

Appendix C

Draft Plan Presentation





*Airport Action/Business Plan
Project Meeting No. 3 and
Draft Plan Presentation*

May 2013

ROK
H H COFFIELD REGIONAL AIRPORT



Project Meeting No. 3 (Final)

Introduction

The primary purpose of this planning project is to narrate and illustrate the airport's planned, phased development.

This will be done based upon direction from the City and with guidance and assistance from ADG.

Review of Our Thoughts...

- 1. The Airport may change somewhat over the next few years and a new plan should be done. Although some amount of airfield investment has been made, other future investments may be necessary.*
- 2. The Plan will evaluate and develop airport planning concepts and recommendations that are workable. The Plan is intended to be an integral part of overall City planning efforts, and is intended to see that airport development occurs in a coordinated manner that enhances the airport and makes it a more valuable public asset.*
- 3. The planning process will use industry standard methods to objectively evaluate airport users needs and City priority and perspective.*
- 4. The planning will provide a framework for City decision makers to sort through the difficult questions and then use the framework to guide choices regarding airport investment decisions.*
- 5. The H.H. Coffield Regional Airport is part of the state of Texas's system of airports. It is valuable on both a local and statewide basis.*



Review of Project Objectives

- 1. Airport planning for the H.H. Coffield Regional Airport and its surrounds should complement existing operations and facilities.*
- 2. Airport planning should minimize off-site impacts, particularly those affecting adjacent, neighboring areas.*
- 3. Airport planning should accommodate businesses and industry to the greatest extent feasible, or per City prerogative.*
- 4. Development of the Airport and its properties should occur in a coordinated and comprehensive manner, taking maximum advantage of City assets.*
- 5. The airport planning process and deliverables should be flexible enough to accommodate a range of potential aviation and non-aviation uses.*



Review of Project Objectives

- 6. Airport planning and development should be conducted to achieve the 'highest and best' use of the Airport site. Specific users and uses should be evaluated on a case-by-case basis for general conformity to City perspective. Highest and best use should be interpreted in terms of the following factors: use of physical assets, economic benefit, jobs and salaries created, fiscal impact and contribution of Parish priorities.*
- 7. City and regional economic goals should be an important consideration in conducting the planning and preparing a development strategy for the Airport.*
- 8. Planned airport development should be evaluated relative to both long and short-term costs and benefits.*
- 9. Planned airport development should contribute to the positive image and commercial activity of the City and the region.*





Review of Project Meetings

Three Formal Planned Meetings

- 1. August 2012 Kick-off Meeting*
- 2. September 2012 Meeting for ADG to present Working Paper No. 1*
- 3. Today's Meeting for ADG to present Draft Plan*



Project Deliverables

Three Formal Deliverables

- 1. Working Paper No. 1*
- 2. Draft Airport Plan*
- 3. Final Airport Plan including Airport Business Analysis*

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PHONE
446-2511



NIGHT
446-3436

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Airport Inventory

- 1. Eight based aircraft exist along with approximately 2,400 annual operations as of the September 16, 2011 annual inspection. All aircraft are single engine. Aircraft operations count consists of 1,600 local general aviation operations and 800 itinerant general aviation operations.*
- 2. Runway 17-35 is $\pm 2,962$ feet long and 50 feet wide with unknown pavement strength. The runway is equipped non-standard LIRL and markings and no VGSI, REIL, or airfield signage or supplemental windcones. Grades non-standard in specific locations.*
- 3. The main apron abuts the runway, approximates 3,000 square yards, and is entirely within the ROFA. The holdline is marked ± 65 feet from runway centerline. Access from F/M Road 908 to this area within ROFA. Two hangars (165'x130', 60'x55') abut apron with self-service fueling between. Hangars are near the end of their useful lives without substantial rehabilitation.*



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Airport Inventory

5. A newer, third hangar (65'x50') is accessed from the north runway end via a $\pm 30'$ wide taxiway and Highway 77 and is within ROFA.
6. Proximity of runway to: hangars, fueling station, holdline, city well, rail ROW, gas line, roads, power lines and trees is noteworthy.
7. No AWOS or supplemental windcones. Segmented circle in non-standard location, configuration.
8. Land uses surrounding the airport are primarily agricultural, with sparsely scattered residences there upon.
9. No instrument approach/departure procedures are in force.
10. Wind information from the nearest reporting station (at KAUS) indicates that the runway alignment covers a sufficient amount of crosswinds, regardless of aircraft type.
11. No compatible land use ordinance/overlay zoning in effect.



Airport Design Standards

Airfield Design Criteria is Based Upon the Type of Aircraft Using or Expected to Use the Field

1. Aircraft Approach Category (A-E), based upon the design speed on final approach
2. Airplane Design Group (I-VI), based upon aircraft wingspan
3. Pavement Strength (Utility: pavements designed for less than 12,500 pounds maximum gross certificated, Non-Utility: greater than 12,500 pounds)
4. Instrument Approach Capability (Visibility: either greater than or equal to $\frac{3}{4}$ mile or less than $\frac{3}{4}$ mile)

FAA Guideline: 500 operations by aircraft type or group of aircraft with similar operational and performance characteristics

RCK is currently: A-I, Utility, Greater Than $\frac{3}{4}$ mile



Airport Design Standards

Notable Airfield Design Standards

1. *Runway Safety Area (RSA): Graded area around runways and taxiways that functions like a highway shoulder.*
2. *Object Free Area (OFA): Area to be cleared around runways and taxiways (i.e. no parked aircraft, poles, etc.)*
3. *Runway Protection Zone (RPZ): Trapezoidal area beyond each runway end designed to protect people and property on the ground (i.e. no buildings, airplanes, etc.)*
4. *FAR Part 77 Surfaces (Primary, Approach, Transitional): Imaginary surfaces which slope up and away from the runway, designed to protect aircraft from natural or man-made obstructions.*
5. *This is not a complete listing...*



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Forecasts of Aviation Demand

Forecasts are Prepared for:

1. *Based Aircraft and Based Aircraft By Type*
2. *General Aviation Operations and GA Operations By Type*
3. *Aircraft Operations Mix*
4. *Peak Period Aircraft Operations*
5. *Instrument Operations*

Forecast Summary and Notes:

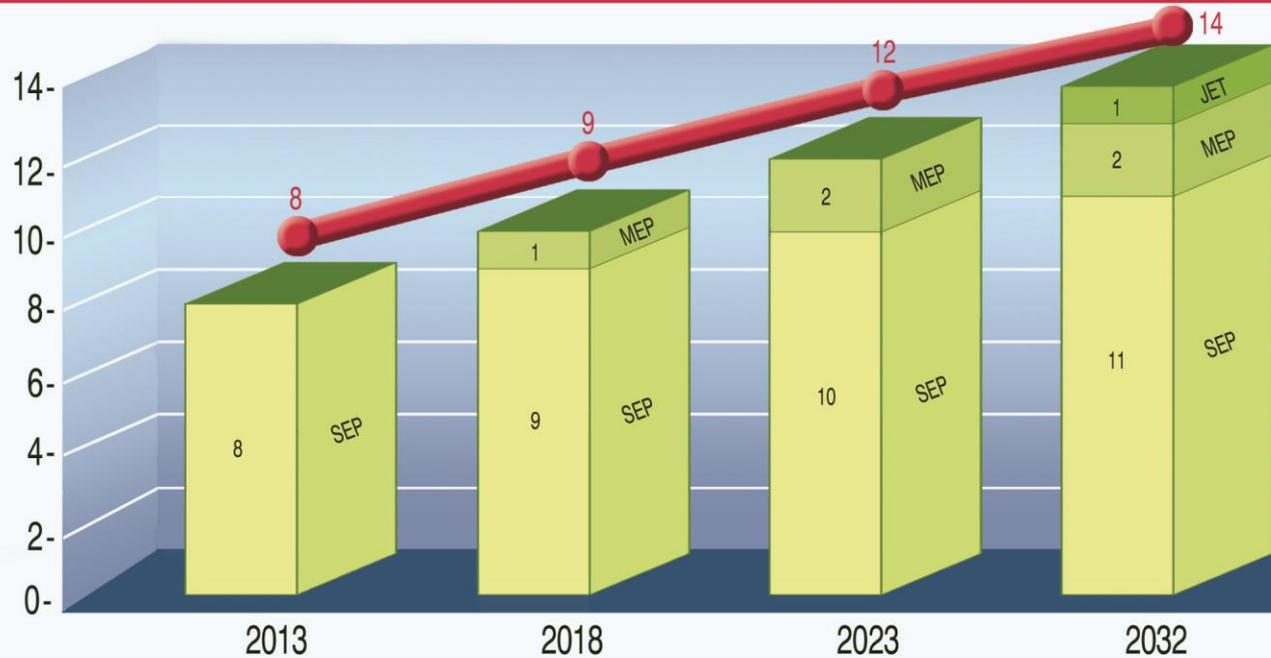
1. *Forecasts estimate aviation activity for the upcoming 5, 10 and 20 year periods.*
2. *Strictly subjective and based upon factors regionally and nationally known to correspond to aviation activity.*
3. *TxDOT approves forecasts, may have comments or recommend changes.*



