason you fly? Business + Pleasure

About how many takeoffs and landings do you perform yearly at your base airport? 60

What is your runway length preference? 5,000

Are you a seasonal or annual tenant? Annual

Do you rent a tiedown, shade, T-hangar, or corporate hangar? T-Hangar

How much (in gallons) and what type of fuel did you use last year? 100LL 150 gallons

Please add any additional comments that you may have. 5000' x 100 Minimum Runway Length Plenty of T-Hangar availability Lower cost fueling Available office space Call me anytime

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: Neal Brandt Company: Tillery Aviation LLC

Email: nbrandt3@gmail.com Phone Number: 704-441-1003

Mailing Address: 1803 River Oaks Dr City/Town: Richmond Hill

State/Province: GA ZIP/Postal Code: 31324 Country: BRYAN

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). SAV

What is the make/model and tail number of your aircraft? N6223V, Cessna 172RG

Where do you usually begin your trip to the airport? Bloomingdale

What is your average drive time from your resident to the airport where your aircraft is based? 30 min

What is the 5-digit zip code at that location? 31302

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 30 min

Would you be willing to relocate to a new airport in Bryan County? YES

What is the main reason you fly? personal and business travel

About how many takeoffs and landings do you perform yearly at your base airport? 50

What is your runway length preference? 5000 ft

Are you a seasonal or annual tenant? annual, all year

Do you rent a tiedown, shade, T-hangar, or corporate hangar? shade-port

How much (in gallons) and what type of fuel did you use last year? 100LL, 500 gal

Please add any additional comments that you may have. I would seriously consider moving my residence to South Bryan or Richmond Hill considering a general aviation airport there.

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: Clay Harden Company: Gulfstream

Email: clayharden@gulfstream.com Phone Number: 912-704-5913

Mailing Address: 156 Carrie Rd. City/Town: Bloomingdale

State/Province: GA ZIP/Postal Code: 31302 Country: US

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). SAV

What is the make/model and tail number of your aircraft? Cessna 210

Where do you usually begin your trip to the airport? SAV

What is your average drive time from your resident to the airport where your aircraft is based? 30 min

What is the 5-digit zip code at that location? _____

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 15 min

Would you be willing to relocate to a new airport in Bryan County? yes

What is the main reason you fly? Business Travel / Personal

About how many takeoffs and landings do you perform yearly at your base airport? 30 – 40

What is your runway length preference? 5000 feet or Greater.

Are you a seasonal or annual tenant? Annual

Do you rent a tiedown, shade, T-hangar, or corporate hangar? T-hanger.

How much (in gallons) and what type of fuel did you use last year? 100LL > 2,000 gallons/year

Please add any additional comments that you may have. Local Airport would be A big boost to the Area as a general Aviation Reliever to KSAV. CSA is becoming Increasingly Difficult @ KSAV.

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: Don Gates Company: _____

Email: N8201M@aol.com Phone Number: _____

Mailing Address: _____ City/Town: _____

State/Province: _____ ZIP/Postal Code: _____ Country: _____

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). _____

What is the make/model and tail number of your aircraft? Piper J3C N10682

Where do you usually begin your trip to the airport? South side Sav.

What is your average drive time from your resident to the airport where your aircraft is based? 20 min

What is the 5-digit zip code at that location? _____

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 45 min.

Would you be willing to relocate to a new airport in Bryan County? _____

What is the main reason you fly? recreation

About how many takeoffs and landings do you perform yearly at your base airport? 100 +

What is your runway length preference? 2500

Are you a seasonal or annual tenant? annual

Do you rent a tiedown, shade, T-hangar, or corporate hangar? Hanger - a must

How much (in gallons) and what type of fuel did you use last year? _____

Please add any additional comments that you may have. would welcome a new airport facility. General aviation suffers in this area as a result of lacking facilities.

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: Albert Quante Company: _____

Email: captalbertq@hotmail.com Phone Number: 912 341 9290

Mailing Address: 101 Holcomb St. City/Town: Sav.

State/Province: GA. ZIP/Postal Code: 31406 Country: Chatham

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). LHW

What is the make/model and tail number of your aircraft? V35B N7PK

Where do you usually begin your trip to the airport? Midway GA

What is your average drive time from your resident to the airport where your aircraft is based? 25 minutes

What is the 5-digit zip code at that location? 31320

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 30 minutes

Would you be willing to relocate to a new airport in Bryan County? YES

What is the main reason you fly? Pleasure

About how many takeoffs and landings do you perform yearly at your base airport? 30-50

What is your runway length preference? 6,000

Are you a seasonal or annual tenant? ANNUAL

Do you rent a tiedown, shade, T-hangar, or corporate hangar?

How much (in gallons) and what type of fuel did you use last year? 1500 100LL

Please add any additional comments that you may have. gas price, hangar rent and county taxes will determine my preference

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: Robert Bohn Company:

Email: bohn_osprey@hotmail.com Phone Number: 912-977-6088

Mailing Address: 52 Fig Tree Rd City/Town: Midway

State/Province: GA ZIP/Postal Code: 31320 Country: Liberty

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). KSAV

What is the make/model and tail number of your aircraft? Piper PA 28R N3950T

Where do you usually begin your trip to the airport? Savannah

What is your average drive time from your resident to the airport where your aircraft is based? 25 min

What is the 5-digit zip code at that location? 31404

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 30 min

Would you be willing to relocate to a new airport in Bryan County? Yes

What is the main reason you fly? Pleasure

About how many takeoffs and landings do you perform yearly at your base airport? 100

What is your runway length preference? 5000

Are you a seasonal or annual tenant? Annual

Do you rent a tiedown, shade, T-hangar, or corporate hangar? T-Hangar

How much (in gallons) and what type of fuel did you use last year? 500

Please add any additional comments that you may have.

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: William Schubert Company: Pinewind Landscape

Email: WPSCHUBERT@HOTMAIL.COM Phone Number: 912-213-2318

Mailing Address: 4 Sedgebank Rd City/Town: Savannah

State/Province: GA ZIP/Postal Code: 31404 Country: USA

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). Hodges Airpark GA39

What is the make/model and tail number of your aircraft? PIPER PA28-180 N7299W

Where do you usually begin your trip to the airport? SAVANNAH

What is your average drive time from your resident to the airport where your aircraft is based? 20 min

What is the 5-digit zip code at that location? 31405

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 35 mins

Would you be willing to relocate to a new airport in Bryan County? Possibly

What is the main reason you fly? Personal Travel

About how many takeoffs and landings do you perform yearly at your base airport? 50

What is your runway length preference? >2500 FT

Are you a seasonal or annual tenant? Annual

Do you rent a tiedown, shade, T-hangar, or corporate hangar? SHADE - OPEN HANGAR

How much (in gallons) and what type of fuel did you use last year? Boogers 100LL

Please add any additional comments that you may have.

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: DAVID BUGNER Company:

Email: dbugner71@gmail.com Phone Number: 318 235 0999

Mailing Address: 510 WHEELER ST City/Town: SAVANNAH

State/Province: GA ZIP/Postal Code: 31405 Country: USA

New Airport Justification/Feasibility Study, Richmond Hill, GA

Aircraft Owner/User Survey

Where do you base your aircraft? (Insert airport name/3-letter identifier, or N/A if not applicable). GA39

What is the make/model and tail number of your aircraft? VANS RV-6 N16KJ

Where do you usually begin your trip to the airport? HOME

What is your average drive time from your resident to the airport where your aircraft is based? 30 MIN.

What is the 5-digit zip code at that location? 31405

If a new airport in Bryan County met your needs, what is the maximum time you would be willing to drive to reach the airport? 50 MIN.

Would you be willing to relocate to a new airport in Bryan County? YES

What is the main reason you fly? PERSONAL

About how many takeoffs and landings do you perform yearly at your base airport? 50

What is your runway length preference? 3000'

Are you a seasonal or annual tenant? ANNUAL

Do you rent a tiedown, shade, T-hangar, or corporate hangar? HANGAR

How much (in gallons) and what type of fuel did you use last year? 120 GAL AVFUEL 100LL

Please add any additional comments that you may have.

Please provide your name and email address. Additional information is optional, but helpful in supporting the study.

Name: KEVIN JONES Company:

Email: Phone Number:

Mailing Address: City/Town:

State/Province: ZIP/Postal Code: Country:

Timestamp	Email Address	Where do you base your a	What is the make/model o	Where do you usually beg	What is your average driv	What is the 5-digit zip cod	If a new airport in Bryan C	Would you be willing to rel	What is the main reason y	About how many takeoffs	What is your runway lengt	Are you a seasonal or ann	Do you rent a tiedown, sh	How much (in gallons) an	Please add any additional	Name	Company	Phone Number	Mailing Address
1/17/2023 20:39:59	kristian.kaepernick@googlemail.com	SAV	Cessna, 172RG, N8223V	Richmond Hill	25 minutes	31324	30 Minutes	Yes	Recreation	40	6000ft	Annual	Yes	1200 gal, 100LL (Avgas)	I would love to fly out of R	Kristian Kaepernick	Rolls-Royce	3164095357	34 Sand Spur, Richmond Hill, GA 31324
1/22/2023 17:59:12	thomas@weiss.tw	SAV	Cessna 172RG N8223V	Wilderways Community, R	35min	31324	25	Yes	Proficiency, time building,	110	4500	Annual	Yes	900gal 100LL	Survey should be extende	Thomas Weiss			
1/23/2023 0:38:20	meyerew@gmail.com	SAV	Beech Bonanza, N5351E	Habersham Woods area,	25min	31405	40	Yes	Personal/Business	40	4,500-6000'	Annual	Yes	1,800 gallons, 100LL	Wishing you success in ob	Ted Meyer	Gulfstream	9372120063	312 Jackson Woods Blvd, Savannah GA 31405

APPENDIX C

FAA ORDER 5090.5
TABLE 3-3

Table 3-3 Initial Screening Requirements for a Facility to be *Considered* for Inclusion in the NPIAS

Type of Airport	Screening Requirement
An existing airport meeting the definition of a commercial service airport must be included in the NPIAS.	The airport must be publicly owned, publicly accessible, have scheduled air carrier service, and 2,500 or more annual passenger boardings.
An *existing* public-use general aviation airport or seaplane base must satisfy ALL the screening requirements at the time of request to be considered for inclusion.	• Operated by a sponsor eligible to receive federal funds and meet obligations. • Used by 10 or more operational and airworthy aircraft based on the airport. The aircraft tail numbers must be provided and validated against the FAA Aircraft Registry. • Located at least 30 miles from the nearest NPIAS airport. The 30-mile calculation must consider all existing NPIAS airports within a 30-mile radius, even if it is in an adjacent state. • Demonstrates an identifiable role in the national system (such as a basic, local, regional, or national). • Included in a state or territory aviation system plan with a role similar to the federal role, and recommended by the airport's state or territory aviation authority to be a part of the NPIAS. • A review by the FAA finds no significant airfield design standard deficiencies, compliance violations, or wetland or wildlife issues. An existing public-owned airport that does not meet all of these criteria may be considered for inclusion using a "special justification" that it fulfills a unique role in the national system as identified in Table 3-2 under Basic (e.g., an isolated community, Native American). The airport would be considered Unclassified until it can meet the criteria for a role as shown in Table 3-2. A public-owned airport that is co-located with a commercial space transportation facility may be considered for inclusion if the airport's activities not related to space transportation (such as its based aircraft, annual operations, and types of aircraft operations) meet the NPIAS entry criteria. If an airport with commercial space activities is included in the NPIAS, commercial space related development is not eligible for AIP funding.

Type of Airport	Screening Requirement
An *existing* public-use airport requesting inclusion as a reliever airport must satisfy ALL the screening requirements at the time of request to be considered for inclusion:	Operated by a sponsor eligible to receive federal funds and obligations. Used by 100 or more operational and airworthy aircraft based on the airport property. The aircraft tail number must be provided and validated by the FAA against the FAA Aircraft Registry. Relieves a large- or medium-hub airport that is operating at 60% or more of its capacity. The number of existing relievers already designated for the large- or medium-hub will be taken into account. Demonstrates an identifiable role in the national system (such as national or regional) and submits information confirming the candidate airport's ability to fulfill that role (e.g., feasibility to develop facilities to accommodate jets, compatible land-use, and available resources to maintain and improve the facility). Included in a state system plan with a role similar to the federal role and recommended by the airport's state or territory aviation authority to be a part of the NPIAS. A review by the FAA finds no significant airfield design standard deficiencies, compliance violations, or wetland or wildlife issues. Privately owned public-use airports may be considered for inclusion in the NPIAS if the FAA determines the airport meet all the reliever criteria identified above and serves a demonstrated critical role in the national system.

