

# Ralph M. Hall Municipal Airport

## City of Rockwall



**Project Kickoff and Airport  
Inventory**

**Aviation Demand Forecasts and  
Facility Requirements**

**Alternatives Evaluation: Airside  
and Landside**

**Capital Improvement Program  
and Phased Development Plan**

**Airport Layout Plan and Final  
Report**



# Ralph M. Hall Municipal Airport Mission Statement

To provide resident pilots and aircraft owners a safe recreational facility while offering regional corporations and growing businesses a local transportation base with national reach and accessibility to Rockwall's thriving economy.







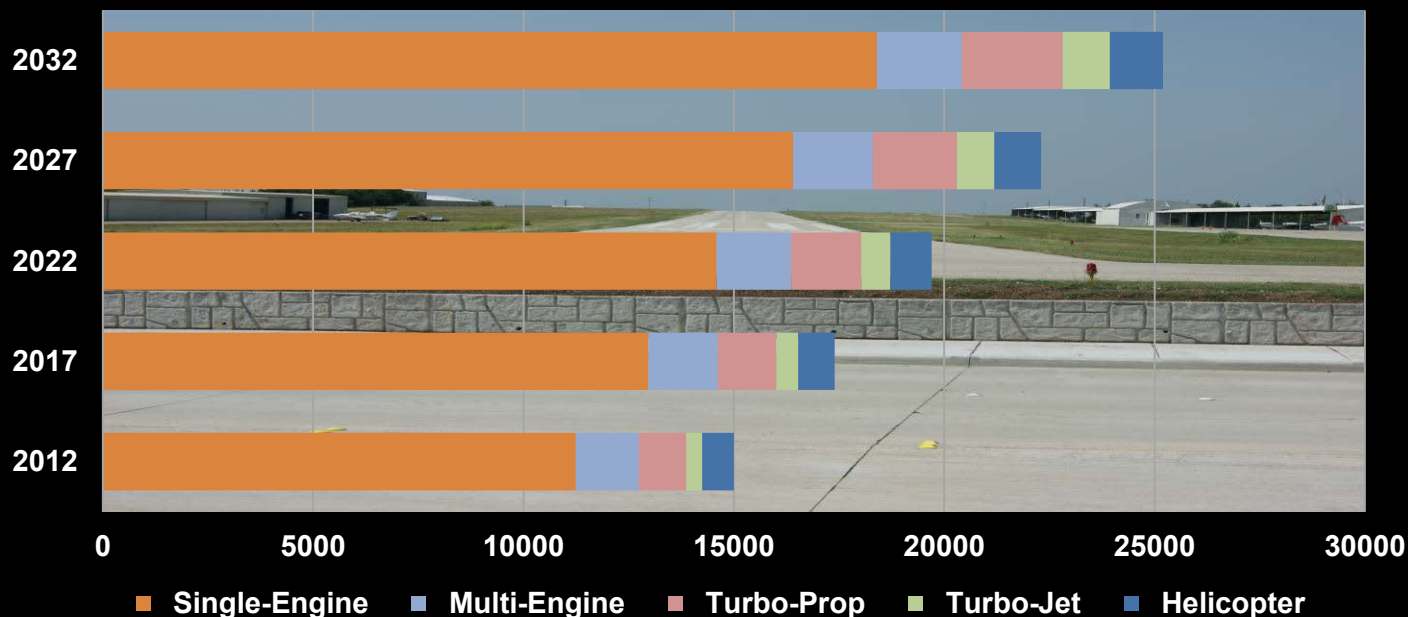
# Forecasts

- Aviation Demand Forecasts
  - ▲ Local & regional influences
  - ▲ Changes in fleet mix, industry trends
  - ▲ Meets FAA requirements
  - ▲ Forwarded to TxDOT for approval
- Airport Operations
- Based Aircraft