Forecasts of Aviation Demand

H.H. Coffield Regional Airport

Based Aircraft Forecast by Type



SEP
Single-Engine Piston

MEP
Multi-Engine Piston/Twin-Turbo Prop

JET
Jet

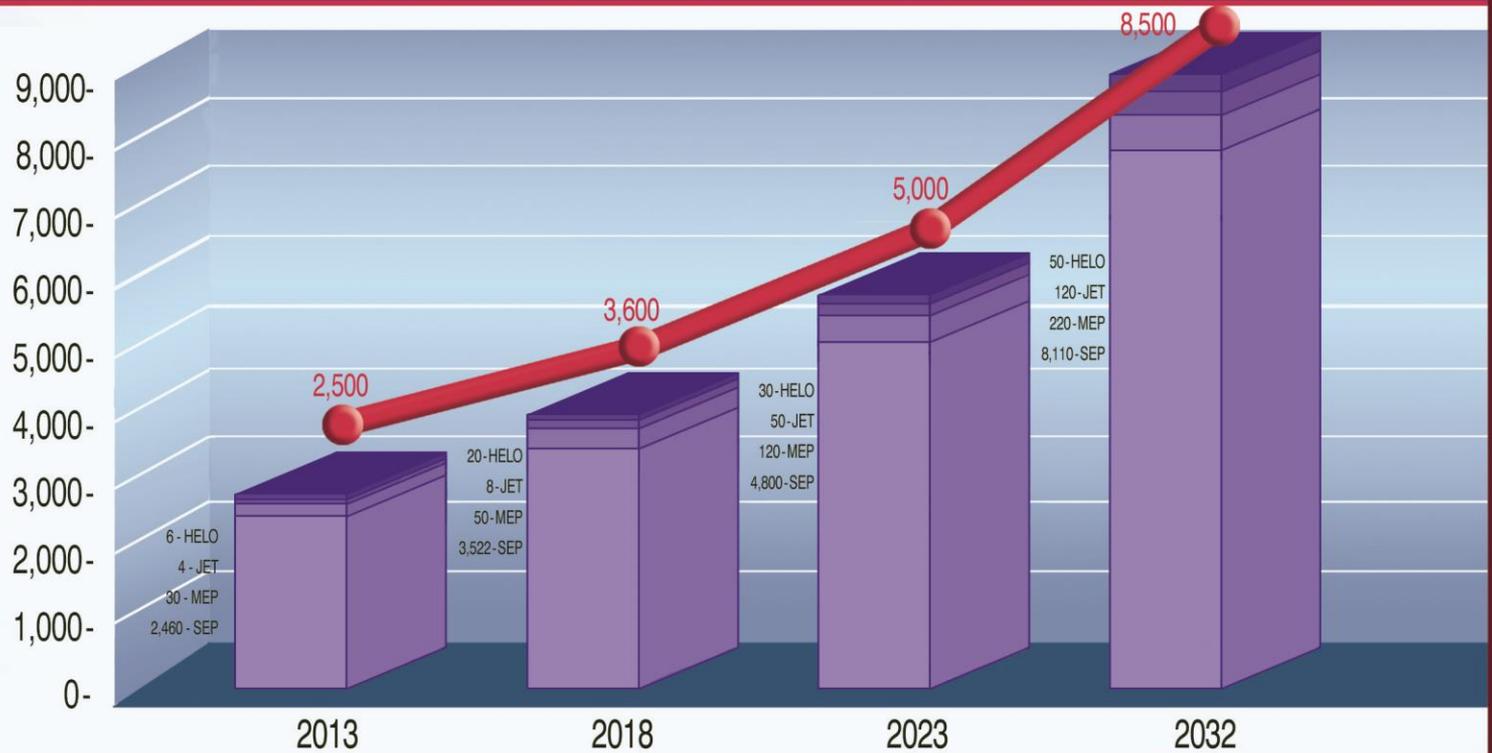
HELO
Helicopter/ Other

Forecasts of Aviation Demand



H.H. Coffield Regional Airport

Aircraft Operations Forecast by Type



SEP
Single-Engine Piston

MEP
Multi-Engine Piston/Twin-Turbo Prop

JET
Jet

HELO
Helicopter/ Other

Facility Requirements

Facility Requirements (Five Subject Areas):

1. *Airport role and service level: Now: Basic, Future: Community*
2. *Local airspace capacity: Sufficient*
3. *Airside (Runways, Taxiways, NavAids, etc.)*
4. *Landside (Apron, Hangars, Roads/Parking, etc.)*
5. *Compliance: on-going grant assurance requirements*

3. Airside Requirements:

- i. *Wind analysis: 95% coverage via AUS winds*
- ii. *IAP capability: recommend GPS RNAV both runway ends*
- iii. *Airfield design and standards:*
 - a. *Short Term: A-I, Utility (<12,500 lbs.), 1 Mile Visibility*
 - b. *Intermediate Term: A/B-I, Utility (<12,500 lbs.), 1 Mile Visibility*
 - c. *Long-Term/Ultimate: B-II, Non-Utility (>12,500 lbs.), ¾ Mile Visibility*
- iv. *Runway Length: Not a 'typical' standard*
 - a. *Short Term: Existing sufficient, with changes*
 - b. *Intermediate Term: Consider 4,400'*
 - c. *Long-Term and Ultimate: Consider 5,500'*



Facility Requirements

3. Airside Requirements (Continued):

- v. *Clear FAR Part 77 surfaces via phased obstruction removal or threshold relocation*
- vi. *Consider overlay zoning ordinance*
- vii. *Consider ODALS for southern approach*
- viii. *Full-parallel taxiway not recommended*
- ix. *Other Non-Standards Conditions disposal*

4. Landside Requirements

- i. *Based/Itinerant apron/ramp: all new, phased for future*
- ii. *Terminal: all new*
- iii. *T-hangars best use of space*
- iv. *Consider ground leasing, stub utilities for box hangars*
- v. *Minimize runway crossings*
- vi. *Maintain perimeter fencing as development necessitates*
- vii. *Site AWOS, PAPIs, REILs, MIRL, Segmented Circle and windcones*