Type of Airport	Screening Requirement
A proposed commercial service or general aviation public airport (replacement, supplemental, or additional) must provide evidence it will satisfy the criteria as shown in Table 3-2 and meet these additional requirements.	• Demonstrates how the airport will meet the operational activity required (through a forecast validated by the FAA) within the first 5 years of operation. The operational activity at the new airport should not be based on attracting existing demand from other airports, unless there is a demonstrable deficiency in safety or standards at these other airports. • Provides enhanced facilities that will accommodate the current aviation activity and improve functionality as well as provide room for future development based on imminent justified demand. • Shows a Benefit-Cost Analysis rating of 1.0 or more. (Information on when and how to conduct a Benefit-Cost Analysis is in FAA Order 5100.38, *Airport Improvement Program Handbook,* and FAA Airport Benefit-Cost Analysis Guidance.) • Presents a detailed financial plan for the proposed airport to accomplish its construction and ongoing maintenance. • Level of local support/consensus is adequate to achieve the development of the new airport. A proposed public-owned airport that does not meet all of the criteria may be considered for inclusion using a "special justification"; if it can demonstrate that, it will fulfill a unique role in the national system as identified in Table 3-2 (e.g., an isolated community, Native American).
An existing public-owned public-use heliport may be considered for inclusion in the plan if it makes a significant contribution to public transportation. It must satisfy these criteria at the time of request.	• Operated by a sponsor eligible to receive federal funds and meet obligations. • Used by 4 or more operational and airworthy rotorcraft based at the heliport for at least 2 years prior to this request and 400 annual IFR Flights. • Be part of the state airport system plan. Note: Private use heliports or special service heliports that primarily provide community services such as police patrol, traffic surveillance, or air ambulance transportation are not included in the NPIAS.

APPENDIX D

SUPPORT LETTERS

SENATOR BEN WATSON, MD
District 1
325-A Coverdell Legislative Office Building
18 Capitol Square, S.W.
Atlanta, Georgia 30334
Tel: (404) 656-7880

Ben.Watson@senate.ga.gov

COMMITTEES:
Health and Human Services, Chairman
Community Health, Human Development & Public Health, Appropriations Sub-Committee Chairman
Economic Development & Tourism, Ex-Offcio
Administrative Affairs
Appropriations
Judiciary
Rules

The State Senate

Atlanta, Georgia 30334

March 21, 2023

Chris Lovell
City Manager of Richmond Hill
P.O. Box 250
Richmond Hill, GA 31324

Dear Mr. Lovell,

I write to strongly support the City of Richmond Hill's intent to develop a municipal airport. I believe this endeavor will bring quantifiable benefits to our community and beyond. Adding an air service would pave the way for local businesses in Bryan County to enter the global market while retaining their hometown roots.

The proposed airport does not plan to accommodate commercial or large plane travel. However, it would provide the necessary infrastructure to attract new businesses and trade. Specializing in regional needs, the airport can provide swift flights for small to medium-sized companies. Moreover, an airport devoted to local necessities is vital in cases of emergency where every minute is crucial. The local airport can accommodate the quick, efficient delivery of supplies and services such as disaster relief, aeromedical services, and law enforcement.

Airports are known to be economic multipliers in the areas they serve. For every dollar invested, the output of economic benefit is over $2. The addition provides an economic landscape where new and current businesses can succeed while increasing the region's tax base.

I look forward to the future implementation of this project and the benefits it will bring to my constituency. I am available at 404-656-7880 or Ben.Watson@senate.ga.gov for any further discussion.

With sincerity,

Senator Ben Watson, M.D.
Senate Health & Human Services Committee, Chair
District 1

HOUSE OF REPRESENTATIVES

RON STEPHENS
REPRESENTATIVE, DISTRICT 164
45 COVE DRIVE
SAVANNAH, GA 31419
912.596.1998
Ron.Stephens@house.ga.gov

226 STATE CAPITOL
ATLANTA, GEORGIA 30334
404-656-5115 Office
404-656-4122 Fax

STANDING COMMITTEES
ECONOMIC DEVELOPMENT & TOURISM, Chairman
APPROPRIATIONS
RULES
WAYS & MEANS

March 21, 2023

I am writing to express support for the City of Richmond Hill intent to develop a municipal airport.

In November 2022, the City of Richmond Hill contracted with Holt Consulting Company, LLC to conduct a new airport limited feasibility study. This preliminary planning project's purpose is to develop basic operational, financial, and environmental information about a proposed airport and justify bringing the concept of a municipal airport into fruition.

Municipal airports are vital to any locality because of their quantifiable benefits to the people and to the community itself. They may not be able to accommodate large and commercial planes, but they become a gateway for fast interstate and regional travel – and that is crucial to bringing value to the entire South Bryan community.

Here are some of the reasons why our community would benefit from building one:

- **It boosts economic activity.** A municipal airport provides the capability for fast and on-demand transportation, which attracts new business and trade to come to a community. Aside from being transportation hubs, airports significantly drive economic activity in the regions that surround them by facilitating connections between people and businesses. Research has shown that airports are economic multipliers. For every dollar invested in an airport, the economic benefit is more than $2.

- **It accommodates fast delivery of services and relief.** All vital services that are essential happen in general aviation. A community airport provides immediate and swift flights for small and mid-sized businesses. Moreover, a local airport is especially important in emergency cases such as bringing in disaster relief, aeromedical services, and law enforcement. Municipal airports are important to a community because they provide local businesses with access to the global market. They help retain and attract business to a community while providing jobs and economic prosperity for the area. Safe, efficient air service creates an environment that allows both existing and new business to succeed while increasing a community's tax base.

Your favorable consideration will be very much appreciated.

Sincerely,

Ron Stephens
State Representative, District 164

DEVELOPMENT AUTHORITY OF
BRYAN COUNTY
Where industry feels at home.

March 9, 2023

Mr. Robbie Ward
Richmond Hill City Council
40 Richard Davis Dr.
Richmond Hill, GA 31324

RE: Letter of Support for Municipal Airport Feasibility Study

Dear Robbie,

The Development Authority of Bryan County (DABC) would like to offer this letter of support for the city of Richmond Hill's initiative to conduct a feasibility study to examine the possibility of developing a municipal airport within the city limits. Our understanding is that this feasibility study will examine the basic operational, financial, and environmental considerations that should be made when considering whether to proceed with the development of an airport.

A municipal airport has the potential to help the DABC in its mission to recruit new industries to Bryan County to create new job opportunities for residents of our community and the region. Very often, when a company interested in moving to the area sends us a request for information, we are asked how close the nearest airport is to the site under consideration. Having an airport within Bryan County would allow us to answer this question more positively.

We will be interested to learn about the feasibility of developing a municipal airport in Richmond Hill because of its potential positive impact on the community and economic development. We support the City's effort to conduct a feasibility study and look forward to seeing the study results.

Sincerely,

Jon Seagraves
Chairman

Street address: 116 Lanier Street, Pembroke, GA 31321 USA
Mailing address: Post Office Box 267, Pembroke, GA 31321 USA
Shipping address: 151 S. College Street, Pembroke, GA 31321 USA
Telephone: +1 912-653-4967 Fax: +1 912-653-4978
E-Mail: anna.chafin@bryan-county.org ~ Website: www.bryancountyga.com

APPENDIX E

DETAILED DEVELOPMENT COSTS

New Airport Limited Feasibility Study
Development Costs - Initial Layout

RICHMOND HILL PROPOSED AIRPORT

RICHMOND HILL
GEORGIA

Phase Area	Phased Element Description	ESTIMATED COST	REMARKS
	Master Plan/Site Selection/Environmental Assessment	$700,000.00	
	Pre-Construction Items		
A	Property Acquisition - 298 Acres Minimum for Runway, RPZ, Terminal Area Development and Entrance Road	$3,725,000.00	Cost Developed by Thomas & Hutton (assuming $12.5k/acre)
B	Avigation Easements (Estimated 30 Acres - up to 100' tree height in approaches, assumed 7 maximum affected parcels)	$350,000.00	Costs based on recent avigation easements at Ridgeland-Claude Dean Airport, assuming $50k per parcel to cover professional services and easement
C	Wetland Fill Mitigation - Initial Facility Construction	$5,216,000.00	32 Acres of Fill Impacts calculated based on NWI boundaries
D	Wetland Temporary Impacts - Initial Facility	$2,350,000.00	47 Acres of Temporary Clearing impacts calculated based on NWI boundaries
	Construction Elements		
1	New Runway 17-35 - Initial 5000' x 75' with Minimal Taxiways	$18,000,000.00	Includes B-II 5000' x 75' runway, taxiwa turnarounds on each end, midfield connector taxiway, edge lighting, PAPI-2 for both ends, lighted wind cone and segmented circle, lighting vault, main drainage and 4 permanent detention ponds
2	Terminal Apron - Initial (293' x 421')	$3,000,000.00	Initial terminal aircraft parking apron with 18 small aircraft parking spaces and ADG-II taxilanes and concrete aircraft fueling pad and 4 apron mast lights
3	Interim 3600 SF Terminal Building (Modular)	$75,000.00	Estimated Lease/Rental Cost Per Year (Based on 3J1 Costs)
4	New Access Road, Parking, Utilities	$5,800,000.00	24' wide entrance road connection to Belfast Keller Road, 8" Water Main to Site, 2" Force Main to Site, Standard Pump Station with Fencing, 8" Gravity Sewer at Site connected to Pump Station, 3-Phase power to site, public parking lot pavement with curb and gutter, drainage, detention pond for terminal area.
5	Fuel Farm and Fuel Trucks	$1,200,000.00	Includes 12,000 gallon AvGas and 12,000 gallon Jet A packaged systems and self-service AvGas station, concrete pad with bollards. Also includes 2 fuel trucks
6	T-Hangars and Taxilanes	$7,200,000.00	2 ~ 16 Unit T-Hangar Buildings (12-14' Door Height, 42'-44' Door Width, Taxilane Pavement, Bathroom in One T-Hangar Building, Utilities, Drainage
	TOTAL ESTIMATED INITIAL FACILITY COST, ROUNDED	**$48,000,000.00**	

Costing Notes:
All costs shown are in 2023 dollars.
All construction costs have 15% contingency added.
Construction projects include 15-20% to cover professional services (varies based on complexity of project)
Hangar Projects include 12% to cover professional services

HOLT
CONSULTING COMPANY, LLC.

New Airport Limited Feasibility Study
Development Costs - Ultimate Layout

RICHMOND HILL PROPOSED AIRPORT

RICHMOND HILL
GEORGIA

Phase Area	Phased Element Description	ESTIMATED COST	REMARKS
	Pre-Construction Items		
E	Wetland Fill Mitigation - Ultimate Facility Construction	$5,053,000.00	31 Acres of Fill Impacts calculated based on Updated Wetland boundaries
F	Wetland Temporary Impacts - Ultimate Facility	$850,000.00	17 Acres of Temporary Clearing and fence impacts calculated based on Updated wetland boundaries
	Construction Elements		
7	Parallel Taxiway	$6,300,000.00	35' Wide Full Parallel Taxiway with connectors (for 5000' Runway), Including Edge Lighting/Signage
8	Ultimate Runway (5500' x 100')	$8,400,000.00	Extend Runway 500' on RWY 35 End, Widen Runway to 100', Upgrade RSA from B-II to C-II, Including Extension of Taxiway A on South End
9	Terminal Aircraft Apron - South Expansion	$6,000,000.00	Extend Terminal Apron 640' South for Additional Aircraft and Hangar Connectivity. Also includes Access Road Extension (South) and trunk utilities
10	MRO Hangar Facility	$4,500,000.00	100' x 150' Maintenance, Repair, Overhaul Hangar, Parking and Utilities
11	Intermediate Corporate Box Hangar (Building, Parking, Utilities)	$7,800,000.00	Includes cost for 3 ~ 100' x 100' Box Hangars, including parking,access drives, utility connections.
12	Corporate Hangar Apron (South of Terminal)	$5,000,000.00	250' x 850' ADG-II Apron Suitable for 6 100x100 Box Hangars plus Group II aircraft movements.
13	Ultimate Corporate Box Hangar (Building, Parking, Utilities)	$15,600,000.00	Includes cost for 6 ~ 100' x 100' Box Hangars, including parking,access drives, utility connections.
14	Intermediate T-Hangar Expansion (2 Additional ~ 16 Unit Hangar Buildings)	$7,300,000.00	2 ~ 16 Unit T-Hangar Buildings (12-14' Door Height, 42'-44' Door Width, Taxilane Pavement, Bathroom in One T-Hangar Building, Utilities, Drainage
15	Ultimate T-Hangar Expansion (2 Additional ~ 16 Unit Hangar Buildings)	$7,200,000.00	2 ~ 16 Unit T-Hangar Buildings (12-14' Door Height, 42'-44' Door Width, Taxilane Pavement, Bathroom in One T-Hangar Building, Utilities, Drainage
16	Perimeter Fencing	$850,000.00	Includes Wire Fencing for main perimeter, chain link fencing along front of facility, manual access gates at regular intervals.
17	AWOS III P/T	$350,000.00	Design and Installation of AWOS III P/T System
18	RNAV Approach Development - Both Runway Ends	$200,000.00	Includes cost of 18B Survey, Required Coordination with FAA for AGIS data uploads
19	New Terminal Building	$5,400,000.00	Based on a 5,000 SF terminal building, with minimal fencing, 2 automatic airfield gates, utility service connections
	TOTAL ULTIMATE DEVELOPMENT	**$80,900,000.00**	All Intermediate and Ultimate Development Costs (After Airport enters NPIAS)

Costing Notes:
All costs shown are in 2023 dollars.
All construction costs have 15% contingency added (except perimeter fence, set at 10%)
Construction projects include 15-20% to cover professional services (varies based on complexity of project)
Hangar and Box Hangar Projects include 12% to cover professional services

HOLT CONSULTING COMPANY, LLC.

