

Update Airport Layout Plan Chapter One

Introduction



Chapter One – Introduction to the Plan

1.0 Introduction

The City of Rockdale as owner, operator and sponsor of the H.H. Coffield Regional Airport has initiated this update of its Airport Plan to assess the Airport's existing and future role and to provide direction and guidance related to short- and long-term development. This study will recommend a course of action over a period of 20 years and beyond. This course of action will be advanced to meet existing and anticipated aviation demand and to provide compliance with current Federal Aviation Administration (FAA) airport design standards. This project and its process will be shepherded through the City of Rockdale's Airport Development Plan Committee (Committee).

This planning is created to be both a forward-looking and flexible document. Resolutions and solutions are proposed well in advance of the likely need; and the plan is flexible enough to change with the need. Federal and state agencies are then similarly able to effectively program funding and be responsive to financing needs, should that be necessary.

The remainder of this chapter describes plan purpose, objectives and issues and identifies the four-phase planning process created specifically for this planning effort.

1.1 Purpose

The purpose of the planning effort is to use developed methods to objectively evaluate and assess the needs of the H.H. Coffield Regional

Airport from an aviation use, development, and implementation perspective. Further, the planning will assist City leadership to sort through the difficult questions and then, use that information to guide local decisions regarding airport infrastructure investment.

Development at the H.H. Coffield Regional Airport has plateaued in past years, but this may not continue. The potential need for infrastructure and additional facilities will be analyzed while looking to the future to determine what the Airport can do to improve the local and regional economy.

The product of this effort will provide the City with a development program to meet aviation needs in the short- intermediate- and long-range planning periods. Aviation demand associated with the Airport makes it important to plan for aviation safety, capacity, proper facilities and land use compatibility. It is anticipated that benefits derived from the plan will positively affect the Airport, its users, City and County residents and the surrounding area.

1.2 Objectives and Issues

Assessing airport needs and filing a new plan is often a complex and difficult, but beneficial task. Some basic questions are:

1. Which airport services are the most attractive to new business and existing users and why?
2. What will it cost to get additional airport infrastructure in place?

3. What kinds of visitors or companies are likely to be interested in the airport?
4. What will the basic needs for the airport be, now and in the future?
5. How does an airport benefit the community by attracting businesses that provide higher income jobs and quality goods and services?

Answers to the above questions will help guide the community to establishing an airport plan and program that contributes to achieving this goal. It usually boils down to economic development efforts, and how a community or region uses its resources, including the airport, to achieve its community and economic development goals.

City and regional economic conditions and increased competition have changed the airport services playing field in recent years. Some communities do not have a firm understanding of their airport's capabilities and potential.

A primary aim of this effort is to evaluate and develop concepts and overall recommendations for the H.H. Coffield Regional Airport that will facilitate implementation and are workable.

1.2.1 Objectives

The Airport and this planning process are intended to be an integral part of the community's overall plan. Coordinated planning that enhances the Airport, the City, Milam County and the area is the overall aim. Specifically, the objectives of this study are as follows:

Objective Number One:

Airport Planning for the H.H. Coffield Regional Airport and its surrounding properties should be integral to the existing operations and facilities.

Objective Number Two:

Airport Planning should minimize off-site impacts, particularly those affecting neighboring areas.

Objective Number Three:

Airport Planning should be developed to cater to designated business markets and regional industries.

Objective Number Four:

Development of the Airport and its properties should occur in a coordinated and comprehensive manner taking maximum advantage of the areas public-use assets.

Objective Number Five:

Airport Planning and development should be conducted to achieve the *highest and best* use of the site. Specific users and uses should be evaluated on a case-by-case basis for general conformity. *Highest and best use* should be interpreted in terms of the following factors: use of physical site assets, economic benefit, jobs created and salaries, fiscal impact and contribution to overall City objectives.

Objective Number Six:

The Airport Planning process and project deliverables should be flexible enough to accommodate a range of potential aviation and non-aviation users.

Objective Number Seven:

City and regional economic goals should be an important consideration in conducting Airport Planning and preparing a development strategy for the H.H. Coffield Regional Airport.