Alternatives

Rules of Road

1. *We painting with a broad brush in this portion of the plan.*
2. *We are not doing detained design... yet, generalizing at this point in the project is appropriate, specifics may be lost.*
3. *Total costs are primarily for comparison purposes.*
4. *As a matter of course we recommend all airport sponsors acquire RPZ and 35' BRL. However, this is not required.*
5. *As a matter of course we recommend all airport sponsors maintain a perimeter fence for security and wildlife control.*
6. *Improvements recommended for all scenarios are generally not shown, we are trying to highlight differences.*
7. *Trees: height survey not completed, green area indicates clearing necessary for trees up to 80' tall.*

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Alternatives

1. *Modify existing airport for design standards compliance: \$6 Million ±*
2. *Improve existing airport for larger, business class aircraft: \$10 Million ±*
3. *Improve existing airport for larger, business class aircraft at an alternative site: \$12 Million ±*



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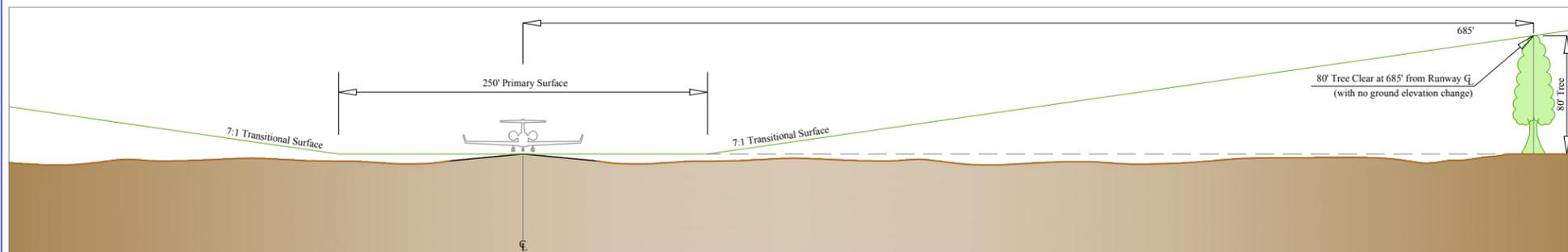
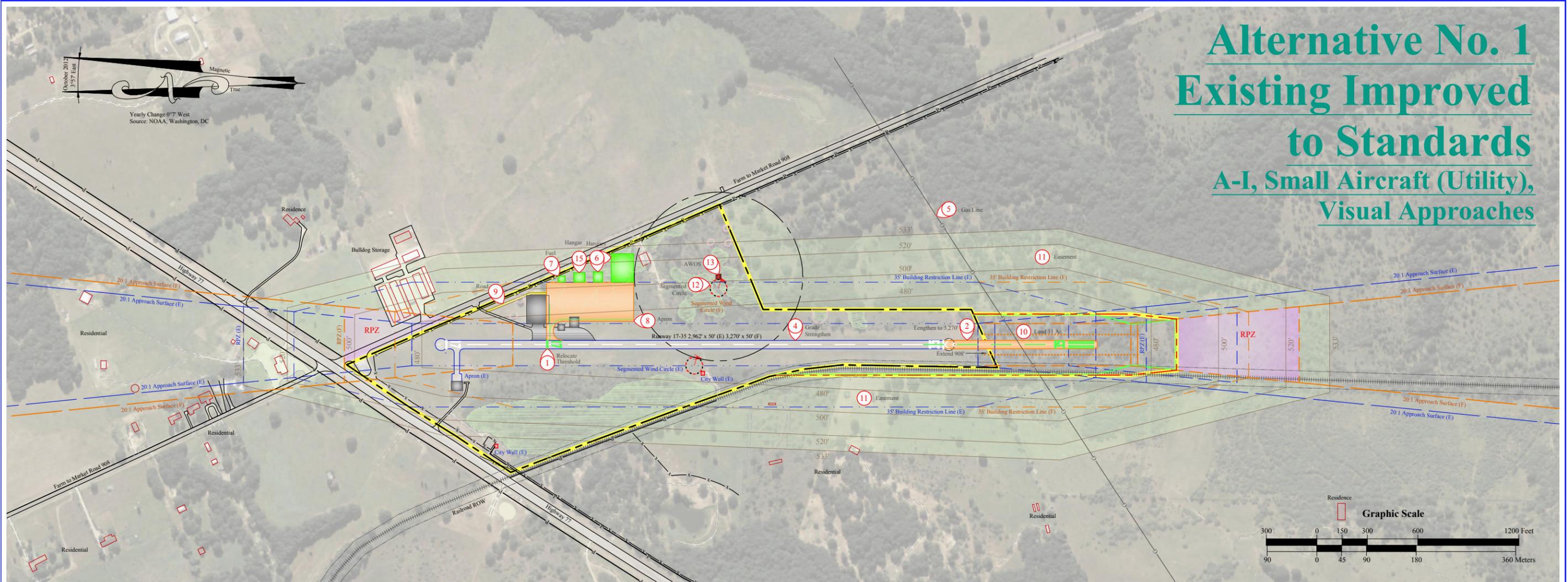
PHONE
446-2511



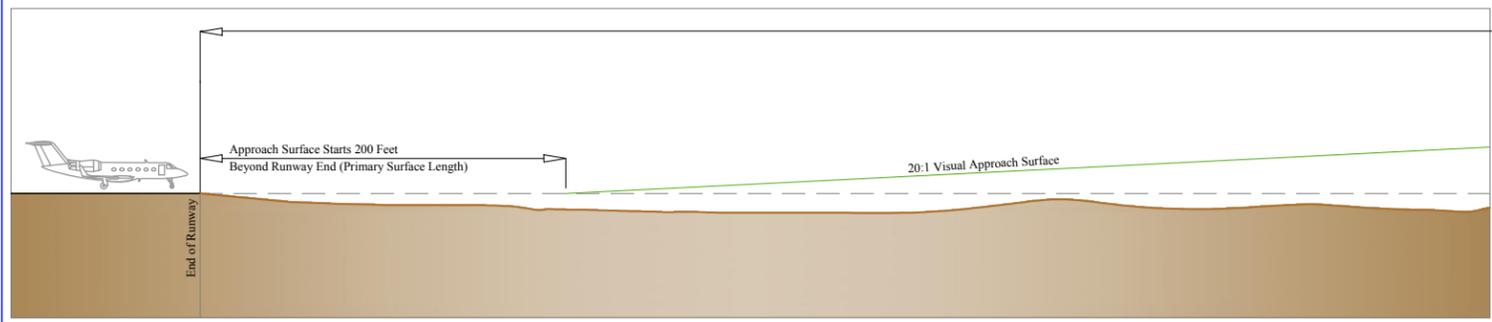
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446-3436

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Alternative No. 1 Existing Improved to Standards A-I, Small Aircraft (Utility), Visual Approaches



Typical Cross-Section View; Primary and Transitional Surface Clearances



Typical Profile View; Approach Surface Clearances

Legend

(E), (F)	Existing, Future	[Red outline]	Existing Buildings
[Yellow dashed line]	Existing Property Line	[Green fill]	Future Buildings
[Blue dashed line]	Future Property Line	[Grey fill]	Existing Buildings To Be Removed
[Blue dashed line]	Building Restriction Line (BRL)	[Dotted line]	Dirt Road
[Blue dashed line]	Runway Protection Zone (RPZ)	[Dashed line]	Existing Paved Roads
[Blue dashed line]	Approach Surface	[Dashed line]	Future Paved Roads
[Blue dashed line]	Existing Pavement	[Dotted line]	Drainage Line
[Orange fill]	Future Pavement		
[Grey fill]	Existing Pavement To Be Removed		