New Airport Justification/Feasibility Study
Pavement Sections for Costing

RICHMOND HILL PROPOSED AIRPORT

RICHMOND HILL
GEORGIA

MATERIAL LAYER	QTY PER SY	UNIT COST	TOTAL/SY
RUNWAY AND TAXIWAY ASPHALT SECTION			
4" P-401 Asphalt Surface (TON)	0.225	$200.00	$45.00
8" P-209 Crushed Aggregate Base Course (CY)	0.222	$110.00	$24.42
Separation Layer (Geotextile)	1	$5.00	$5.00
Tack/Prime coat (2 applications)(GAL)	0.25	$5.00	$1.25
Subgrade Preparation (Proof Roll, Aerate, Recompact)(SY)	1	$5.00	$5.00
CBR = 7 (Assumed)	**Total Estimated Cost Per SY**		**$90.00**
T-HANGAR TAXILANE ASPHALT SECTION			
3" GDOT Asphalt Surface (TON)	0.169	$150.00	$25.35
6" GDOT Graded Aggregate Base Course (CY)	0.1666	$100.00	$16.66
Tack/Prime coat (2 applications)(GAL)	0.25	$5.00	$1.25
Subgrade Preparation (Proof Roll, Aerate, Recompact)(SY)	1	$5.00	$5.00
CBR = 7 (Assumed)	**Total Estimated Cost Per SY**		**$50.00**
APRON CONCRETE PAVEMENT SECTION			
6" GDOT PCC (SY)	1	$100.00	$100.00
6" GDOT Graded Aggregate Base Course (CY)	0.1666	$100.00	$16.66
Subgrade Preparation (Proof Roll, Aerate, Recompact)(SY)	1	$5.00	$5.00
CBR = 7 (Assumed)	**Total Estimated Cost Per SY**		**$122.00**
ENTRANCE ROADWAY AND ACCESS DRIVES			
3" GDOT Asphalt Surface (TON)	0.169	$150.00	$25.35
6" GDOT Graded Aggregate Base Course (CY)	0.1666	$100.00	$16.66
Tack/Prime coat (2 applications)(GAL)	0.25	$5.00	$1.25
Subgrade Preparation (Proof Roll, Aerate, Recompact)(SY)	1	$5.00	$5.00
CBR = 7 (Assumed)	**Total Estimated Cost Per SY**		**$50.00**

RICHMOND HILL PROPOSED AIRPORT

ELEMENT 1
New Runway 17-35 - Initial 5000' x 75' with Minimal Taxiways

RICHMOND HILL
GEORGIA

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	ESTIMATED QUANTITY	ITEM UNIT	ESTIMATED UNIT PRICE	EXTENDED TOTAL
1	C-105	Contractor Mobilization/General Conditions	1	LS	$ 1,500,000.00	$ 1,500,000.00
2	Plans	Wetlands Limits Survey and Orange Safety Mesh Fence	10,000	LF	$ 4.00	$ 40,000.00
3	P-151	Clearing and Grubbing (Heavy)	60	ACRE	$ 5,000.00	$ 300,000.00
4	P-151	Clearing and Grubbing (Light)	80	ACRE	$ 4,500.00	$ 360,000.00
4	P-101	Miscellaneous Demolition	1	LS	$ 50,000.00	$ 50,000.00
5	P-152	Unclassified Excavation	100,000	CY	$ 7.00	$ 700,000.00
	P-152	Embankment	400,000	CY	$ 8.00	$ 3,200,000.00
6	-	Runway and Taxiway Pavement	49,900	SY	$90.00	$ 4,491,000.00
7	-	Access Drive Pavement	350	SY	$50.00	$ 17,500.00
8	P-620	Initial Pavement Marking	40,000	SF	$1.00	$ 40,000.00
9	P-620	Permanent Reflective Pavement Marking	40,000	SF	$2.00	$ 80,000.00
10	D-701	Storm Drainage Pipe (18" to 30")	2,000	LF	$120.00	$ 240,000.00
11	D-701	Storm Drainage Pipe (36" to 48")	1,000	LF	$200.00	$ 200,000.00
12	-	4' Wide Low-Flow Paved Swale (For flat sloped swales)	4,500	LF	$30.00	$ 135,000.00
13	D-751	Storm Drainage Inlets	4	EACH	$7,500.00	$ 30,000.00
14	D-752	Storm Drain Headwalls	18	EACH	$4,000.00	$ 72,000.00
15	L-125	Runway Base Mounted Edge Lights	12	EACH	$ 1,200.00	$ 14,400.00
16	L-125	Runway Stake Mounted Edge Lights	54	EACH	$ 750.00	$ 40,500.00
17	L-125	Taxiway Base Mounted Edge Lights	20	EACH	$ 1,200.00	$ 24,000.00
18	L-125	Taxiway Stake Mounted Edge Lights	80	EACH	$ 750.00	$ 60,000.00
19	L-125	PAPI -2 Units	2	EACH	$ 25,000.00	$ 50,000.00
20	L-108	Runway Lighting Cable/Counterpoise/Trenching	12,000	LF	$ 12.00	$ 144,000.00
21	L-108	Taxiway Lighting Cable/Counterpoise/Trenching	10,500	LF	$ 12.00	$ 126,000.00
22	L-108	PAPI Lighting Cable/Counterpoise/Trenching	4,500	LF	$ 12.00	$ 54,000.00
23	L-108	Airport Beacon Tower and Rotating Beacon	1	LS	$ 100,000.00	$ 100,000.00
24	L-125	Wind Cone and Segmented Circle	1	LS	$ 30,000.00	$ 30,000.00
25	L-110	Concrete Encased Duct Banks (2 way 4")	390	LF	$ 90.00	$ 35,100.00
26	L-110	Concrete Encased Duct Banks (6 way 4")	310	LF	$ 120.00	$ 37,200.00
27	L-110	Lighting Handholes/Junction Can Plazas	18	EACH	$ 3,000.00	$ 54,000.00
28	L-110	Lighting Pull Cans	18	EACH	$ 1,000.00	$ 18,000.00
29	L-125	Airfield Signs	15	EACH	$ 5,000.00	$ 75,000.00
30	L-126	Precast Lighting Vault Building (12x20)	1	LS	$ 75,000.00	$ 75,000.00
31	L-126	Lighting Vault Equipment (Including Regulators)	1	LS	$ 150,000.00	$ 150,000.00
32	L-126	Lighting Vault Sitework	1	LS	$ 10,000.00	$ 10,000.00
33	G-163	Temporary Silt Fence	15,000	LF	$ 4.00	$ 60,000.00
34	G-163	Temporary Sediment Tube	4,000	LF	$ 6.00	$ 24,000.00
35	G-163	Inlet Sediment Filter	4	LS	$ 500.00	$ 2,000.00
36	G-163	Temporary Sediment Basin Incl. Riser	3	LS	$ 30,000.00	$ 90,000.00
37	G-163	Temporary Skimmer	3	LS	$ 5,000.00	$ 15,000.00
38	G-163	Rock Filter Ring	12	EACH	$ 2,000.00	$ 24,000.00
39	G-163	Rock Check Dams	50	EACH	$ 500.00	$ 25,000.00
40	G-163	Sediment Pond Baffle Curtain	1,350	LF	$ 10.00	$ 13,500.00
41	G-163	Permanent Detention Basin Structure, Spillway	3	LS	$ 75,000.00	$ 225,000.00
42	G-163	Stabilized Construction Entrance/Exit	2	EACH	$ 5,000.00	$ 10,000.00
43	G-603	Rip Rap	400	TON	$ 100.00	$ 40,000.00
44	T-901	Temporary Grassing	55	ACRE	$ 1,500.00	$ 82,500.00
45	T-901	Permanent Grassing and Mulching	55	ACRE	$ 3,000.00	$ 165,000.00
46	T-905	Topsoil	29,425	CY	$ 8.00	$ 235,400.00

SUB-TOTAL OF IMPROVEMENTS = $13,564,100.00

HOLT CONSULTING COMPANY, LLC.

SUB-TOTAL OF ESTIMATED CONSTRUCTION COST= $13,564,100.00
CONSTRUCTION CONTINGENCY (15%) = $2,034,600.00
TOTAL OF ESTIMATED CONSTRUCTION COST= $15,598,700.00
PROFESSIONAL SERVICES (DESIGN/CONST) $2,340,000.00
TOTAL OF ESTIMATED CONSTRUCTION COST (ROUNDUP TO NEAREST $100,000)= $18,000,000.00

RICHMOND HILL PROPOSED AIRPORT

ELEMENT 2
Terminal Apron - Initial (293' x 421')

RICHMOND HILL
GEORGIA

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	ESTIMATED QUANTITY	ITEM UNIT	ESTIMATED UNIT PRICE	EXTENDED TOTAL
1	C-105	Contractor Mobilization/General Conditions	1	LS	$ 200,000.00	$ 200,000.00
2	Plans	Wetlands Limits Survey and Orange Safety Mesh Fence	2,500	LF	$ 4.00	$ 10,000.00
3	P-151	Clearing and Grubbing	5	ACRE	$ 6,000.00	$ 30,000.00
4	P-101	Miscellaneous Demolition	1	LS	$ 10,000.00	$ 10,000.00
5	P-152	Earthwork (6' Avg. Assumed)	30,000	CY	$ 12.00	$ 360,000.00
6	-	Apron and Taxiway Pavement	14,100	SY	$90.00	$ 1,269,000.00
7	-	Concrete Fueling Pad (45x45)	225	SY	$122.00	$ 27,450.00
8	P-620	Initial Pavement Marking	2,000	SF	$1.00	$ 2,000.00
9	P-620	Permanent Reflective Pavement Marking	2,000	SF	$2.00	$ 4,000.00
	P-630	Apron Sealcoat (In Tiedown Areas)	2,400	SY	$4.00	$ 9,600.00
10	D-701	Storm Drainage Pipe (18" to 30")	200	LF	$120.00	$ 24,000.00
11	-	4' Wide Low-Flow Paved Swale (For flat sloped swales)	500	LF	$30.00	$ 15,000.00
12	D-751	Storm Drainage Inlets	0	EACH	$7,500.00	$ -
13	D-752	Storm Drain Headwalls	4	EACH	$4,000.00	$ 16,000.00
14	L-125	Runway Base Mounted Edge Lights	0	EACH	$ 1,200.00	$ -
15	L-125	Runway Stake Mounted Edge Lights	0	EACH	$ 750.00	$ -
16	L-125	Taxiway Base Mounted Edge Lights	2	EACH	$ 1,200.00	$ 2,400.00
17	L-125	Taxiway Stake Mounted Edge Lights	10	EACH	$ 750.00	$ 7,500.00
18	L-125	PAPI -2 Units	0	EACH	$ 25,000.00	$ -
19	L-108	Runway Lighting Cable/Counterpoise/Trenching	0	LF	$ 12.00	$ -
20	L-108	Taxiway Lighting Cable/Counterpoise/Trenching	500	LF	$ 12.00	$ 6,000.00
21	L-108	PAPI Lighting Cable/Counterpoise/Trenching	0	LF	$ 12.00	$ -
22	L-108	Airport Beach Tower and Rotating Beacon	0	LS	$ 100,000.00	$ -
23	L-125	Wind Cone and Segmented Circle	0	LS	$ 30,000.00	$ -
24	L-110	Concrete Encased Duct Banks (2 way 4")	45	LF	$ 90.00	$ 4,050.00
25	L-110	Concrete Encased Duct Banks (6 way 4")	0	LF	$ 120.00	$ -
26	L-110	Lighting Handholes/Junction Can Plazas	2	EACH	$ 3,000.00	$ 6,000.00
27	L-110	Lighting Pull Cans	2	EACH	$ 1,000.00	$ 2,000.00
28	L-125	Airfield Signs	3	EACH	$ 5,000.00	$ 15,000.00
29	L-126	Precast Lighting Vault Building (12x20)	0	LS	$ 75,000.00	$ -
30	L-126	Lighting Vault Equipment (Including Regulators	0	LS	$ 150,000.00	$ -
31	L-126	Lighting Vault Sitework	0	LS	$ 10,000.00	$ -
32	G-163	Temporary Silt Fence	500	LF	$ 4.00	$ 2,000.00
33	G-163	Temporary Sediment Tube	200	LF	$ 6.00	$ 1,200.00
34	G-163	Inlet Sediment Filter	0	LS	$ 500.00	$ -
35	G-163	Temporary Sediment Basin Incl. Riser	0	LS	$ 30,000.00	$ -
36	G-163	Temporary Skimmer	0	LS	$ 5,000.00	$ -
37	G-163	Rock Filter Ring	2	EACH	$ 2,000.00	$ 4,000.00
38	G-163	Rock Check Dams	5	EACH	$ 500.00	$ 2,500.00
39	G-163	Sediment Pond Baffle Curtain	0	LF	$ 10.00	$ -
40	G-163	Permanent Detention Basin Structure, Spillway	0	LS	$ 75,000.00	$ -
41	G-163	Stabilized Construction Entrance/Exit	1	EACH	$ 5,000.00	$ 5,000.00
42	T-901	Temporary Grassing	5	ACRE	$ 1,500.00	$ 7,500.00
43	T-901	Permanent Grassing and Mulching	5	ACRE	$ 3,000.00	$ 15,000.00
44	T-905	Topsoil	2,675	CY	$ 10.00	$ 26,750.00
45	TD-100	Aircraft Tiedown Anchor	54	EACH	$ 750.00	$ 40,500.00
					SUB-TOTAL OF IMPROVEMENTS =	**$2,124,450.00**
					SUB-TOTAL OF ESTIMATED CONSTRUCTION COST=	**$2,124,450.00**
					CONSTRUCTION CONTINGENCY (15%) =	**$318,700.00**
					TOTAL OF ESTIMATED CONSTRUCTION COST=	**$2,443,150.00**
					PROFESSIONAL SERVICES (DESIGN/CONST)	**$490,000.00**
					TOTAL OF ESTIMATED CONSTRUCTION COST (ROUNDUP TO NEAREST $100,000)=	**$3,000,000.00**