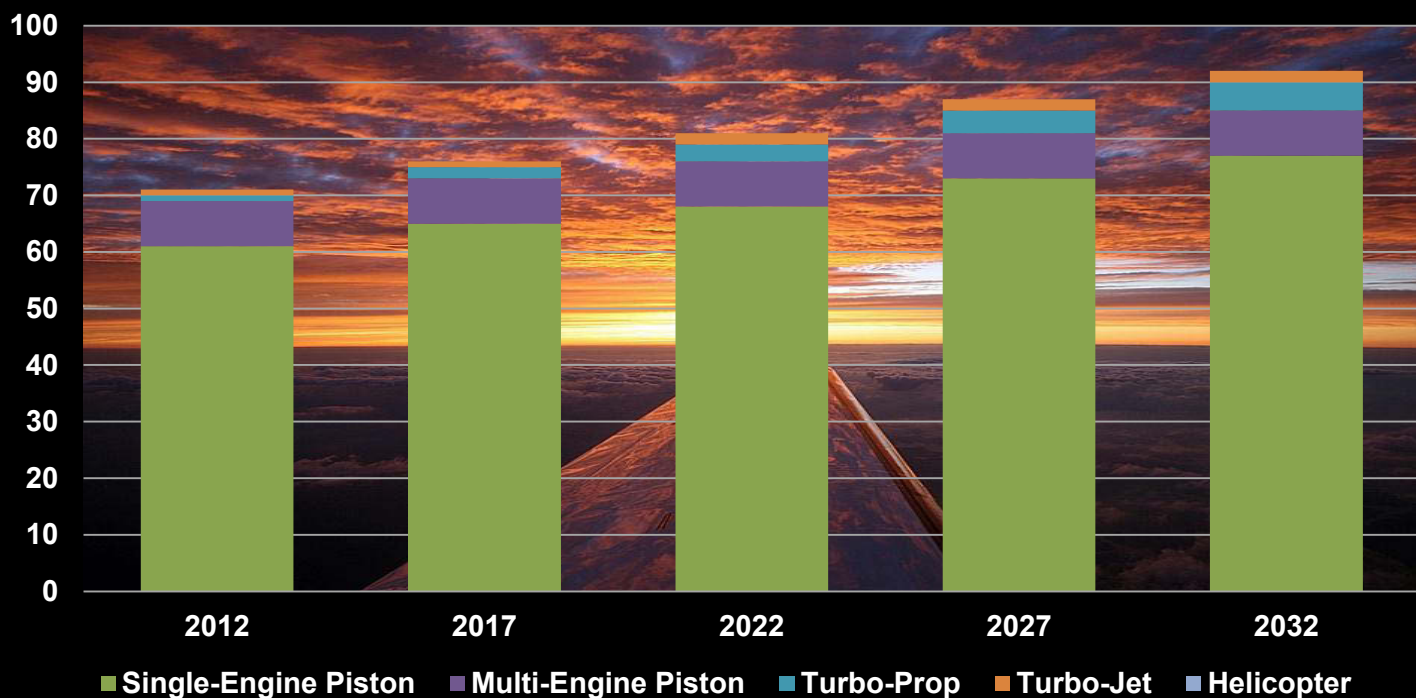
# Rockwall Aviation Demand Forecast Summary

SUMMARY OF OPERATIONS BY AIRCRAFT TYPE,  
2012-2032



# Rockwall Aviation Demand Forecast Summary

GENERAL AVIATION BASED AIRCRAFT FLEET MIX,  
2012-2032





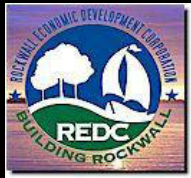
## Texas Airport System Plan



Update 2010

## Facility Requirements

- Updated every 2 years
- Classifies each airport in the system
  - ▲ Commercial
  - ▲ Reliever
  - ▲ Business/Corporate
  - ▲ Community Service
  - ▲ Basic Service
- Defines minimum facilities and services





# Facility Requirements

Community  
Service

| City            | Airport                      | Airport ID | County Name   | NPIAS Airport | State Role | Current Design Standard | Functional Category |
|-----------------|------------------------------|------------|---------------|---------------|------------|-------------------------|---------------------|
| ROCKPORT        | ARANSAS CO                   | RKP        | ARANSAS       | Y             | BC         | C-II                    | REGIONAL            |
| ROCKSPRINGS     | EDWARDS COUNTY               | ECU        | EDWARDS       |               | BS         | B-I                     | REMOTE              |
| ROCKWALL        | ROCKWALL MUNI                | F46        | ROCKWALL      | Y             | CS         | B-I                     | MULTI               |
| ROTAN/ROBY      | FISHER COUNTY                | 56F        | FISHER        |               | BS         | A-I                     | AGRICULTURE         |
| SAN ANGELO      | SAN ANGELO RGNL/MATHIS FIELD | SJT        | TOM GREEN     | Y             | CMS        | C-IV                    | COMMERCIAL          |
| SAN ANTONIO     | BEXAR COUNTY (NEW)           | xxx        | BEXAR         |               | CS         | B-II                    | MULTI               |
| SAN ANTONIO     | SAN ANTONIO INTL             | SAT        | BEXAR         | Y             | CMS        | D-V                     | COMMERCIAL          |
| SAN ANTONIO     | STINSON MUNI                 | SSF        | BEXAR         | Y             | RL         | B-II                    | RELIEVER            |
| SAN AUGUSTINE   | SAN AUGUSTINE COUNTY         | 78R        | SAN AUGUSTINE |               | BS         | B-II                    | ACCESS              |
| SAN MARCOS      | SAN MARCOS MUNI              | HYI        | CALDWELL      | Y             | RL         | C-II                    | RELIEVER            |
| SAN SABA        | SAN SABA COUNTY MUNI         | 81R        | SAN SABA      |               | CS         | B-I                     | MULTI               |
| SEMINOLE        | GAINES COUNTY                | GNC        | GAINES        | Y             | CS         | B-II                    | MULTI               |
| SEYMOUR         | SEYMOUR MUNI                 | 60F        | BAYLOR        | Y             | CS         | B-I                     | MULTI               |
| SHAMROCK        | SHAMROCK MUNI                | 2F1        | WHEELER       |               | BS         | A-I                     | MULTI               |
| SHERMAN         | SHERMAN MUNI                 | SWI        | GRAYSON       |               | CS         | B-II                    | MULTI               |
| SHERMAN/DENISON | GRAYSON COUNTY               | GYI        | GRAYSON       | Y             | BC         | D-IV                    | INDUSTRIAL          |
| SINTON          | ALFRED C "BUBBA" THOMAS      | T69        | SAN PATRICIO  |               | CS         | B-II                    | MULTI               |
| SLATON          | SLATON MUNI                  | F49        | LUBBOCK       | Y             | CS         | B-II                    | MULTI               |
| SMITHVILLE      | SMITHVILLE CRAWFORD MUNI     | 84R        | BASTROP       | Y             | CS         | B-II                    | MULTI               |
| SNYDER          | WINSTON FIELD                | SNK        | SCURRY        | Y             | BC         | B-II                    | REGIONAL            |
| SONORA          | SONORA MUNI                  | SOA        | SUTTON        |               | BS         | B-I                     | MULTI               |
| SPEARMAN        | SPEARMAN MUNI                | E42        | HANSFORD      | Y             | CS         | B-II                    | AGRICULTURE         |
| STAMFORD        | ARLEDGE FIELD                | F56        | JONES         | Y             | CS         | B-I                     | MULTI               |