Improvement Costs	
Improvement	Rough Cost Estimate
Reconstruct Runway 17-35:	
1. Relocate Runway 17 Threshold 600'	\$2,550,000
2. Lengthen to 3,270'	
4. Fix Longitudinal Grade, Fix Transverse Grade, Strengthen to 12,500 SWG	
5. Relocate/Lower Gas Line	
New Hangar/Apron Area:	
6. Relocate/Build 2 New Hangars	\$1,675,000
7. Relocate Self-Serve Fueling	
8. Relocate Apron	\$255,000
9. Relocate Entrance Road	
10. Acquire Land To Clear Fence (11 Ac.)	\$255,000
11. Airspace/Tree Clearing Easement (±91 Ac.) (Clear 80' Tree)	
12. Relocate Segmented Circle	\$6,000
13. Install Beacon, AWOS, Supplemental Windcones	\$185,000
14. Install MIRL, REILs and PAPI (17 and 35), Airfield Signage	\$1,220,000
15. Relocate West-side Hangar (requires inline taxiway)	\$520,000
TOTAL ESTIMATE	\$6,411,000

No.	Revision	Ckd	Date

**H.H. Coffield
Regional Airport**
Rockdale, TX

ADG AIRPORT DEVELOPMENT GROUP, Inc.
1776 South Jackson Street / Suite 950
Denver, Colorado 80210-3922
303.782.0882 / 303.782.0842 fax
www.ADGairports.com

Project No.: RCK1400M
Designed By: SMP
Drawn By: MTP
Approved By: SMP
Date: October 2012

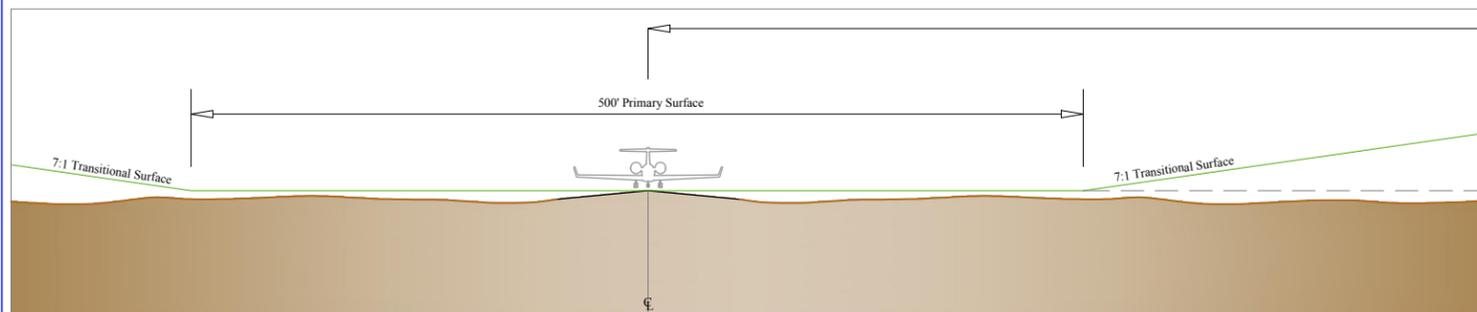
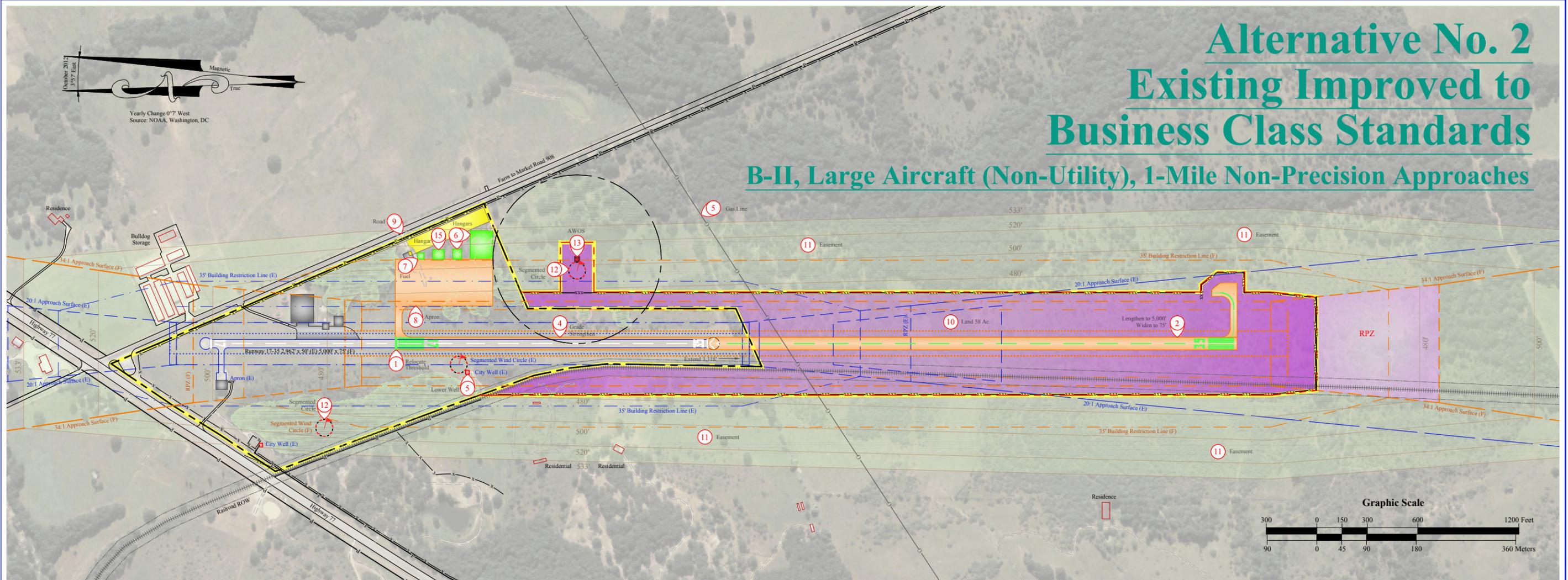
**Alternative No. 1
Existing Improved
To Standards**

Exhibit:
A1
of 4 Exhibits

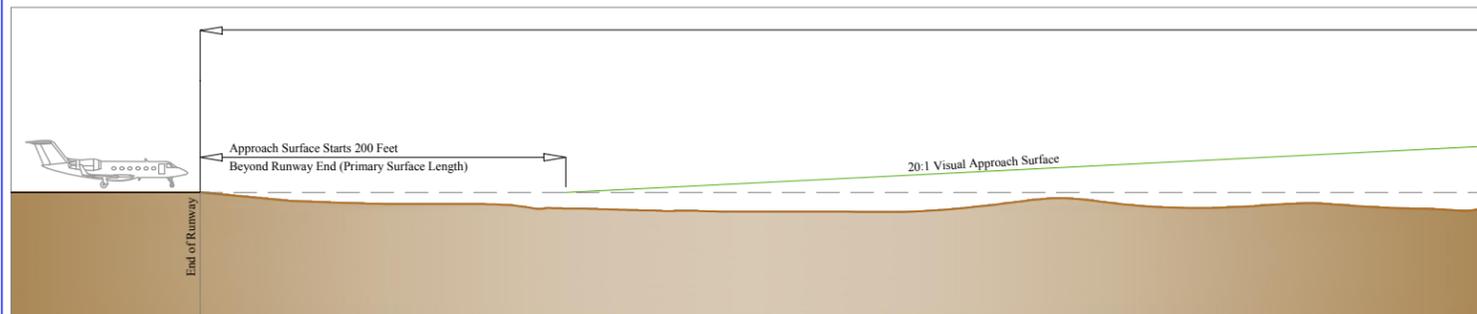
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Alternative No. 2 Existing Improved to Business Class Standards