HOLT CONSULTING COMPANY, LLC.

RICHMOND HILL PROPOSED AIRPORT

ELEMENT 3
Interim 3600 SF Terminal Building (Modular)

RICHMOND HILL
GEORGIA

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	ESTIMATED QUANTITY	ITEM UNIT	ESTIMATED UNIT PRICE	EXTENDED TOTAL
1	ARCH	3600 SF (60'x60') Modular Terminal Building	12	MONTH	$ 5,100.00	$ 61,200.00
2	ARCH	Rental Steps and ADA Ramp	12	MONTH	$ 333.33	$ 4,000.00
3	UTIL	Utilities	12	MONTH	$ 416.67	$ 5,000.00
					SUB-TOTAL OF IMPROVEMENTS =	**$70,200.00**

HOLT
CONSULTING COMPANY, LLC.

SUB-TOTAL OF ESTIMATED CONSTRUCTION COST=	**$70,200.00**
CONTINGENCY (5%) =	**$3,500.00**
TOTAL OF ESTIMATED CONSTRUCTION COST=	**$73,700.00**
PROFESSIONAL SERVICES (DESIGN/CONST)	**$0.00**
TOTAL OF ESTIMATED CONSTRUCTION COST (ROUNDUP)=	**$75,000.00**

RICHMOND HILL PROPOSED AIRPORT

ELEMENT 4
New Access Road, Parking, Utilities

RICHMOND HILL
GEORGIA

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	ESTIMATED QUANTITY	ITEM UNIT	ESTIMATED UNIT PRICE	EXTENDED TOTAL
1	C-105	Mobilization/General Conditions	1	LS	$400,000.00	$ 400,000.00
2	G-150	Traffic Control, Barricades and Flagmen	1	LS	$30,000.00	$ 30,000.00
3	G-201	Clearing and Grubbing	16	AC	$6,000.00	$ 96,000.00
4	G-200	Miscellaneous Demolition	1	LS	$10,000.00	$ 10,000.00
5	G-205	Unclassified Excavation	25,000	CY	$20.00	$ 500,000.00
6	G-402	Access Roadway/Terminal Parking Pavement	15,200	SY	$50.00	$ 760,000.00
7	G-441	Concrete Curb and Gutter	1,800	LF	$30.00	$ 54,000.00
8	G-441	Concrete Sidewalk or Pad, 4-Inch Thick	200	SY	$65.00	$ 13,000.00
9	G-441	ADA Sidewalk Ramp, Incl. Detectable Warning Pads (Types 1 t	4	EA	$750.00	$ 3,000.00
10	G-652	Pavement Marking	2,500	LF	$3.00	$ 7,500.00
11	G-603	Rip Rap	200	TON	$100.00	$ 20,000.00
12	G-668	Storm Drainage Pipe (18" to 30")	1,000	LF	$120.00	$ 120,000.00
13	G-668	Storm Drainage Inlets	6	EACH	$7,500.00	$ 45,000.00
14	G-668	Storm Drain Headwalls	14	EACH	$4,000.00	$ 56,000.00
15	G-668	Detention Pond Outlet Control Structure	1	EACH	$10,000.00	$ 10,000.00
16	G-700	Temporary Grassing	12	AC	$5,000.00	$ 60,000.00
17	G-700	Mulching	12	AC	$2,500.00	$ 30,000.00
18	G-700	Permanent Grassing	12	AC	$5,000.00	$ 60,000.00
19	G-708	Topsoil	6,420	CY	$30.00	$ 192,600.00
20	G-700	Sodding (around Terminal Area)	100	SY	$15.00	$ 1,500.00
21	G-163	Grade and Maintain Existing Construction Exit	1	LS	$5,000.00	$ 5,000.00
22	G-163	Construct, Maintain, and Remove Inlet Protection	6	EA	$1,000.00	$ 6,000.00
23	G-163	Construct, Maintain, and Remove Temporary Silt Fence	2,000	LF	$5.00	$ 10,000.00
24	G-163	Construct, Maintain, and Remove Sediment Basin	1	LS	$ 10,000.00	$ 10,000.00
25	G-163	Sediment Pond Baffle Curtain	300	LF	$ 10.00	$ 3,000.00
26	G-163	Temporary Concrete Washout	1	LS	$ 1,500.00	$ 1,500.00
27	W-100	8" PVC Water Main (from Road to Site)	3,300	LF	$ 100.00	$ 330,000.00
28	W-100	6" Water Main (In Terminal Area)	600	LF	$ 75.00	$ 45,000.00
29	W-100	Fire Hydrant Assembly, Including Valves and Fittings and Bollards	10	EA	$ 8,000.00	$ 80,000.00
30	W-100	As-Built of Waterline	1	LS	$ 3,000.00	$ 3,000.00
31	W-100	Directional Bore Under Existing Road	50	LF	$ 100.00	$ 5,000.00
32	W-100	Richmond Hill Water Line Tap/Connection Fees	1	LS	$ 10,000.00	$ 10,000.00
33	U-100	8" Sanitary Sewer Gravity Line	800	LF	$ 60.00	$ 48,000.00
34	U-100	Sanitary Sewer Manhole	4	EA	$ 6,000.00	$ 24,000.00
35	U-100	2" Sanitary Sewer Force Main	3,400	LF	$ 25.00	$ 85,000.00
36	U-100	Force Main Air Release Valve, Including Vault	6	EA	$ 20,000.00	$ 120,000.00
37	U-100	Pumpstation With Pumps And 5' Diameter Wetwell (24' Deep), Including Emergency Generator, Fencing, Gate and Drive	1	EA	$ 300,000.00	$ 300,000.00
38	U-100	Directional Bore Under Existing Road	50	LF	$ 100.00	$ 5,000.00
39	U-100	As-Built Survey of Sanitary Sewer	1	LS	$ 3,000.00	$ 3,000.00
40	U-100	Richmond Hill Sewer Line Tap/Connection Fees	1	LS	$ 10,000.00	$ 10,000.00
41	L-111	Parking/Roadway Light Poles	30	EA	$ 15,000.00	$ 450,000.00
42	L-111	Electrical Infrastructure for Roadway/Parking Lights	1	LS	$ 50,000.00	$ 50,000.00
43						
44	LS-100	Landscaping - Trees and Shrubs (Based on Drawing L1.01)	1	LS	$ 20,000.00	$ 20,000.00
45	LS-101	Irrigation (Based on Drawing I1.01)	1	LS	$ 15,000.00	$ 15,000.00
46	--	3-Phase Power to Site	1	LS	$ 200,000.00	$ 200,000.00
						$ -
						$4,307,100.00

HOLT
CONSULTING COMPANY, LLC.

SUB-TOTAL OF ESTIMATED CONSTRUCTION COST=	**$4,307,100.00**
CONSTRUCTION CONTINGENCY (15%) =	**$646,100.00**
TOTAL OF ESTIMATED CONSTRUCTION COST=	**$4,953,200.00**
PROFESSIONAL SERVICES (DESIGN/CONST)	**$800,000.00**
	$5,800,000.00

RICHMOND HILL PROPOSED AIRPORT

ELEMENT 5
Fuel Farm and Fuel Trucks

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	ESTIMATED QUANTITY	ITEM UNIT	ESTIMATED UNIT PRICE	EXTENDED TOTAL
1	01000	Mobilization/General Conditions	1	LS	$ 40,000.00	$ 40,000.00
2	P-152	Unclassified Excavation	100	CY	$ 30.00	$ 3,000.00
3	T-901	Seeding and Mulching	0.25	AC	$ 5,000.00	$ 1,250.00
4	T-901	Temporary Seeding	0.25	AC	$ 1,000.00	$ 250.00
5	T-905	Topsoiling	100	CY	$ 20.00	$ 2,000.00
6	SC501	Concrete Pavement for Fuel Truck Parking	172	SY	$ 100.00	$ 17,200.00
7	SC501	Concrete Pad for Fuel Tank Systems	103	SY	$ 100.00	$ 10,300.00
8	SC720	Protective Bollards at Fuel Farm	30	EA	$ 250.00	$ 7,500.00
9	SC720	6" Concrete Curbing	125	LF	$ 20.00	$ 2,500.00
10	F-100	Canopy Over Truck/Fuel Area	1	LS	$ 48,000.00	$ 48,000.00
11	F-100	2022 12,000-gallon AvGas fuel storage tank with QT Pod 4000	1	LS	$ 251,000.00	$ 251,000.00
12	F-100	2022 12,000-gallon Jet – A fuel storage tank	1	LS	$ 240,000.00	$ 240,000.00
13	F-100	2022 Ford F-750 3,000-gallon Jet – A refueler truck (gas engine)	1	LS	$ 192,900.00	$ 192,900.00
14	F-100	2022 Ford F-450 1,000-gallon AvGas refueler truck (gas engine)	1	LS	$ 121,900.00	$ 121,900.00
15	M-100	Signage	4	EA	$ 400.00	$ 1,600.00
16	EC	Erosion Control	1	LS	$ 2,500.00	$ 2,500.00
						$ -

SUB-TOTAL OF IMPROVEMENTS =	**$941,900.00**
NIGHTTIME CONSTRUCTION PREMIUM (25%)	**$0.00**
SUB-TOTAL OF ESTIMATED CONSTRUCTION COST=	**$941,900.00**
CONSTRUCTION CONTINGENCY (15%) =	**$141,300.00**
TOTAL OF ESTIMATED CONSTRUCTION COST=	**$1,083,200.00**
TOTAL OF ESTIMATED CONSTRUCTION COST (ROUNDUP TO NEAREST $10,000)=	**$1,100,000.00**
PROFESSIONAL SERVICES (DESIGN & CONSTRUCTION PHASES)	**$100,000.00**
TOTAL - FUEL FARM PROJECT:	**$1,200,000.00**