# Airport Design Standards

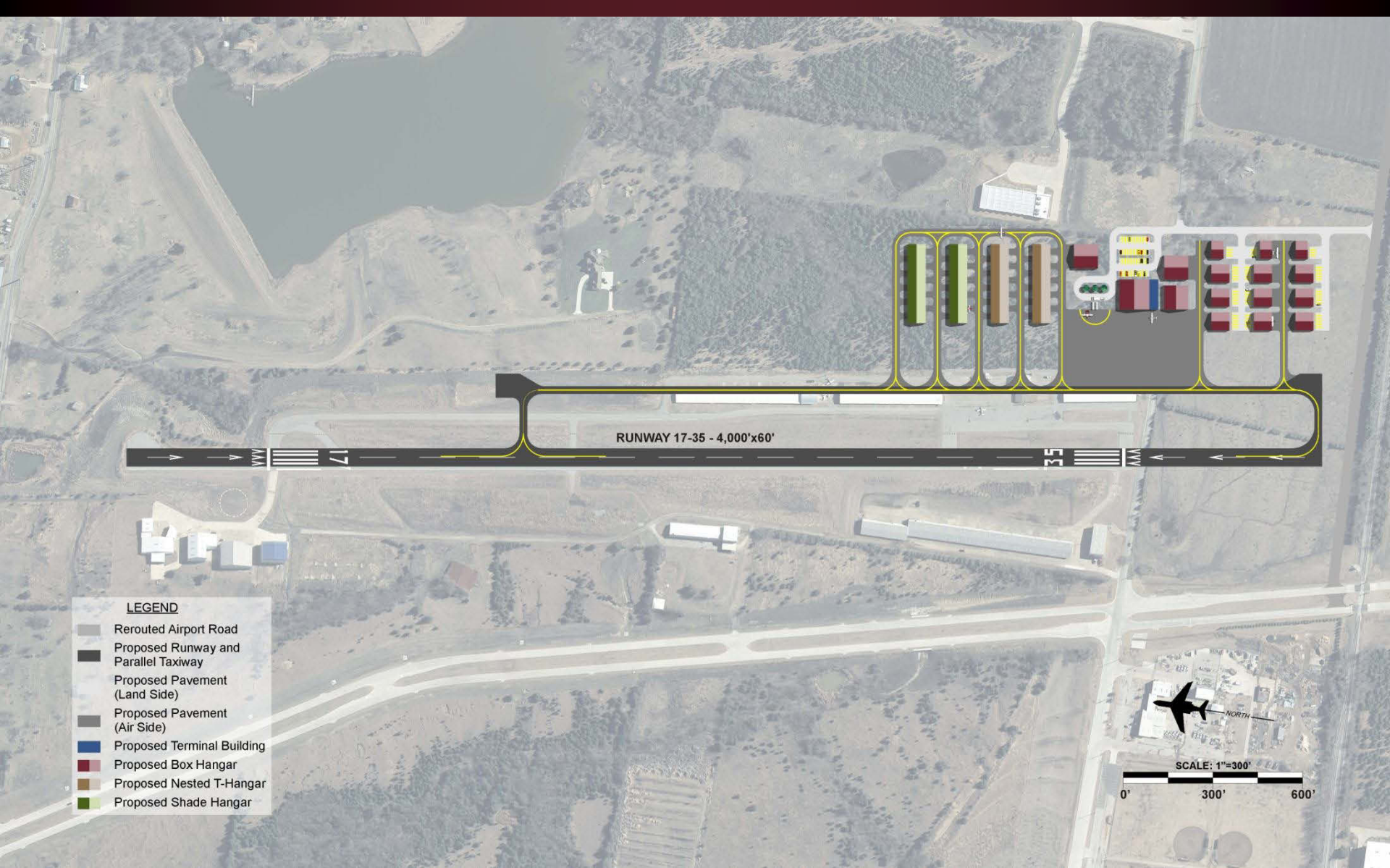
| Item   | Runway 17/35   | TxDOT and FAA Design Standards |
|--|----------------|--------------------------------|
| <b>Runway Design</b>                           |                |                                |
| Length   | 3,373'         | 4,000'                         |
| Width  | 45'            | 60'                            |
| Safety Area Width                              | 120'           | 120'                           |
| Safety Area Length Beyond R/W End              | 0'/0'          | 240'/240'                      |
| Object Free Area Width                         | 380'           | 400'                           |
| Object Free Area Length Beyond R/W End         | 0'/0'          | 240'/240'                      |
| Obstacle Free Zone Width                       | 250'           | 250'                           |
| Obstacle Free Zone Length Beyond R/W End       | 0'             | 200'                           |
| <b>Runway Setbacks - Runway Centerline to:</b> |                |                                |
| Parallel Taxiway Centerline                    | 121'/157'/177' | 225'                           |
| Holdline                                       | 100'           | 200'                           |
| Aircraft Parking Area                          | 140'           | 250'                           |
| <b>Taxiway Design</b>                          |                |                                |
| Width  | 17'/23'        | 25'                            |
| Safety Area Width                              | 25'/49'        | 49'                            |
| Object Free Area Width                         | 60'/89'        | 89'                            |