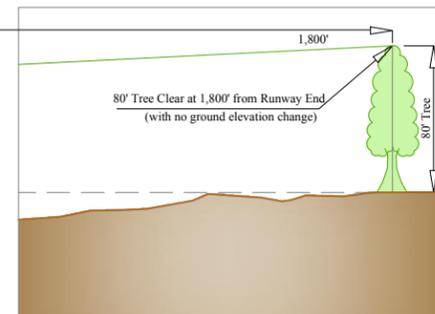
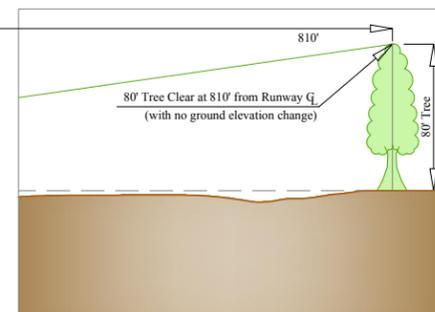
B-II, Large Aircraft (Non-Utility), 1-Mile Non-Precision Approaches



Typical Cross-Section View; Primary and Transitional Surface Clearances



Typical Profile View; Approach Surface Clearances



Legend

(E), (F)	Existing, Future	[Red Outline]	Existing Buildings
[Dashed Yellow]	Existing Property Line	[Green Fill]	Future Buildings
[Dashed Blue]	Future Property Line	[Grey Fill]	Existing Buildings To Be Removed
[Dashed Orange]	Building Restriction Line (BRL)	[Dashed Blue]	Dirt Road
[Dashed Purple]	Runway Protection Zone (RPZ)	[Dashed Orange]	Existing Paved Roads
[Blue]	Approach Surface	[Dashed Green]	Future Paved Roads
[Orange]	Existing Pavement	[Dashed Purple]	Drainage Line
[Green]	Future Pavement		
[Grey]	Existing Pavement To Be Removed		

Improvement Costs	
Improvement	Rough Cost Estimate
Expand Runway 17-35:	
1. Relocate Runway 17 Threshold, 1,100'	\$4,510,000
2. Lengthen to 5,000' and widen to 75'	
4. Fix Longitudinal Grade, Fix Transverse Grade, Strengthen to 30,000 DWG	
5. Relocate/Lower Gas Line and City Well	
New Hangar/Apron Area:	
6. Relocate/Build 2 New Hangars	\$2,800,000
7. Relocate Self-Serve Fueling	
8. Relocate Apron	
9. New Entrance Road	
10. Acquire Land To Clear Fence (58 Ac.)	\$1,020,000
11. Airspace/Tree Clearing Easement (±195 Ac.) (Clear 80' Tree)	
12. Relocate Segmented Circle	\$6,000
13. Install Beacon, AWOS, Supplemental Windcones	\$185,000
14. Install MIRL, REILs and PAPI (17 and 35), Airfield Signage	\$1,650,000
15. Relocate West-side Hangar (requires inline taxiway)	\$520,000
TOTAL ESTIMATE	\$10,691,000

No.	Revision	Ckd	Date

**H.H. Coffield
Regional Airport**
Rockdale, TX

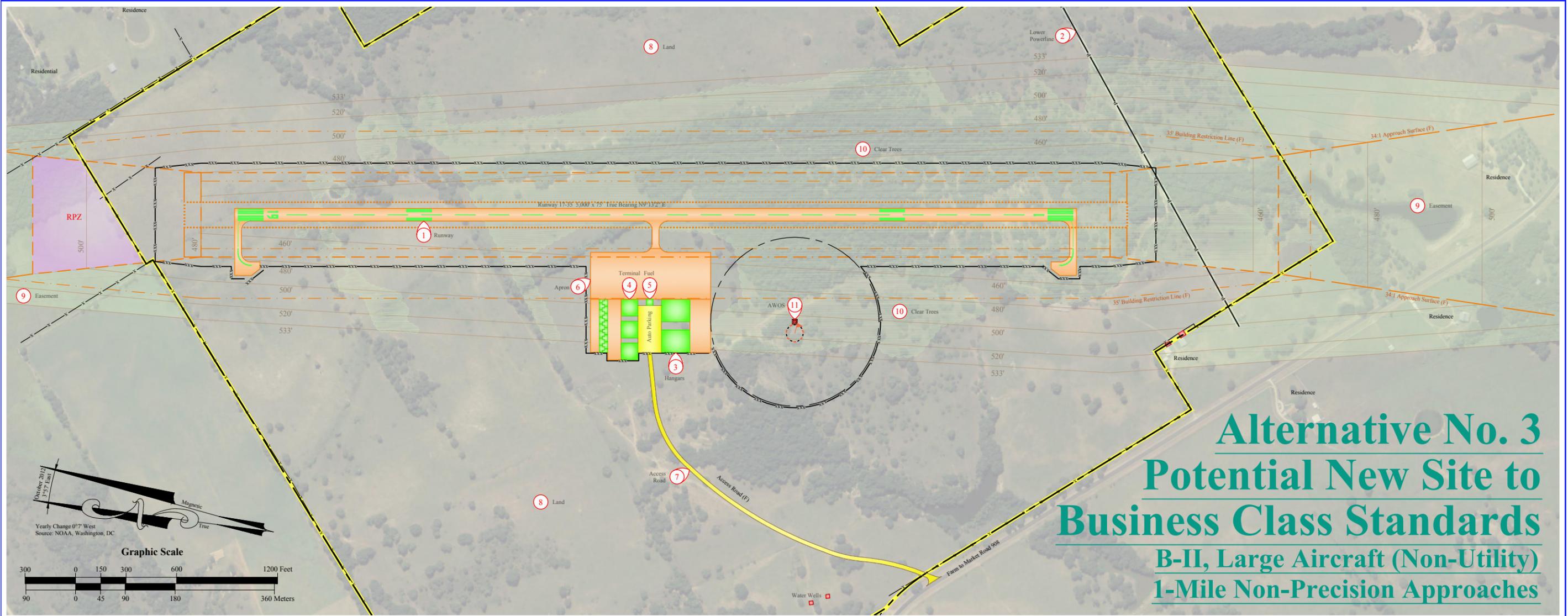
ADG AIRPORT DEVELOPMENT GROUP, Inc.
1776 South Jackson Street / Suite 950
Denver, Colorado 80210-3920
303.782.0882 / 303.782.0842 fax
www.ADGairports.com

TXDOT Contract Number: 2XIAV064

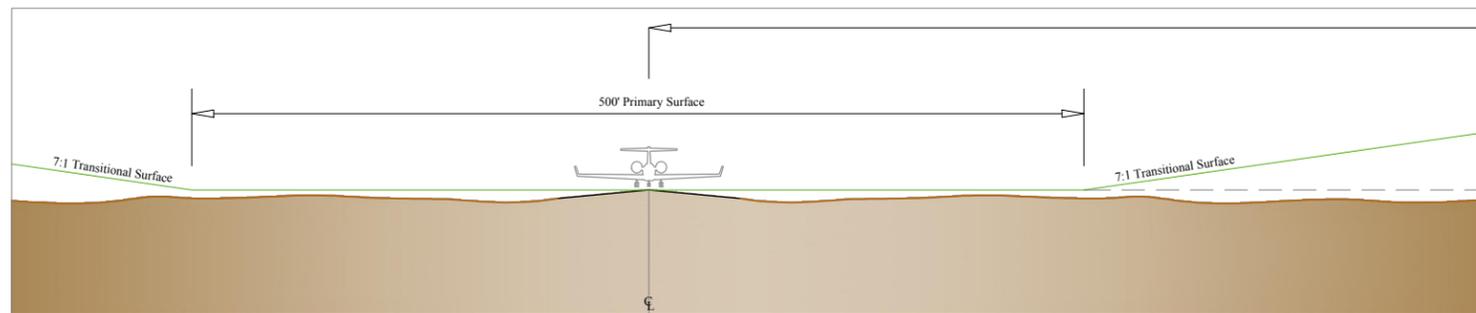
Project No.: RCK1400M
Designed By: SMP
Drawn By: MTP
Approved By: SMP
Date: October 2012