RICHMOND HILL PROPOSED AIRPORT

ELEMENT 6
2 ~ 16-Unit T-Hangar Buildings and Taxilanes

RICHMOND HILL
GEORGIA

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	ESTIMATED QUANTITY	ITEM UNIT	ESTIMATED UNIT PRICE	EXTENDED TOTAL
1	C-105	Mobilization/General Conditions	1	LS	$ 500,000.00	$ 500,000.00
2	B-100	2 ~ T-Hangars (Erect-a-Tube, FulFab or Equal, 16-Unit 44.5' Width)	32	UNIT	$ 120,000.00	$ 3,840,000.00
3	P-152	Clearing and Grubbing	4	ACRE	$ 6,000.00	$ 24,000.00
4	P-152	Earthwork (5' Average Fill)	30,000	CY	$ 12.00	$ 360,000.00
5	-	Taxilane Pavement	9,000	SY	$50.00	$ 450,000.00
6	-	Vehicle Pavement	1,000	SY	$50.00	$ 50,000.00
7	G-441	Concrete Apron at T-Hangar Building Edge	760	SY	$75.00	$ 57,000.00
8	G-603	Rip Rap	50	TON	$100.00	$ 5,000.00
9	G-668	Storm Drainage Pipe (18" to 30")	1,000	LF	$120.00	$ 120,000.00
10	G-668	Storm Drainage Inlets	4	EACH	$7,500.00	$ 30,000.00
11	G-668	Storm Drain Headwalls	8	EACH	$4,000.00	$ 32,000.00
12	G-652	Pavement Marking	1,000	SF	$3.00	$ 3,000.00
13	G-700	Temporary Grassing	2	AC	$5,000.00	$ 10,000.00
14	G-700	Mulching	2	AC	$2,500.00	$ 5,000.00
15	G-700	Permanent Grassing	2	AC	$5,000.00	$ 10,000.00
16	G-708	Topsoil	1,070	CY	$30.00	$ 32,100.00
17	F-162	Chain Link Fence, 7 Feet	500	LF	$ 40.00	$ 20,000.00
18	F-162	24' Manual Gate	1	EA	$ 5,000.00	$ 5,000.00
19	G-163	Temporary Erosion Control Measures	1	LS	$50,000.00	$ 50,000.00
20	S-100	4" PVC Service Line with 2 Cleanouts	120	LF	$ 50.00	$ 6,000.00
21	S-100	Cleanouts	2	EA	$ 500.00	$ 1,000.00
22	W-100	1" Water Service Line	100	LF	$ 30.00	$ 3,000.00
23	W-100	6" Water Line	200	LF	$ 50.00	$ 10,000.00
24	W-100	Meter and Backflow Assembly	1	EA	$ 25,000.00	$ 25,000.00
25	W-100	Fire Hydrant Assembly, Including Valves and Fittings and Bollards	2	EA	$ 8,000.00	$ 16,000.00
26	L-108	Taxiway Lighting Cable/Counterpoise/Trenching	800	LF	$ 12.00	$ 9,600.00
27	L-110	Concrete Encased Duct Banks (2 way 4")	80	LF	$ 90.00	$ 7,200.00
28	L-110	Lighting Handhole	4	EACH	$ 1,200.00	$ 4,800.00
29	L-125	Taxiway Base Mounted Edge Lights	4	EACH	$ 1,200.00	$ 4,800.00
30	L-125	Taxiway Stake Mounted Edge Lights	16	EACH	$ 750.00	$ 12,000.00
31	L-125	Airfield Signs	2	EACH	$ 5,000.00	$ 10,000.00

HOLT CONSULTING COMPANY, LLC.

SUB-TOTAL OF IMPROVEMENTS =	**$5,712,500.00**
NIGHTTIME CONSTRUCTION PREMIUM (25%)	**$0.00**
SUB-TOTAL OF ESTIMATED CONSTRUCTION COST=	**$5,712,500.00**
CONSTRUCTION CONTINGENCY (15%) =	**$856,900.00**
TOTAL OF ESTIMATED CONSTRUCTION COST=	**$6,569,400.00**
TOTAL OF ESTIMATED CONSTRUCTION COST (ROUNDUP TO NEAREST $10,000)=	**$6,570,000.00**
Professional Services (Design & Construction)	**$550,000.00**
GRAND TOTAL	**$7,200,000.00**

RICHMOND HILL PROPOSED AIRPORT

ELEMENT 7
Parallel Taxiway

RICHMOND HILL
GEORGIA

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	ESTIMATED QUANTITY	ITEM UNIT	ESTIMATED UNIT PRICE	EXTENDED TOTAL
1	C-105	Contractor Mobilization/General Conditions	1	LS	$ 400,000.00	$ 400,000.00
2	Plans	Wetlands Limits Survey and Orange Safety Mesh Fence	3,000	LF	$ 4.00	$ 12,000.00
	01530	Barricades and Closures	1	LS	$ 10,000.00	$ 10,000.00
3	P-151	Clearing and Grubbing	10	ACRE	$ 5,000.00	$ 50,000.00
4	P-101	Miscellaneous Demolition	1	LS	$ 10,000.00	$ 10,000.00
5	P-152	Unclassified Excavation	12,000	CY	$ 8.00	$ 96,000.00
	P-152	Embankment	165,000	CY	$ 10.00	$ 1,650,000.00
6	-	Taxiway Pavement	19,900	SY	$90.00	$ 1,791,000.00
7	P-620	Initial Pavement Marking	6,000	SF	$1.00	$ 6,000.00
8	P-620	Permanent Reflective Pavement Marking	6,000	SF	$2.00	$ 12,000.00
9	D-701	Storm Drainage Pipe (18" to 30")	400	LF	$120.00	$ 48,000.00
10	D-701	Storm Drainage Pipe (36" to 48")	100	LF	$200.00	$ 20,000.00
11	-	4' Wide Low-Flow Paved Swale (For flat sloped swales)	0	LF	$30.00	$ -
12	D-751	Storm Drainage Inlets	0	EACH	$7,500.00	$ -
13	D-752	Storm Drain Headwalls	8	EACH	$4,000.00	$ 32,000.00
14	L-125	Taxiway Base Mounted Edge Lights	17	EACH	$ 1,200.00	$ 20,400.00
15	L-125	Taxiway Stake Mounted Edge Lights	68	EACH	$ 750.00	$ 51,000.00
16	L-108	Taxiway Lighting Cable/Counterpoise/Trenching	9,500	LF	$ 12.00	$ 114,000.00
17	L-110	Concrete Encased Duct Banks (2 way 4")	100	LF	$ 90.00	$ 9,000.00
18	L-110	Lighting Handholes/Junction Can Plazas	4	EACH	$ 3,000.00	$ 12,000.00
19	L-110	Lighting Pull Cans	10	EACH	$ 1,000.00	$ 10,000.00
20	L-125	Airfield Signs	9	EACH	$ 5,000.00	$ 45,000.00
21	L-126	Lighting Vault Equipment (New Regulator)	1	LS	$ 25,000.00	$ 25,000.00
22	G-163	Temporary Silt Fence	8,000	LF	$ 4.00	$ 32,000.00
23	G-163	Temporary Sediment Tube	2,000	LF	$ 6.00	$ 12,000.00
24	G-163	Inlet Sediment Filter	0	LS	$ 500.00	$ -
25	G-163	Temporary Sediment Trap	4	LS	$ 10,000.00	$ 40,000.00
26	G-163	Temporary Skimmer	2	LS	$ 5,000.00	$ 10,000.00
27	G-163	Rock Filter Ring	6	EACH	$ 2,000.00	$ 12,000.00
28	G-163	Rock Check Dams	40	EACH	$ 500.00	$ 20,000.00
29	G-163	Sediment Pond Baffle Curtain	600	LF	$ 10.00	$ 6,000.00
30	G-163	Stabilized Construction Entrance/Exit	2	EACH	$ 5,000.00	$ 10,000.00
31	G-603	Rip Rap	200	TON	$ 100.00	$ 20,000.00
32	T-901	Temporary Grassing	10	ACRE	$ 1,500.00	$ 15,000.00
33	T-901	Permanent Grassing and Mulching	10	ACRE	$ 3,000.00	$ 30,000.00
34	T-905	Topsoil	5,350	CY	$ 10.00	$ 53,500.00

SUB-TOTAL OF IMPROVEMENTS =	**$4,683,900.00**
SUB-TOTAL OF ESTIMATED CONSTRUCTION COST=	**$4,683,900.00**
CONSTRUCTION CONTINGENCY (15%) =	**$702,600.00**
TOTAL OF ESTIMATED CONSTRUCTION COST=	**$5,386,500.00**
PROFESSIONAL SERVICES (DESIGN/CONST)	**$870,000.00**
TOTAL OF ESTIMATED CONSTRUCTION COST (ROUNDUP TO NEAREST $100,000)=	**$6,300,000.00**

HOLT CONSULTING COMPANY, LLC.

RICHMOND HILL PROPOSED AIRPORT

ELEMENT 8
Ultimate Runway (5500' x 100')

RICHMOND HILL
GEORGIA

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	ESTIMATED QUANTITY	ITEM UNIT	ESTIMATED UNIT PRICE	EXTENDED TOTAL
1	C-105	Contractor Mobilization/General Conditions	1	LS	$ 600,000.00	$ 600,000.00
2	Plans	Wetlands Limits Survey and Orange Safety Mesh Fence	10,000	LF	$ 4.00	$ 40,000.00
3	P-151	Clearing and Grubbing	30	ACRE	$ 5,000.00	$ 150,000.00
4	P-101	Miscellaneous Demolition	1	LS	$ 20,000.00	$ 20,000.00
5	P-152	Unclassified Excavation	35,000	CY	$ 8.00	$ 280,000.00
6	P-152	Embankment	165,000	CY	$ 10.00	$ 1,650,000.00
6	-	Runway and Taxiway Pavement (Extend and Widen RWY)	22,600	SY	$90.00	$ 2,034,000.00
7	-	Runway Blast Pad Pavement	4,000	SY	$50.00	$ 200,000.00
8	P-620	Initial Pavement Marking	50,000	SF	$1.00	$ 50,000.00
9	P-620	Permanent Reflective Pavement Marking	50,000	SF	$2.00	$ 100,000.00
10	P-620	Marking Obliteration	12,000	SF	$3.00	$ 36,000.00
11	D-701	Storm Drainage Pipe (18" to 30")	1,000	LF	$120.00	$ 120,000.00
12	D-701	Storm Drainage Pipe (36" to 48")	200	LF	$200.00	$ 40,000.00
13	-	4' Wide Low-Flow Paved Swale (For flat sloped swales)	500	LF	$30.00	$ 15,000.00
14	D-751	Storm Drainage Inlets	2	EACH	$7,500.00	$ 15,000.00
15	D-752	Storm Drain Headwalls	4	EACH	$4,000.00	$ 16,000.00
16	L-125	Relocate Runway Threshold Lights	8	EACH	$ 600.00	$ 4,800.00
17	L-125	Relocate Runway Base Mounted Edge Lights	12	EACH	$ 600.00	$ 7,200.00
18	L-125	Relocate Runway Stake Mounted Edge Lights	54	EACH	$ 400.00	$ 21,600.00
19	L-125	Runway Base Mounted Edge Lights	2	EACH	$ 1,200.00	$ 2,400.00
20	L-125	Runway Stake Mounted Edge Lights	4	EACH	$ 750.00	$ 3,000.00
21	L-125	Taxiway Base Mounted Edge Lights	5	EACH	$ 1,200.00	$ 6,000.00
22	L-125	Taxiway Stake Mounted Edge Lights	17	EACH	$ 750.00	$ 12,750.00
23	L-125	Relocate PAPI -2 Units	1	EACH	$ 15,000.00	$ 15,000.00
24	L-108	Runway Lighting Cable/Counterpoise/Trenching	1,200	LF	$ 12.00	$ 14,400.00
25	L-108	Taxiway Lighting Cable/Counterpoise/Trenching	1,600	LF	$ 12.00	$ 19,200.00
26	L-108	PAPI Lighting Cable/Counterpoise/Trenching	500	LF	$ 12.00	$ 6,000.00
27	L-108	REIL units, Both Ends	2	EACH	$ 10,000.00	$ 20,000.00
28	L-110	Concrete Encased Duct Banks (2 way 4")	90	LF	$ 90.00	$ 8,100.00
29	L-110	Concrete Encased Duct Banks (6 way 4")	0	LF	$ 120.00	$ -
30	L-110	Lighting Handholes/Junction Can Plazas	4	EACH	$ 3,000.00	$ 12,000.00
31	L-110	Lighting Pull Cans	4	EACH	$ 1,000.00	$ 4,000.00
32	L-125	Airfield Signs	6	EACH	$ 5,000.00	$ 30,000.00
33	L-126	Precast Lighting Vault Building (12x20)	0	LS	$ 75,000.00	$ -
34	L-126	Lighting Vault Equipment (Including Regulators)	1	LS	$ 20,000.00	$ 20,000.00
35	L-126	Lighting Vault Sitework	0	LS	$ 10,000.00	$ -
36	G-163	Temporary Silt Fence	12,000	LF	$ 4.00	$ 48,000.00
37	G-163	Temporary Sediment Tube	2,000	LF	$ 6.00	$ 12,000.00
38	G-163	Inlet Sediment Filter	2	LS	$ 500.00	$ 1,000.00
39	G-163	Temporary Sediment Basin Incl. Riser	1	LS	$ 30,000.00	$ 30,000.00
40	G-163	Temporary Skimmer	1	LS	$ 5,000.00	$ 5,000.00
41	G-163	Rock Filter Ring	4	EACH	$ 2,000.00	$ 8,000.00
42	G-163	Rock Check Dams	40	EACH	$ 500.00	$ 20,000.00
43	G-163	Sediment Pond Baffle Curtain	300	LF	$ 10.00	$ 3,000.00
44	G-163	Permanent Detention Basin Structure, Spillway	1	LS	$ 75,000.00	$ 75,000.00
45	G-163	Stabilized Construction Entrance/Exit	1	EACH	$ 5,000.00	$ 5,000.00
46	G-603	Rip Rap	250	TON	$ 100.00	$ 25,000.00
47	T-901	Temporary Grassing	45	ACRE	$ 1,500.00	$ 67,500.00
48	T-901	Permanent Grassing and Mulching	45	ACRE	$ 3,000.00	$ 135,000.00
49	T-905	Topsoil	24,075	CY	$ 10.00	$ 240,750.00

HOLT
CONSULTING COMPANY, LLC.