Objective Number Eight:

Planned airport development should be evaluated relative to both long- and short-term costs and benefits.

Objective Number Nine:

The development of the Airport should contribute to the positive image and commercial activity of the City and Milam County.

The aviation situation at the H.H. Coffield Regional Airport is unique and has opportunity in a number of aviation industry segments.

1.2.2 Issues

The City has not yet completed a formal airport planning process or narrative. Both the City and the Texas Department of Transportation (TXDOT)

determined that an overall Airport Plan is necessary given existing and anticipated existing activity and economic conditions. Some of those changes follow and will be given particular attention through the process.

Issue Number One:

Capital Plan and Long-Term Needs

The longer-term needs of the Airport are in flux and not currently well defined. Many informal projects identified in the previous planning, and particularly their costs, are outdated. A plan is required that looks down the road and points toward future needs. While the Capital Improvement Plan (CIP) is a flexible document, a good baseline makes City needs transparent to everyone with an interest in the Airport.

Issue Number Two:

Airport Design Standards

Several revisions have been made to advisory circulars/orders over the years and some of these changes affect the Airport in ways which will have an impact on the CIP and other more long-term planning.

Issue Number Three:

Airspace and Land Use Compatibility

Some of the property surrounding the H.H. Coffield Regional Airport is not compatible with aviation purposes per FAA guidelines. Several industrial parks have been considered over the years and several more could be formalized. Given the scope and size of the Airport, several nearby power lines, encroaching trees and residential land use, additional land use concerns should be addressed in future land use planning processes.

1.3 Planning Process

A planning process accompanies this narrative. More to the point, this planning process and participation through the process from those with

interests in the overall aviation community is important to creation of this narrative.

The planning process begins with preparation of the necessary data and mapping to be used in the study to prepare this narrative along with its Airport Layout Plan (ALP) drawings for the H.H. Coffield Regional Airport.

The narrative and ALP drawings will be prepared in accordance with TXDOT guidelines, policies and procedures and applicable federal and state laws and standards. Previous reports and associated work will be reviewed, as necessary.

The project process will be engaged in full coordination with the Committee, federal, state and local planning agencies, the representatives of which will be consulted for input and invited to attend progress meetings, public meetings or other meetings associated with the process. The end result will provide a planning document that recommends a responsive course of action and a scheduled plan, complete with current cost estimates for facility improvements.

Prior to initiation of this project, the prerequisite project scope of services, budget and schedule were approved. The planning process and its project workflow consist of four project phases, described as below.

1.3.1 Phase One

The planning process benefits from public participation and as such, a project initiation meeting, **Public Meeting No. 1**, is a first step. This meeting described the contents of this chapter and solicited comments from the Committee.

Project activities may then continue with Inventory, **Chapter Two**. This portion of the project involves information acquisition not limited to; facilities and improvements, land uses,

airspace and navigational aids, along with socioeconomic, environmental and financial data. The Forecasts of Aviation Demand, **Chapter Three**, can then be created for the first five-year period; 2013-2017, the second five-year period 2018-2022, and the final 10-year period; 2023-2032, of the 20-year planning horizon.

Facility Requirements, **Chapter Four**, can then be generated based upon previous work. **Chapter Five**, Alternatives Analysis will consider two airfield alternatives which may suit demand over the three planning periods for Committee consideration.

Working Paper No. 1 consisting of the first five chapters will be printed and comments solicited from the Committee, TXDOT and any necessary changes are made pursuant to the next project phase.

Prior to Phase Two, Phase One activities are summarized at **Public Meeting No. 2**.

The first project milestone is Committee selection of preferred alternative for the Draft Narrative Report. Selection and concurrence will likely be obtained through informal meetings, designed to present the technical aspects of the alternatives in a meaningful, but easy to understand way.

1.3.3 Phase Two

The second project milestone is Committee and TXDOT review of the Draft Narrative Report. The draft narrative will describe and illustrate the recommended course of action, over the next 20 years, per Committee direction.

Phase Two work begins with incorporation of City and TXDOT comment and prerogative for Working Paper No. 1.