**Alternative No. 2
Existing Improved to
Business Class Standards**

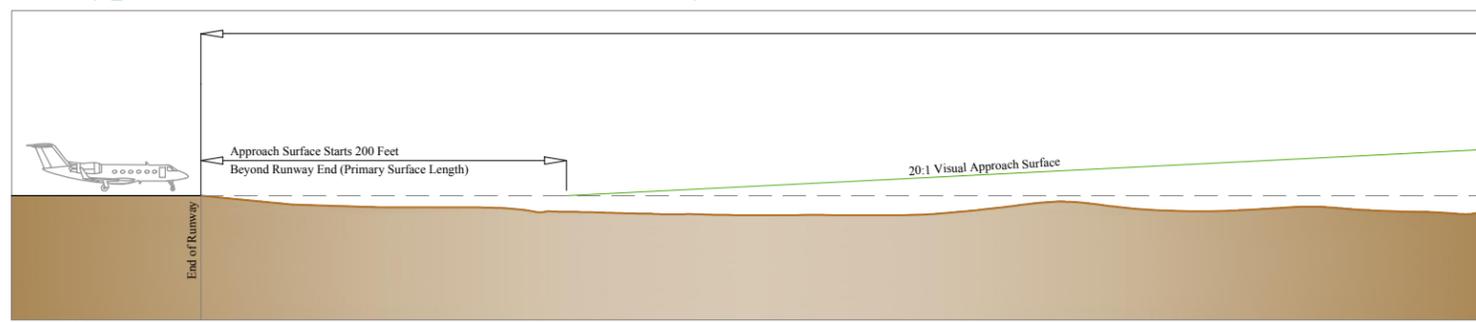
Exhibit:
A2
of 4 Exhibits



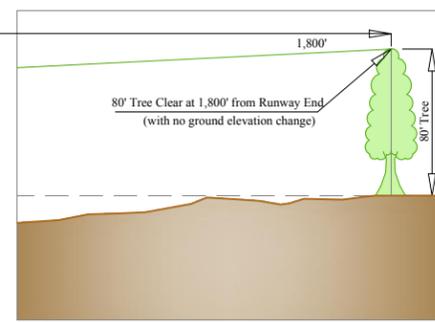
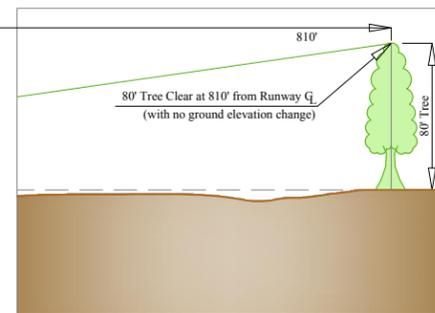
Alternative No. 3 Potential New Site to Business Class Standards B-II, Large Aircraft (Non-Utility) 1-Mile Non-Precision Approaches



Typical Cross-Section View; Primary and Transitional Surface Clearances



Typical Profile View; Approach Surface Clearances



Legend

(E), (F)	Existing, Future	Existing Buildings
---	Existing Property Line	Future Buildings
---	Future Property Line	Existing Buildings To Be Removed
---	Building Restriction Line (BRL)	Dirt Road
---	Runway Protection Zone (RPZ)	Existing Paved Roads
---	Approach Surface	Future Paved Roads
---	Existing Pavement	Drainage Line
---	Future Pavement	
---	Existing Pavement To Be Removed	

Improvement Costs	
Improvement	Rough Cost Estimate
New Runway 1-19:	
1. Construct Runway 17-35 to 5,000 feet by 75 feet at 30,000 DWG Strength	\$5,125,000
2. Relocate/Lower Power Line	
New Hangar/Apron Area:	
3. Build 2 New Hangars (and Relocate 1 Existing Hangar)	\$3,250,000
4. New Terminal	
5. Install Self-Serve Fueling	
6. Construct New Apron	
7. New Entrance Road	
8. Acquire Land (Existing Ranch for Sale (±600 Ac.))	\$1,500,000
9. Airspace/Tree Clearing Easement (±120 Ac.) (Clear 80' Tree)	
10. Clear Trees on Ranch for 80' Clearance (±133 Ac.)	\$120,000
11. Install Beacon, AWOS, Supplemental Windcones	\$195,000
12. Install MIRL, REILs and PAPI (17 and 35), Airfield Signage	\$1,650,000
TOTAL	\$11,840,000

Project No.: RCK1400M
 Designed By: SMP
 Drawn By: MTP
 Approved By: SMP
 Date: October 2012

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 303.782.0882 / 303.782.0842 fax
 www.ADGairport.com

H.H. Coffield Regional Airport
 Rockdale, TX

TxDOT Contract Number: 2X1A1964

**Alternative No. 3
Potential New Site with
Business Class Standards**

Exhibit: **A3**
 of 4 Exhibits



Alternatives Consultation

Committee Consultation

Committee and meeting participants generally supported development for larger aircraft in a unconstrained financial environment.

Several meeting participants discussed plans for a potential relocation of the airport.

TXDOT Consultation

TxDOT identifies RCK a 'basic service' airport in its system of airports. TxDOT regularly prioritizes funding based upon service level and needs on a system-wide basis.

TxDOT has limited funding for airport improvements as statewide need exceeds statewide funding. TxDOT will support RCK and will review annual proposals for improvements funding.

TxDOT recommended crafting a financially-constrained capital improvements plan as a consequence of this planning.

Phased Development

1. *Periods of phased development are as follows: Phase I: 2013-2017, Phase II: 2018-2022, Phase III: 2023-2032.*
2. *Costs developed using 2012 as basis.*
3. *The Draft Airport Layout Plan shows the desired alternative(s) or portions thereof per TxDOT direction.*
4. *Planned improvements and phased development as depicted on the Draft Airport Layout Plan are, by design, financially constrained.*
5. *Funding for near-term improvements occurs through continued TxDOT consultation.*
6. *TxDOT match requirement generally 90 percent, leaving 10 percent for the City to match.*
7. *In order to receive project funding an aeronautical need must be substantiated to TxDOT through the processes described in #5 above.*