SUB-TOTAL OF IMPROVEMENTS =	**$6,247,700.00**
SUB-TOTAL OF ESTIMATED CONSTRUCTION COST=	**$6,247,700.00**
CONSTRUCTION CONTINGENCY (15%) =	**$937,200.00**
TOTAL OF ESTIMATED CONSTRUCTION COST=	**$7,184,900.00**
PROFESSIONAL SERVICES (DESIGN/CONST)	**$1,150,000.00**
TOTAL OF ESTIMATED CONSTRUCTION COST (ROUNDUP TO NEAREST $100,000)=	**$8,400,000.00**

RICHMOND HILL PROPOSED AIRPORT

ELEMENT 9
Terminal Aircraft Apron - South Expansion

RICHMOND HILL
GEORGIA

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	ESTIMATED QUANTITY	ITEM UNIT	ESTIMATED UNIT PRICE	EXTENDED TOTAL
1	C-105	Contractor Mobilization/General Conditions	1	LS	$ -	$ -
2	Plans	Wetlands Limits Survey and Orange Safety Mesh Fence	500	LF	$ 4.00	$ 2,000.00
3	P-151	Clearing and Grubbing	15	ACRE	$ 6,000.00	$ 90,000.00
4	P-101	Miscellaneous Demolition	1	LS	$ 10,000.00	$ 10,000.00
5	P-152	Earthwork (5' Avg. Assumed)	45,000	CY	$ 12.00	$ 540,000.00
6	-	Apron and Taxiway Pavement	21,200	SY	$90.00	$ 1,908,000.00
7	-	Access Road Extension (South)	5,350	SY	$122.00	$ 652,700.00
8	P-620	Initial Pavement Marking	5,000	SF	$1.00	$ 5,000.00
9	P-620	Permanent Reflective Pavement Marking	5,000	SF	$2.00	$ 10,000.00
10	P-630	Apron Sealcoat (In Tiedown Areas)	5,000	SY	$4.00	$ 20,000.00
11	D-701	Storm Drainage Pipe (18" to 30")	600	LF	$120.00	$ 72,000.00
12	-	4' Wide Low-Flow Paved Swale (For flat sloped swales)	0	LF	$30.00	$ -
13	D-751	Storm Drainage Inlets	4	EACH	$7,500.00	$ 30,000.00
14	D-752	Storm Drain Headwalls	8	EACH	$4,000.00	$ 32,000.00
15	D-752	Permanent Pond Riser Structure and Appurtenances	1	LS	$75,000.00	$ 75,000.00
16	L-125	Taxiway Base Mounted Edge Lights	2	EACH	$ 1,200.00	$ 2,400.00
17	L-125	Taxiway Stake Mounted Edge Lights	10	EACH	$ 750.00	$ 7,500.00
18	L-108	Taxiway Lighting Cable/Counterpoise/Trenching	500	LF	$ 12.00	$ 6,000.00
19	L-110	Concrete Encased Duct Banks (2 way 4")	45	LF	$ 90.00	$ 4,050.00
20	L-110	Lighting Pull Cans	2	EACH	$ 1,000.00	$ 2,000.00
21	L-125	Airfield Signs	3	EACH	$ 5,000.00	$ 15,000.00
22	G-163	Temporary Silt Fence	3,000	LF	$ 4.00	$ 12,000.00
23	G-163	Temporary Sediment Tube	400	LF	$ 6.00	$ 2,400.00
24	G-163	Inlet Sediment Filter	4	LS	$ 500.00	$ 2,000.00
25	G-163	Temporary Sediment Basin	1	LS	$ 20,000.00	$ 20,000.00
26	G-163	Temporary Skimmer	1	LS	$ 5,000.00	$ 5,000.00
27	G-163	Rock Filter Ring	4	EACH	$ 2,000.00	$ 8,000.00
28	G-163	Rock Check Dams	20	EACH	$ 500.00	$ 10,000.00
29	G-163	Sediment Pond Baffle Curtain	300	LF	$ 10.00	$ 3,000.00
30	G-163	Stabilized Construction Entrance/Exit	1	EACH	$ 5,000.00	$ 5,000.00
31	T-901	Temporary Grassing	6	ACRE	$ 1,500.00	$ 9,000.00
32	T-901	Permanent Grassing and Mulching	6	ACRE	$ 3,000.00	$ 18,000.00
33	T-905	Topsoil	3,210	CY	$ 10.00	$ 32,100.00
34	TD-100	Aircraft Tiedown Anchor	114	EACH	$ 750.00	$ 85,500.00
35	L-111	Parking/Roadway Light Poles	12	EA	$ 15,000.00	$ 180,000.00
36	L-111	Electrical Infrastructure for Roadway/Parking Lights	1	LS	$ 35,000.00	$ 35,000.00
37	W-100	8" PVC Water Main (from Road to Site)	1,650	LF	$ 100.00	$ 165,000.00
38	W-100	Fire Hydrant Assembly, Including Valves and Fittings and Bollards	4	EA	$ 8,000.00	$ 32,000.00
	W-100	As-Built of Waterline	1	LS	$ 3,000.00	$ 3,000.00
39	U-100	8" Sanitary Sewer Gravity Line	1,600	LF	$ 60.00	$ 96,000.00
40	U-100	Sanitary Sewer Manhole	4	EA	$ 6,000.00	$ 24,000.00
41	U-100	As-Built Survey of Sanitary Sewer	1	LS	$ 3,000.00	$ 3,000.00
42	L-100	Apron Mast Lighting	4	EA	$ 40,000.00	$ 160,000.00
					SUB-TOTAL OF IMPROVEMENTS =	**$4,393,650.00**

HOLT CONSULTING COMPANY, LLC.

SUB-TOTAL OF ESTIMATED CONSTRUCTION COST=	**$4,393,650.00**
CONSTRUCTION CONTINGENCY (15%) =	**$659,000.00**
TOTAL OF ESTIMATED CONSTRUCTION COST=	**$5,052,650.00**
PROFESSIONAL SERVICES (DESIGN/CONST)	**$910,000.00**
TOTAL OF ESTIMATED CONSTRUCTION COST (ROUNDUP TO NEAREST $100,000)=	**$6,000,000.00**

RICHMOND HILL PROPOSED AIRPORT

ELEMENT 10
MRO Hangar Facility

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	ESTIMATED QUANTITY	ITEM UNIT	ESTIMATED UNIT PRICE	EXTENDED TOTAL
1	01000	Mobilization/General Conditions	1	LS	$ 300,000.00	$ 300,000.00
2	ARCH	MRO Aircraft Hangar (100x150)	15,000	SF	$ 175.00	$ 2,625,000.00
3	P-152	Embankment for Hangar Pad	5,000	CY	$ 15.00	$ 75,000.00
4	F-162	Fencing	400	LF	$ 40.00	$ 16,000.00
5	G-402	Parking Pavement	1,000	SY	$50.00	$ 50,000.00
6	G-402	Apron Concrete Pad	167	SY	$122.00	$ 20,333.33
7	G-441	Concrete Curb and Gutter	400	LF	$30.00	$ 12,000.00
8	G-441	Concrete Sidewalk or Pad, 4-Inch Thick	100	SY	$65.00	$ 6,500.00
9	D-701	Storm Drainage	1	LS	$ 50,000.00	$ 50,000.00
10	W-100	Water Service	1	LS	$ 30,000.00	$ 30,000.00
11	U-100	Sanitary Sewer Service	1	LS	$ 30,000.00	$ 30,000.00
12	EC	Erosion Control	1	LS	$ 40,000.00	$ 40,000.00
13	P-152	Earthwork	3,000	CY	$ 20.00	$ 60,000.00
14	P-620	Pavement Marking	1	LS	$ 3,000.00	$ 3,000.00
					SUB-TOTAL OF IMPROVEMENTS =	**$3,317,833.33**

SUB-TOTAL OF ESTIMATED CONSTRUCTION COST=	**$3,317,833.33**
CONSTRUCTION CONTINGENCY (15%) =	**$497,700.00**
TOTAL OF ESTIMATED CONSTRUCTION COST=	**$3,815,533.33**
PROFESSIONAL SERVICES	**$600,000.00**
TOTAL OF ESTIMATED CONSTRUCTION COST (ROUNDUP TO NEAREST $10,000)=	**$4,500,000.00**

RICHMOND HILL PROPOSED AIRPORT

ELEMENT 11
Intermediate Corporate Box Hangar
(Building, Parking, Utilities)

RICHMOND HILL
GEORGIA

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	ESTIMATED QUANTITY	ITEM UNIT	ESTIMATED UNIT PRICE	EXTENDED TOTAL
1	01000	Mobilization/General Conditions	1	LS	$ 200,000.00	$ 200,000.00
2	ARCH	Corporate Aircraft Storage Hangar (100x100 Each)	10,000	SF	$ 140.00	$ 1,400,000.00
3	P-152	Embankment for Hangar Pads	3,000	CY	$ 15.00	$ 45,000.00
4	F-162	Fencing	400	LF	$ 40.00	$ 16,000.00
5	G-402	Parking Pavement	1,000	SY	$50.00	$ 50,000.00
6	G-402	Apron Conc Pad	111	SY	$122.00	$ 13,555.56
7	G-441	Concrete Curb and Gutter	400	LF	$30.00	$ 12,000.00
8	G-441	Concrete Sidewalk or Pad, 4-Inch Thick	100	SY	$65.00	$ 6,500.00
9	D-701	Storm Drainage	1	LS	$ 50,000.00	$ 50,000.00
10	W-100	Water Service	1	LS	$ 30,000.00	$ 30,000.00
11	U-100	Sanitary Sewer Service	1	LS	$ 30,000.00	$ 30,000.00
12	EC	Erosion Control	1	LS	$ 40,000.00	$ 40,000.00
13	P-152	Earthwork	2,500	CY	$ 20.00	$ 50,000.00
14	P-620	Pavement Marking	1	LS	$ 3,000.00	$ 3,000.00
					SUB-TOTAL OF IMPROVEMENTS =	**$1,946,055.56**

HOLT
CONSULTING COMPANY, LLC.