Phase Two work also includes **Chapter Six**, Phased Development and Cost Estimates which sequences and provides cost estimates for airport improvements pursuant to the preferred alternative and **Chapter Seven**, Airport Layout Plan and Drawings which depict existing and future airport features.

Phase Two project activities are summarized in the draft narrative and at **Public Meeting No. 3**.

The third project milestone is Committee concurrence with the **Draft Narrative Report**.

1.3.4 Phase Three

Multiple copies of the draft narrative consisting of all chapters and ALP drawings are transmitted to TXDOT for coordination. Coordination generally consists of a TXDOT internal review process wherein draft documents are reviewed for continuity and conformity to TXDOT standards and specifications.

Then the overall project shifts gears somewhat. While TXDOT is reviewing the draft narrative and ALP drawings, other economic development project activities are finalized including the:

1. Business Financing Plan
2. Regional Business Analysis
3. Rates and Charges, Minimum Standards and Leasing, and Operational Structure Analysis
4. TRIZ Sensitivity Analysis
5. Airport Marketing and Promotion.

Finally, Phase Three work concludes with incorporation of City and TXDOT comment and prerogative for the Draft Narrative, leading to the fourth and final project milestone, the **Final Narrative Report**.

Upon coordination completion, a number of final documents will be printed, signed by all parties and the project consummated.

1.4 Consultant Agreement and Study Documentation

The City entered into an agreement with Airport Development Group, Inc., in August 2012 to conduct the planning effort and to prepare this document. The narrative report and ALP drawings are submitted for approval to the Committee as Airport Sponsor, who then, in turn submits to TXDOT.

1.4.1 Reference Documents

This study is prepared in accordance with these FAA advisory documents:

- Previous Airport Documents (Various Years)
- TXDOT Airport System Plan
- 150/5060-5 *Airport Capacity and Delay*
- 150/5190-4 *A Model Zoning Ordinance to Limit Height of Objects around Airports*
- 150/5070-6 *Airport Master Plans*
- 150/5190-5 *Exclusive Rights and Minimum Standards for Commercial Aeronautical Activities*
- 150/5300-13 *Airport Design*
- 150/5340-1 *Standards for Airport Markings*
- 150/5340-18 *Airport Sign System Standards*
- 150/5300-16 *General Guidance and Specifications for Aeronautical Surveys*
- 150/5300-17 *General Guidance and Specifications for Aeronautical Survey Airport Imagery Acquisition and Submission to NGS*
- 150/5300-18 *General Guidance and Specifications for Submission of Aeronautical Surveys to NGS; Field Data and Collection and GIS Standards*
- 150/5360-9 *Planning and Design Guidelines for Airport Terminal Facilities at Non-Hubs*
- 150/5360-13 *Planning and Design Guidelines for Airport Terminal Facilities*
- 150/5020-1 *Noise Control and Compatibility Planning for Airports*
- 150/5320-14 *Airport Landscaping for Noise Control*

- 150/5320-5 *Airport Drainage*
- 150/5050-4 *Citizen Participation in Airport Planning*
- 150/5230-4 *Aircraft Fuel Storage, Handling and Dispensing on Airports*
- 5100.38C *Airport Improvement Program Handbook*
- 5050.4B *NEPA Implementing Instruction for Airport Actions*
- 1050.1E *Environmental Impacts; Policies and Procedures*
- Environmental Desk Reference for Airport Actions*

1.4.2 Narrative Report Content

This narrative report presents these chapters:

- Chapter 1 Introduction
- Chapter 2 Inventory
- Chapter 3 Forecasts of Aviation Demand
- Chapter 4 Facility Requirements and Capacity Analysis
- Chapter 5 Alternatives Analysis
- Chapter 6 Airport Layout Plan and Drawings
- Chapter 7 Phased Development and Cost Estimates
- Chapter 8 Airport Business Analysis

These ALP Drawings are found in Chapter Seven:

- Exhibit I Airport Layout Plan
- Exhibit II Terminal Area Plan
- Exhibit III Runway 17 Approach Surface Plan and Profile
- Exhibit IV Runway 35 Approach Surface Plan and Profile
- Exhibit V Land Use Plan
- Exhibit VI Airport Property Map