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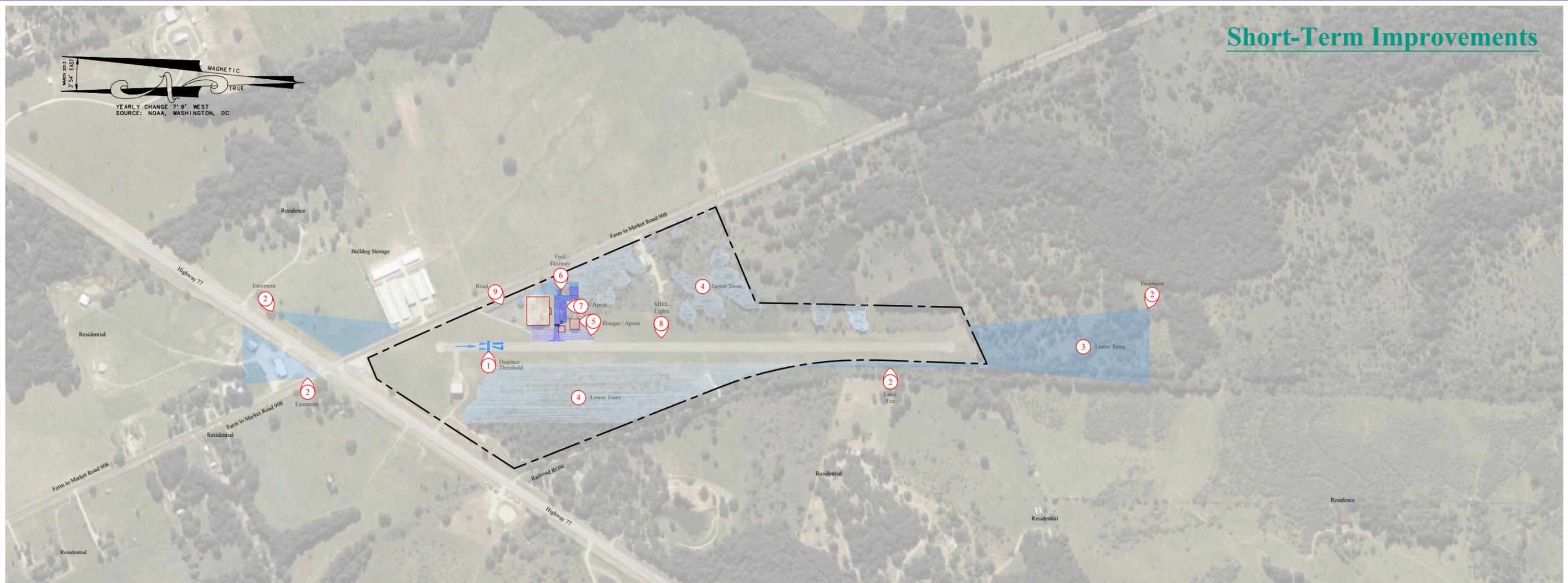
PHONE
446-2511



NIGHT
446-3436

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Short-Term Improvements

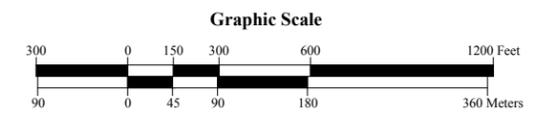


MAGNETIC
TRUE
YEARLY CHANGE 7" 9" WEST
SOURCE: NOAA, WASHINGTON, DC

Legend

- (E) Existing
- Property Line
- Existing Buildings

Short-Term Improvements (2013 - 2017)					
Number	Recommended Improvements	FAA	TxDot	City	Total
1	(2013) Displace (Mark) 17 threshold ±250' to clear 20:1 over Farm to Market Road 908	\$	\$ 20,250	\$ 2,250	\$ 22,500
2	(2014) Acquire Fee (OFA), (±1.2) Easement (±12 acres) for 17 and 35 RPZ		\$ 67,500	\$ 7,500	\$ 75,000
3	(2015) Lower Trees within acquired 35 RPZ			\$ 7,000	\$ 7,000
4	(2015) Lower On-Airport Trees			\$ 12,000	\$ 12,000
5	(2015) Raze smaller hangar (currently inside OFA), remove portion of existing apron		\$ 67,500	\$ 7,500	\$ 75,000
6	(2015) Construct access taxiway, relocate existing fueling system (currently within OFA)		\$ 459,000	\$ 51,000	\$ 510,000
7	(2016) Construct Phase I Apron; 625 sq. yds, (for maneuvering/fueling)		\$ 198,000	\$ 22,000	\$ 220,000
8	(2016) Construct MIRL		\$ 238,250	\$ 26,500	\$ 265,500
9	(2017) Relocate auto access road (currently within OFA)			\$ 17,000	\$ 17,000
Totals:		\$	\$ 1,058,250	\$ 152,750	\$ 1,186,500



No.	Revision	Ckd	Date

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Regional Airport
Rockdale, TX

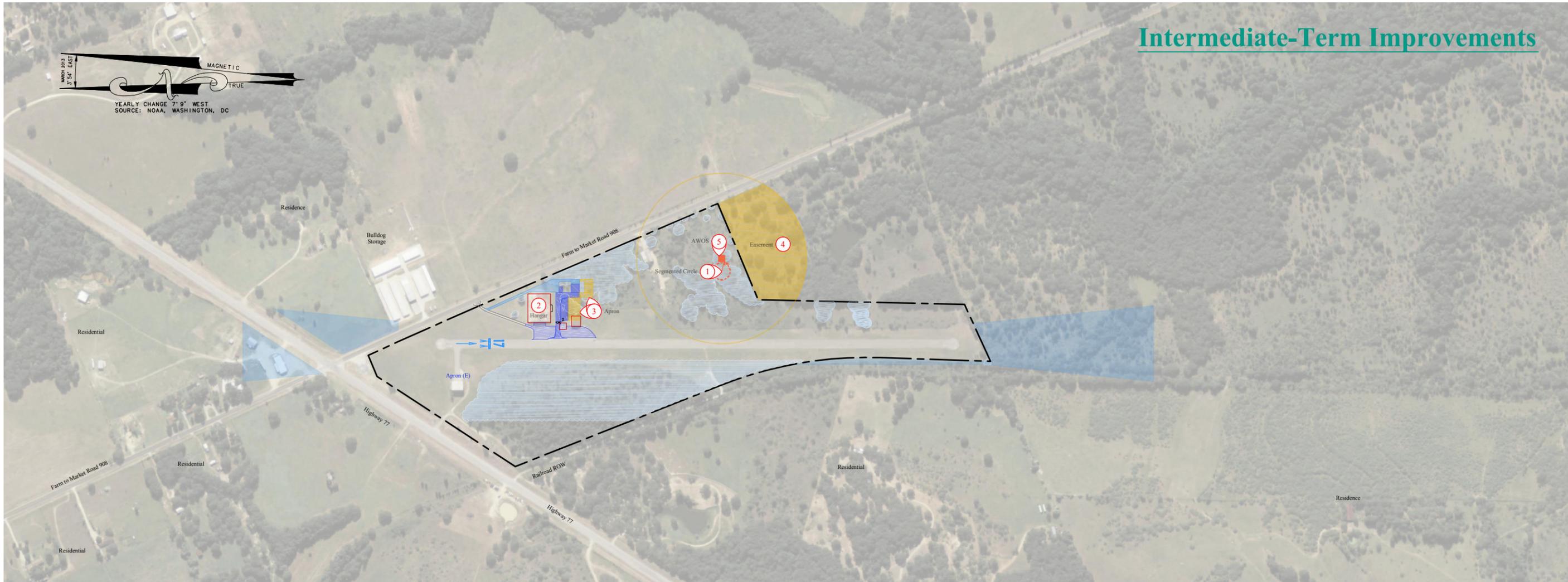
ADG AIRPORT DEVELOPMENT GROUP, INC.
1776 South Jackson Street / Suite 950
Denver, Colorado 80210-3602
303.782.0882 / 303.782.0842 fax
www.ADGairports.com

TXDOT Contract Number: 2X1A1064

Project No.:	RCK1400M
Designed By:	SJM
Drawn By:	MTP
Approved By:	SMP
Date:	April 2013

Short-Term Improvements
(Years 2013 - 2017)