SUB-TOTAL OF ESTIMATED CONSTRUCTION COST=	**$1,946,055.56**
CONSTRUCTION CONTINGENCY (15%) =	**$291,900.00**
TOTAL OF ESTIMATED CONSTRUCTION COST=	**$2,237,955.56**
PROFESSIONAL SERVICES	**$300,000.00**
TOTAL OF ESTIMATED CONSTRUCTION COST (ROUNDUP TO NEAREST $10,000)=	**$2,600,000.00**

RICHMOND HILL PROPOSED AIRPORT

ELEMENT 12
Corporate Hangar Apron (South of Terminal)

RICHMOND HILL
GEORGIA

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	ESTIMATED QUANTITY	ITEM UNIT	ESTIMATED UNIT PRICE	EXTENDED TOTAL
1	C-105	Contractor Mobilization/General Conditions	1	LS	$ 325,000.00	$ 325,000.00
2	Plans	Wetlands Limits Survey and Orange Safety Mesh Fence	500	LF	$ 4.00	$ 2,000.00
3	P-151	Clearing and Grubbing	10	ACRE	$ 6,000.00	$ 60,000.00
4	P-101	Miscellaneous Demolition	1	LS	$ 10,000.00	$ 10,000.00
5	P-152	Earthwork (3' Avg. Assumed)	30,000	CY	$ 15.00	$ 450,000.00
6	-	Apron and Taxiway Pavement	24,600	SY	$90.00	$ 2,214,000.00
7	P-620	Initial Pavement Marking	2,000	SF	$1.00	$ 2,000.00
8	P-620	Permanent Reflective Pavement Marking	2,000	SF	$2.00	$ 4,000.00
9	P-630	Apron Sealcoat (In Parking Areas)	4,600	SY	$4.00	$ 18,400.00
10	D-701	Storm Drainage Pipe (18" to 30")	400	LF	$120.00	$ 48,000.00
11	-	4' Wide Low-Flow Paved Swale (For flat sloped swales)	850	LF	$30.00	$ 25,500.00
12	D-751	Storm Drainage Inlets	0	EACH	$7,500.00	$ -
13	D-752	Storm Drain Headwalls	6	EACH	$4,000.00	$ 24,000.00
14	L-125	Taxiway Base Mounted Edge Lights	2	EACH	$ 1,200.00	$ 2,400.00
15	L-125	Taxiway Stake Mounted Edge Lights	10	EACH	$ 750.00	$ 7,500.00
16	L-108	Taxiway Lighting Cable/Counterpoise/Trenching	500	LF	$ 12.00	$ 6,000.00
17	L-110	Concrete Encased Duct Banks (2 way 4")	45	LF	$ 90.00	$ 4,050.00
18	L-110	Lighting Handholes/Junction Can Plazas	2	EACH	$ 3,000.00	$ 6,000.00
19	L-125	Airfield Signs	3	EACH	$ 5,000.00	$ 15,000.00
20	G-163	Temporary Silt Fence	2,000	LF	$ 4.00	$ 8,000.00
21	G-163	Temporary Sediment Tube	400	LF	$ 6.00	$ 2,400.00
22	G-163	Inlet Sediment Filter	0	LS	$ 500.00	$ -
23	G-163	Temporary Sediment Basin	1	LS	$ 15,000.00	$ 15,000.00
24	G-163	Temporary Skimmer	1	LS	$ 5,000.00	$ 5,000.00
25	G-163	Rock Filter Ring	4	EACH	$ 2,000.00	$ 8,000.00
26	G-163	Rock Check Dams	20	EACH	$ 500.00	$ 10,000.00
27	G-163	Sediment Pond Baffle Curtain	300	LF	$ 10.00	$ 3,000.00
28	G-163	Stabilized Construction Entrance/Exit	1	EACH	$ 5,000.00	$ 5,000.00
29	T-901	Temporary Grassing	4	ACRE	$ 1,500.00	$ 6,000.00
30	T-901	Permanent Grassing and Mulching	4	ACRE	$ 3,000.00	$ 12,000.00
31	T-905	Topsoil	2,140	CY	$ 10.00	$ 21,400.00
32	L-100	Apron Mast Lighting	6	EA	$ 40,000.00	$ 240,000.00

SUB-TOTAL OF IMPROVEMENTS = $3,559,650.00

HOLT CONSULTING COMPANY, LLC.

SUB-TOTAL OF ESTIMATED CONSTRUCTION COST=	**$3,559,650.00**
CONSTRUCTION CONTINGENCY (15%) =	**$533,900.00**
TOTAL OF ESTIMATED CONSTRUCTION COST=	**$4,093,550.00**
PROFESSIONAL SERVICES (DESIGN/CONST)	**$820,000.00**
TOTAL OF ESTIMATED CONSTRUCTION COST (ROUNDUP TO NEAREST $100,000)=	**$5,000,000.00**

RICHMOND HILL PROPOSED AIRPORT

ELEMENT 13
Ultimate Corporate Box Hangar
(Building, Parking, Utilities)

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	ESTIMATED QUANTITY	ITEM UNIT	ESTIMATED UNIT PRICE	EXTENDED TOTAL
1	01000	Mobilization/General Conditions	1	LS	$ 200,000.00	$ 200,000.00
2	ARCH	Corporate Aircraft Storage Hangar (100x100 Each)	10,000	SF	$ 140.00	$ 1,400,000.00
3	P-152	Embankment for Hangar Pad	3,000	CY	$ 15.00	$ 45,000.00
4	F-162	Fencing	400	LF	$ 40.00	$ 16,000.00
5	G-402	Parking Pavement	1,000	SY	$50.00	$ 50,000.00
6	G-402	Apron Conc Pad	111	SY	$122.00	$ 13,555.56
7	G-441	Concrete Curb and Gutter	400	LF	$30.00	$ 12,000.00
8	G-441	Concrete Sidewalk or Pad, 4-Inch Thick	100	SY	$65.00	$ 6,500.00
9	D-701	Storm Drainage	1	LS	$ 50,000.00	$ 50,000.00
10	W-100	Water Service	1	LS	$ 30,000.00	$ 30,000.00
11	U-100	Sanitary Sewer Service	1	LS	$ 30,000.00	$ 30,000.00
12	EC	Erosion Control	1	LS	$ 40,000.00	$ 40,000.00
13	P-152	Earthwork	2,500	CY	$ 20.00	$ 50,000.00
14	P-620	Pavement Marking	1	LS	$ 3,000.00	$ 3,000.00
					SUB-TOTAL OF IMPROVEMENTS =	**$1,946,055.56**

SUB-TOTAL OF ESTIMATED CONSTRUCTION COST=	**$1,946,055.56**
CONSTRUCTION CONTINGENCY (15%) =	**$291,900.00**
TOTAL OF ESTIMATED CONSTRUCTION COST=	**$2,237,955.56**
PROFESSIONAL SERVICES	**$300,000.00**
TOTAL OF ESTIMATED CONSTRUCTION COST (ROUNDUP TO NEAREST $10,000)=	**$2,600,000.00**

RICHMOND HILL PROPOSED AIRPORT

ELEMENT 14
Intermediate T-Hangar Expansion
(2 Additional ~ 16 Unit Hangar Buildings)

RICHMOND HILL
GEORGIA

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	ESTIMATED QUANTITY	ITEM UNIT	ESTIMATED UNIT PRICE	EXTENDED TOTAL
1	C-105	Mobilization/General Conditions	1	LS	$ 500,000.00	$ 500,000.00
2	B-100	2 ~ T-Hangars (Erect-a-Tube, FulFab or Equal, 16-Unit 44.5' Width)	32	UNIT	$ 120,000.00	$ 3,840,000.00
3	P-152	Clearing and Grubbing	4	ACRE	$ 6,000.00	$ 24,000.00
4	P-152	Earthwork	30,000	CY	$ 15.00	$ 450,000.00
5	-	Taxilane Pavement	9,000	SY	$50.00	$ 450,000.00
6	-	Vehicle Pavement	2,000	SY	$50.00	$ 100,000.00
7	G-441	Concrete Apron at T-Hangar Building Edge	760	SY	$75.00	$ 57,000.00
8	G-603	Rip Rap	50	TON	$100.00	$ 5,000.00
9	G-668	Storm Drainage Pipe (18" to 30")	1,000	LF	$120.00	$ 120,000.00
10	G-668	Storm Drainage Inlets	4	EACH	$7,500.00	$ 30,000.00
11	G-668	Storm Drain Headwalls	8	EACH	$4,000.00	$ 32,000.00
12	G-652	Pavement Marking	1,000	SF	$3.00	$ 3,000.00
13	G-700	Temporary Grassing	2	AC	$5,000.00	$ 10,000.00
14	G-700	Mulching	2	AC	$2,500.00	$ 5,000.00
15	G-700	Permanent Grassing	2	AC	$5,000.00	$ 10,000.00
16	G-708	Topsoil	1,070	CY	$30.00	$ 32,100.00
17	F-162	Chain Link Fence, 7 Feet	500	LF	$ 40.00	$ 20,000.00
18	F-162	24' Manual Gate	1	EA	$ 5,000.00	$ 5,000.00
19	G-163	Temporary Erosion Control Measures	1	LS	$50,000.00	$ 50,000.00
20	S-100	4" PVC Service Line with 2 Cleanouts	120	LF	$ 50.00	$ 6,000.00
21	S-100	Cleanouts	2	EA	$ 500.00	$ 1,000.00
22	W-100	1" Water Service Line	100	LF	$ 30.00	$ 3,000.00
23	W-100	6" Water Line	200	LF	$ 50.00	$ 10,000.00
24	W-100	Meter and Backflow Assembly	1	EA	$ 25,000.00	$ 25,000.00
25	W-100	Fire Hydrant Assembly, Including Valves and Fittings and Bollards	2	EA	$ 8,000.00	$ 16,000.00
26	L-108	Taxiway Lighting Cable/Counterpoise/Trenching	800	LF	$ 12.00	$ 9,600.00
27	L-110	Concrete Encased Duct Banks (2 way 4")	80	LF	$ 90.00	$ 7,200.00
28	L-110	Lighting Handhole	4	EACH	$ 1,200.00	$ 4,800.00
29	L-125	Taxiway Base Mounted Edge Lights	4	EACH	$ 1,200.00	$ 4,800.00
30	L-125	Taxiway Stake Mounted Edge Lights	16	EACH	$ 750.00	$ 12,000.00
31	L-125	Airfield Signs	2	EACH	$ 5,000.00	$ 10,000.00

SUB-TOTAL OF IMPROVEMENTS =	**$5,852,500.00**
NIGHTTIME CONSTRUCTION PREMIUM (25%)	**$0.00**
SUB-TOTAL OF ESTIMATED CONSTRUCTION COST=	**$5,852,500.00**
CONSTRUCTION CONTINGENCY (15%) =	**$877,900.00**
TOTAL OF ESTIMATED CONSTRUCTION COST=	**$6,730,400.00**
TOTAL OF ESTIMATED CONSTRUCTION COST (ROUNDUP TO NEAREST $10,000)=	**$6,740,000.00**
Professional Services (Design & Construction)	**$550,000.00**
GRAND TOTAL	**$7,300,000.00**

HOLT CONSULTING COMPANY, LLC.

RICHMOND HILL PROPOSED AIRPORT

ELEMENT 15
Ultimate T-Hangar Expansion
(2 Additional ~ 16 Unit Hangar Buildings)

RICHMOND HILL
GEORGIA

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	ESTIMATED QUANTITY	ITEM UNIT	ESTIMATED UNIT PRICE	EXTENDED TOTAL
1	C-105	Mobilization/General Conditions	1	LS	$ 500,000.00	$ 500,000.00
2	B-100	2 ~ T-Hangars (Erect-a-Tube, FulFab or Equal, 16-Unit 44.5' Width)	32	UNIT	$ 120,000.00	$ 3,840,000.00
3	P-152	Clearing and Grubbing	4	ACRE	$ 6,000.00	$ 24,000.00
4	P-152	Earthwork	25,000	CY	$ 15.00	$ 375,000.00
5	-	Taxilane Pavement	9,000	SY	$50.00	$ 450,000.00
6	-	Vehicle Pavement	1,500	SY	$50.00	$ 75,000.00
7	G-441	Concrete Apron at T-Hangar Building Edge	760	SY	$75.00	$ 57,000.00
8	G-603	Rip Rap	50	TON	$100.00	$ 5,000.00
9	G-668	Storm Drainage Pipe (18" to 30")	1,000	LF	$120.00	$ 120,000.00
10	G-668	Storm Drainage Inlets	4	EACH	$7,500.00	$ 30,000.00
11	G-668	Storm Drain Headwalls	8	EACH	$4,000.00	$ 32,000.00
12	G-652	Pavement Marking	1,000	SF	$3.00	$ 3,000.00
13	G-700	Temporary Grassing	2	AC	$5,000.00	$ 10,000.00
14	G-700	Mulching	2	AC	$2,500.00	$ 5,000.00
15	G-700	Permanent Grassing	2	AC	$5,000.00	$ 10,000.00
16	G-708	Topsoil	1,070	CY	$30.00	$ 32,100.00
17	F-162	Chain Link Fence, 7 Feet	500	LF	$ 40.00	$ 20,000.00
18	F-162	24' Manual Gate	1	EA	$ 5,000.00	$ 5,000.00
19	G-163	Temporary Erosion Control Measures	1	LS	$50,000.00	$ 50,000.00
20	S-100	4" PVC Service Line with 2 Cleanouts	120	LF	$ 50.00	$ 6,000.00
21	S-100	Cleanouts	2	EA	$ 500.00	$ 1,000.00
22	W-100	1" Water Service Line	100	LF	$ 30.00	$ 3,000.00
23	W-100	6" Water Line	200	LF	$ 50.00	$ 10,000.00
24	W-100	Meter and Backflow Assembly	1	EA	$ 25,000.00	$ 25,000.00
25	W-100	Fire Hydrant Assembly, Including Valves and Fittings and Bollards	2	EA	$ 8,000.00	$ 16,000.00
26	L-108	Taxiway Lighting Cable/Counterpoise/Trenching	800	LF	$ 12.00	$ 9,600.00
27	L-110	Concrete Encased Duct Banks (2 way 4")	80	LF	$ 90.00	$ 7,200.00
28	L-110	Lighting Handhole	4	EACH	$ 1,200.00	$ 4,800.00
29	L-125	Taxiway Base Mounted Edge Lights	4	EACH	$ 1,200.00	$ 4,800.00
30	L-125	Taxiway Stake Mounted Edge Lights	16	EACH	$ 750.00	$ 12,000.00
31	L-125	Airfield Signs	2	EACH	$ 5,000.00	$ 10,000.00

SUB-TOTAL OF IMPROVEMENTS =	**$5,752,500.00**
NIGHTTIME CONSTRUCTION PREMIUM (25%)	**$0.00**
SUB-TOTAL OF ESTIMATED CONSTRUCTION COST=	**$5,752,500.00**
CONSTRUCTION CONTINGENCY (15%) =	**$862,900.00**
TOTAL OF ESTIMATED CONSTRUCTION COST=	**$6,615,400.00**
TOTAL OF ESTIMATED CONSTRUCTION COST (ROUNDUP TO NEAREST $10,000)=	**$6,620,000.00**
Professional Services (Design & Construction)	**$550,000.00**
GRAND TOTAL	**$7,200,000.00**

HOLT CONSULTING COMPANY, LLC.