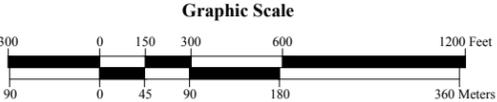
Intermediate-Term Improvements



Legend

- (E) Existing
- Property Line
- Existing Buildings

Intermediate-Term Improvements (2018 - 2022)					
Number	Recommended Improvements	FAA	TxDot	City	Total
1	(2018) Relocate Segmented Circle (Currently within OFA)	\$	\$ 22,500	\$ 2,500	\$ 25,000
2	(2019) Raze Larger Hangar			\$ 27,500	\$ 27,500
3	(2020) Construct Phase II Apron - 1025 sq. yds, (itinerant apron)		\$ 252,000	\$ 28,000	\$ 280,000
4	(2021) Acquire Avigation Easement (±5.4 acres) for AWOS Critical Area		\$ 10,800	\$ 1,200	\$ 12,000
5	(2022) Install AWOS		\$ 180,000	\$ 20,000	\$ 200,000
6	(2022) Update ALD (Non-AGIS compliant) (not shown)		\$ 67,500	\$ 7,500	\$ 75,000
Totals:		\$	\$ 532,800	\$ 86,700	\$ 619,500



No.	Revision	Ckd	Date

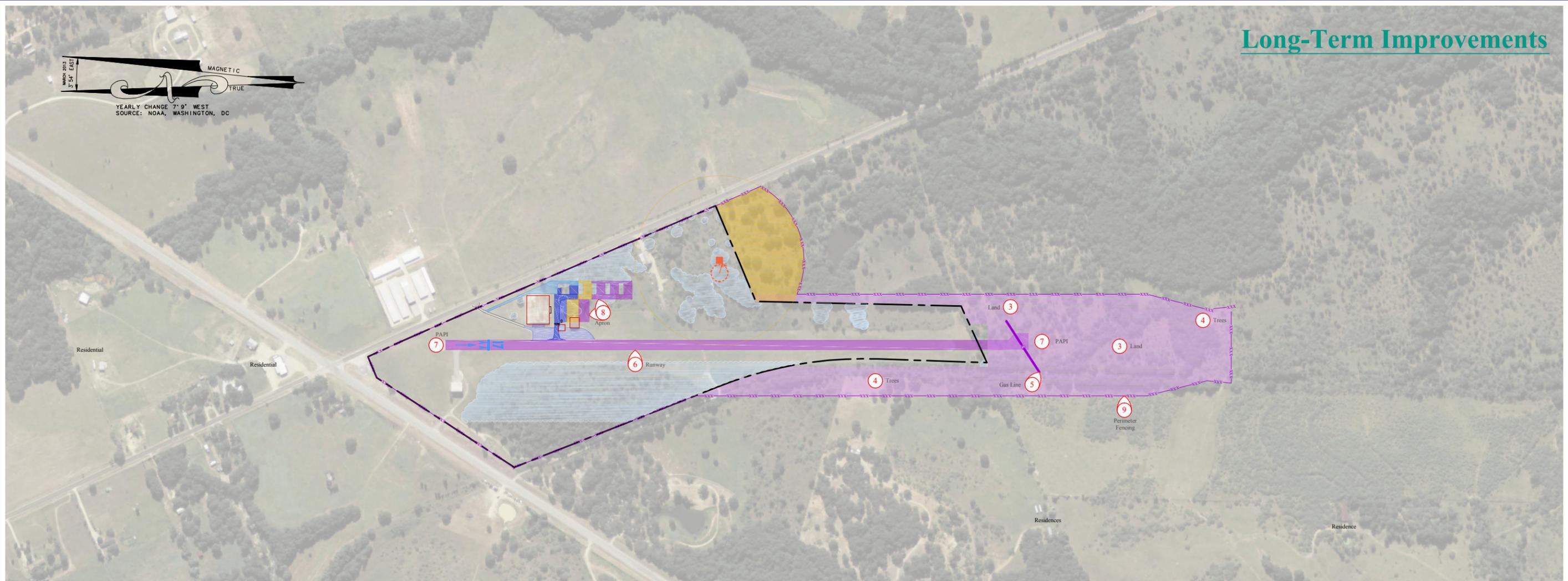
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Regional Airport
Rockdale, TX

ADG AIRPORT DEVELOPMENT GROUP, LLC
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Denver, Colorado 80240-3602
303.782.0882 / 303.782.0842 fax
www.ADGairports.com
TXDOT Contract Number: 2X1A1064

Project No.: RCK1400M
Designed By: SIPM
Drawn By: MTP
Approved By: SMP
Date: April 2013

Intermediate-Term Improvements (Years 2018 - 2022)

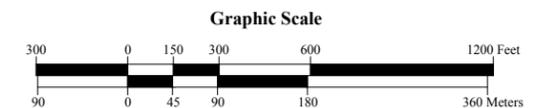
Long-Term Improvements



Legend

- (E) Existing
- Property Line
- Existing Buildings

Long-Term Improvements (2023 - 2033)					
Number	Recommended Improvements	FAA	TxDot	City	Total
1	(2023) EA; Southerly Runway Extension (483' to 3,200') (not shown)	\$	\$ 76,500	\$ 8,500	\$ 85,000
2	(2024) EA mitigation (not shown)		Not Known		Not Known
3	(2025) Acquire Fee Land (±27 acres) for 483' Extension		\$ 175,500	\$ 1,950	\$ 195,000
4	(2026) Lower Trees within Acquired Property			\$ 14,000	\$ 14,000
5	(2026) Lower Gas Line		Not Known		Not Known
6	(2027) Rehabilitate Existing Runway (60' wide); construct 483' Extension (rehab will fix trans/long grade busts and build P-152 safety area)		\$ 1,462,500	\$ 162,500	\$ 1,625,000
7	(2028) Install MIRL, PAPI and Beacon		\$ 531,000	\$ 59,000	\$ 590,000
8	(2030) Construct Phase III Apron (±1,750 square yards)		\$ 337,500	\$ 37,500	\$ 375,000
9	(2033) Construct Wildlife Perimeter Fencing		\$ 621,000	\$ 69,000	\$ 690,000
Totals:		\$ 0	\$ 3,204,000	\$ 352,450	\$ 3,574,000



No.	Revision	Ckd	Date

H.H. Coffield
Regional Airport
Rockdale, TX

ADG AIRPORT DEVELOPMENT GROUP, Inc.
1776 South Jackson Street / Suite 950
Denver, Colorado 80210-3602
303.782.0882 / 303.782.0842 fax
www.ADGairports.com
TXDOT Contract Number: 2X1A1064

Project No.:	RCK1400M
Designed By:	SIPM
Drawn By:	MTP
Approved By:	SMP
Date:	April 2013

Long-Term
Improvements
(Years 2023 - 2033)

Exhibit:
LT
of 4 Exhibits

Airport Layout Plan Drawings

1. *Airport Layout Plan, Terminal Area Plan, Plan and Profiles, Land Use and Property Map.*
2. *The drawings show existing facilities and planned improvements per TxDOT direction.*
3. *Neither the drawings, nor this planning, obligates TxDOT funding.*
4. *FAA will perform an 'in-house review' of the drawings. TxDOT will thoroughly review the content and standards.*
5. *After reviews the City will sign the Airport Layout Plan and the plan becomes an informal agreement for the future of the airport.*
6. *The development depicted on the drawings is envisioned to accommodate small aircraft, primarily as a result of constrained funding.*
7. *This plan functionally does not accommodate larger business or corporate type aircraft.*



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Airport Business Analysis

1. *Provides a cursory review of the RCK aviation marketplace.*
2. *Completes an aviation market evaluation along with potential tenant/business identification.*
3. *Phased development is the basis for the financial program, with the overall objective to 'make pluses equal minuses'.*
4. *Includes City operating expenses.*
5. *Considers rates and charges, now and in the future.*
6. *Considers TIRZ and other regional-type financing methodologies.*
7. *Considers minimum and development standards.*



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Wrap-Up

Draft Master Plan Complete

1. *This is the last of our meetings, but far from the conclusion of the project.*
2. *ADG will work with the Committee, the City and TxDOT to address questions and make necessary changes. This is typically no small effort; ADG will make every effort to ensure the plan is acceptable, meets needs and is responsive.*

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