RICHMOND HILL PROPOSED AIRPORT

RICHMOND HILL
GEORGIA

ELEMENT 16
Perimeter Fencing

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	ESTIMATED QUANTITY	ITEM UNIT	ESTIMATED UNIT PRICE	EXTENDED TOTAL
1	C-105	Mobilization/General Conditions	1	LS	$ 75,000.00	$ 75,000.00
2	P-152	Clearing and Grubbing (fence line 20' swath)	7	ACRE	$ 8,000.00	$ 56,000.00
3	P-152	Earthwork	2,000	CY	$ 15.00	$ 30,000.00
4	G-700	Temporary Grassing	7	AC	$5,000.00	$ 35,000.00
5	G-700	Mulching	7	AC	$2,500.00	$ 17,500.00
6	G-700	Permanent Grassing	7	AC	$5,000.00	$ 35,000.00
7	F-162	Chain Link Fence, 7 Feet	500	LF	$ 40.00	$ 20,000.00
8	F-162	Wood/Wire Fence (5 Feet)	14,500	LF	$ 25.00	$ 362,500.00
8	F-162	20' Manual Gate	12	EA	$ 4,000.00	$ 48,000.00

SUB-TOTAL OF IMPROVEMENTS =	**$679,000.00**
NIGHTTIME CONSTRUCTION PREMIUM (25%)	**$0.00**
SUB-TOTAL OF ESTIMATED CONSTRUCTION COST=	**$679,000.00**
CONSTRUCTION CONTINGENCY (10%) =	**$67,900.00**
TOTAL OF ESTIMATED CONSTRUCTION COST=	**$746,900.00**
TOTAL OF ESTIMATED CONSTRUCTION COST (ROUNDUP TO NEAREST $10,000)=	**$750,000.00**
Professional Services (Design & Construction)	**$100,000.00**
GRAND TOTAL	**$850,000.00**

HOLT
CONSULTING COMPANY, LLC.

RICHMOND HILL PROPOSED AIRPORT

ELEMENT 17
AWOS III P/T

RICHMOND HILL
GEORGIA

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	ESTIMATED QUANTITY	ITEM UNIT	ESTIMATED UNIT PRICE	EXTENDED TOTAL
1	C-105	Mobilization/General Conditions	1	LS	$ 25,000.00	$ 25,000.00
2	P-152	Unclassified Excavation	50	CY	$ 50.00	$ 2,500.00
3	T-901A	Temporary Grassing and Mulching	0.0	AC	$ 12,000.00	$ -
4	T-901B	Permanent Grassing and Mulching	0.3	AC	$ 15,000.00	$ 3,750.00
5	SC-300A	SCDOT No. 57 Aggregate Access Drive (6" Thick)	0	SY	$ 80.00	$ -
6	SC-300B	SCDOT No. 57 Aggregate AWOS Equipment Pad (6" Thick)	0	SY	$ 80.00	$ -
7	SC-815	Temporary Silt Fence - Single Row	0	LF	$10.00	$ -
8	L-108-1	Install 3/C, #3 AWG, 600 Volt Type 'UGE' Cable installed in Trench, Ductbank or Conduit,	2,000	LF	$ 7.00	$ 14,000.00
9	L-108-2	Single Fiber Optic Cable	0	LF	$ 3.00	$ -
10	L-109-1	Install Circuit Breaker, 30A, 208V, 3-Phase, Installed in Existing Panelboard	1	EA	$ 1,100.00	$ 1,100.00
11	L-109-2	Communications Cabinet, 24"x24"x12" (Complete with Data Cabling & Termination Equipment)	0	EA	$ 3,500.00	$ -
12	L-109-3	Bare Ground Conductor, #4/0 AWG, Copper	62	LF	$ 7.00	$ 434.00
13	L-109-4	Bare Ground Conductor, #6 AWG, Copper Jumper	70	LF	$ 5.00	$ 350.00
14	L-109-5	Ground Rod, Copper-Clad Steel, 3/4" DIA x 10'L	6	EA	$ 250.00	$ 1,500.00
15	L-109-6	Ground Test Well	1	EA	$ 1,500.00	$ 1,500.00
16	L-110-1	Install 1 way 2” Schedule 40 PVC, Direct Buried in Trench	2,000	LF	$ 6.00	$ 12,000.00
17	L-110-2	Install 2 way 2” Schedule 40 PVC, Direct Buried in Trench	0	LF	$ 12.00	$ -
18	L-110-3	Install Trench & Backfill	2,000	LF	$ 1.10	$ 2,200.00
19	L-110-4	Extend to Existing Ductbank with 2-Way 3" Flexible PVC Duct	0	LF	$ 20.00	$ -
20	L-115-1	Install Junction Can Plaza [2-Way]	2	EA	$ 2,500.00	$ 5,000.00
21	L-115-2	Install Handhole, Precast Concrete, Tier 22	1	EA	$ 1,200.00	$ 1,200.00
22	L-119-1	Install L-110 Airport Obstruction Light, LED Type, Complete in Place	2	EA.	$ 2,000.00	$ 4,000.00
23	L-126-1	AWOS System (Complete) with Fixed Tower (Base Bid)	1	LS	$ 204,536.00	$ 204,536.00
24	L-126-2	AWOS System (Complete) with Tilt-over Tower (Bid Alternate)	0	LS	$ 218,192.00	$ -
25	L-126-3	AWOS 30' Fixed Tower (Complete) for UHF Antenna (Base Bid)	0	LS	$ 19,356.00	$ -
26	L-126-4	AWOS 30' Tilt-over Tower (Complete) for UHF Antenna (Bid Alternate)	0	LS	$ 30,000.00	$ -
27	L-126-5	Miscellaneous electrical infrastructure (Concrete Post, 20A Enclosed Circuit Breaker, Step-up & Step-down transformer)	1	LS	$ 8,000.00	$ 8,000.00
						$ -

HOLT CONSULTING COMPANY, LLC.

SUB-TOTAL OF IMPROVEMENTS =	**$287,070.00**
SUB-TOTAL OF ESTIMATED CONSTRUCTION COST=	**$287,070.00**
ROUNDED UP	**$300,000.00**
TOTAL OF ESTIMATED CONSTRUCTION COST=	**$300,000.00**
TOTAL OF ESTIMATED CONSTRUCTION COST (ROUNDUP TO NEAREST $1,000)=	**$300,000.00**
Professional Services (Design & Construction)	**$50,000.00**
GRAND TOTAL	**$350,000.00**

ELEMENT 18
New Terminal Building

RICHMOND HILL PROPOSED AIRPORT

RICHMOND HILL
GEORGIA

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	ESTIMATED QUANTITY	ITEM UNIT	ESTIMATED UNIT PRICE	EXTENDED TOTAL
1	ARCH	5,000 SF Terminal Building, Complete (Including Overhead, General Conditions, Profit)	1	LS	$ 3,000,000.00	$ 3,000,000.00
2	ARCH	Storage Building (24x32)	1	LS	$ 100,000.00	$ 100,000.00
3	ARCH	Allowance for Furniture, Finishes and Equipment (FF&E)	1	LS	$ 200,000.00	$ 200,000.00
4	ARCH	Allowance for Data, Access Control, Fire Suppression, Security Camera System (Richmond Hill Vendor Provided)	1	LS	$ 100,000.00	$ 100,000.00
5	C-105	Mobilization/General Conditions - Sitework	1	LS	$50,000.00	$ 50,000.00
6	G-150	Traffic Control and Barricades	1	LS	$5,000.00	$ 5,000.00
7	G-652	Pavement Marking	200	LF	$3.00	$ 600.00
8	G-668	Yard Inlets	2	EA	$3,000.00	$ 6,000.00
9	G-668	6" to 12" HDPE Drain Pipe	400	LF	$40.00	$ 16,000.00
10	G-668	Roof Drain Connections	4	EA	$500.00	$ 2,000.00
11	G-441	Concrete Sidewalk or Pad, 4-Inch Thick	300	SY	$65.00	$ 19,500.00
12	G-441	ADA Sidewalk Ramp, Incl. Detectable Warning Pads (Types 1 thru	3	EA	$750.00	$ 2,250.00
13	G-700	Temporary Grassing	1	AC	$5,000.00	$ 5,000.00
14	G-700	Mulching	1	AC	$2,500.00	$ 2,500.00
15	G-700	Permanent Grassing	1	AC	$5,000.00	$ 5,000.00
16	G-708	Topsoil	535	CY	$30.00	$ 16,050.00
17	G-700	Sodding (around Terminal Area)	500	SY	$15.00	$ 7,500.00
18	G-163	Grade and Maintain Existing Construction Exit	1	LS	$5,000.00	$ 5,000.00
19	G-163	Construct, Maintain, and Remove Inlet Protection	1	EA	$1,000.00	$ 1,000.00
20	G-163	Construct, Maintain, and Remove Temporary Silt Fence	400	LF	$8.00	$ 3,200.00
21	G-163	Temporary Concrete Washout	1	LS	$ 1,500.00	$ 1,500.00
22	F-162	Chain Link Fence, PVC Vinyl Coated (Black),7 Feet	500	LF	$ 40.00	$ 20,000.00
23	F-162	20' Automatic Cantilever Gate with Operator	2	EA	$ 40,000.00	$ 80,000.00
24	W-100	6" Compound Fire/Domestic Water Meter Assembly and Concrete Vault with Aluminum Hatch, per Richmond Hill Specifications	1	EA	$ 50,000.00	$ 50,000.00
25	W-100	6" Backflow Prevention Assembly and Concrete Vault with Aluminum Hatch, per Richmond Hill Specifications	1	EA	$ 50,000.00	$ 50,000.00
26	W-100	6-Inch PVC Water Line	150	LF	$ 75.00	$ 11,250.00
27	W-100	Water Service Line, 2-Inch PVC	60	LF	$ 40.00	$ 2,400.00
28	W-100	6-Inch x 2-Inch Tee	1	EA	$ 1,000.00	$ 1,000.00
29	W-100	Ball Valve, 2 Inch, Including Valve Box	1	EA	$ 750.00	$ 750.00
30	W-100	Remote Fire Department Connection, Complete, Meeting Richmond Hill Fire Department Requirements	1	LS	$ 25,000.00	$ 25,000.00
31	W-100	As-Built Survey of Water Line	1	LS	$ 3,000.00	$ 3,000.00
32	W-100	Water Line Tap/Connection Fees	1	LS	$ 5,000.00	$ 5,000.00
33	U-100A	6" Service Lateral (SDR 35)	175	LF	$ 40.00	$ 7,000.00
34	U-100B	4" Service Lateral (SDR 35)	40	LF	$ 25.00	$ 1,000.00
35	U-100C	Sanitary Sewer Cleanout	3	EA.	$ 400.00	$ 1,200.00
36	U-100D	As-Built Survey of Sanitary Sewer	1	LS	$ 3,000.00	$ 3,000.00
37	U-100E	Sewer Line Tap/Connection Fees	1	LS	$ 5,000.00	$ 5,000.00
38	LS-100	Landscaping - Trees and Shrubs	1	LS	$ 25,000.00	$ 25,000.00
39	LS-101	Irrigation	1	LS	$ 10,000.00	$ 10,000.00
40	L-100	Apron Mast Lighting	4	EA	$ 40,000.00	$ 160,000.00
						$ -
						$4,008,700.00

HOLT CONSULTING COMPANY, LLC.

SUB-TOTAL OF ESTIMATED CONSTRUCTION COST=	**$4,008,700.00**
CONSTRUCTION CONTINGENCY (15%) =	**$601,300.00**
TOTAL OF ESTIMATED CONSTRUCTION COST=	**$4,610,000.00**
PROFESSIONAL SERVICES (DESIGN/CONST)	**$700,000.00**
	$5,400,000.00