# 2

## Airfield Alternatives

- ➔ Maintain Current Boundaries – North and South
  - ⬆ North – Fill to meet safety area design standards
  - ⬆ South and North – Publish declared distances
- ➔ Explore Expansion
  - ⬆ Runway Expansion to 4,000' x 60'
  - ⬆ Parallel Taxiway Offset at 225' and Width of 25'
  - ⬆ Airport Road Realignment
  - ⬆ Property Acquisition













# 4

## Terminal Development Alternatives

- Addresses Parallel Taxiway Offset of 225'
- Assumes Acquisition of 19-acre Parcel
- Provides new
  - ✦ Terminal Building
  - ✦ Fuel Storage/Delivery System
  - ✦ Auto Access/Entrance w/ Security
  - ✦ Ample Apron for Aircraft Parking and Maneuvering
  - ✦ Mix of Hangars: Box/Corporate, Enclosed T-hangars, and Open Shade T-hangars



# LEGEND

-  Rerouted Airport Road
-  Proposed Runway and Parallel Taxiway
-  Proposed Pavement (Land Side)
-  Proposed Pavement (Air Side)
-  Proposed Terminal Building
-  Proposed Box Hangar
-  Proposed Nested T-Hangar
-  Proposed Shade Hangar

Total Box Hangar Space: 68,800 SF\*  
 Total T-Hangar Spaces: 20  
 Total Shade Hangar Spaces: 20  
 Total Apron: 17,778 SY\*  
 Total Taxilane: 4,386 LF\*  
 Total Auto Parking Spaces: 106

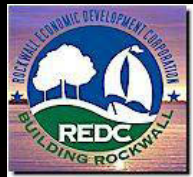
\*Estimated



SCALE: 1"=200'  
 0' 100' 200' 400'

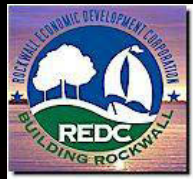
Reserved for Future Development  
 Approx. 9 Acres

- ① 40'x60' Hangar
- ② 60'x60' Hangar
- ③ 80'x80' Hangar
- ④ 100'x100' Hangar
- ⑤ 10-Unit T-Hangar
- ⑥ 10-Unit Shade Hangar



# FAA Program Guidance Letter – Fall 2012

- ➔ Existing Uses – Grandfathered
- ➔ Changes to Runway End Location
  - ▲ Runway Protection Zone Land Use Requiring Analysis, Coordination, and Approval
    - Buildings/Structures
    - Transportation Facilities
      - Roads
      - Railroads
    - Above-ground Utility Infrastructure
    - Recreational Uses
    - Fuel Storage Facilities
    - Hazardous Materials
    - Wastewater Treatments Facilities



# 2

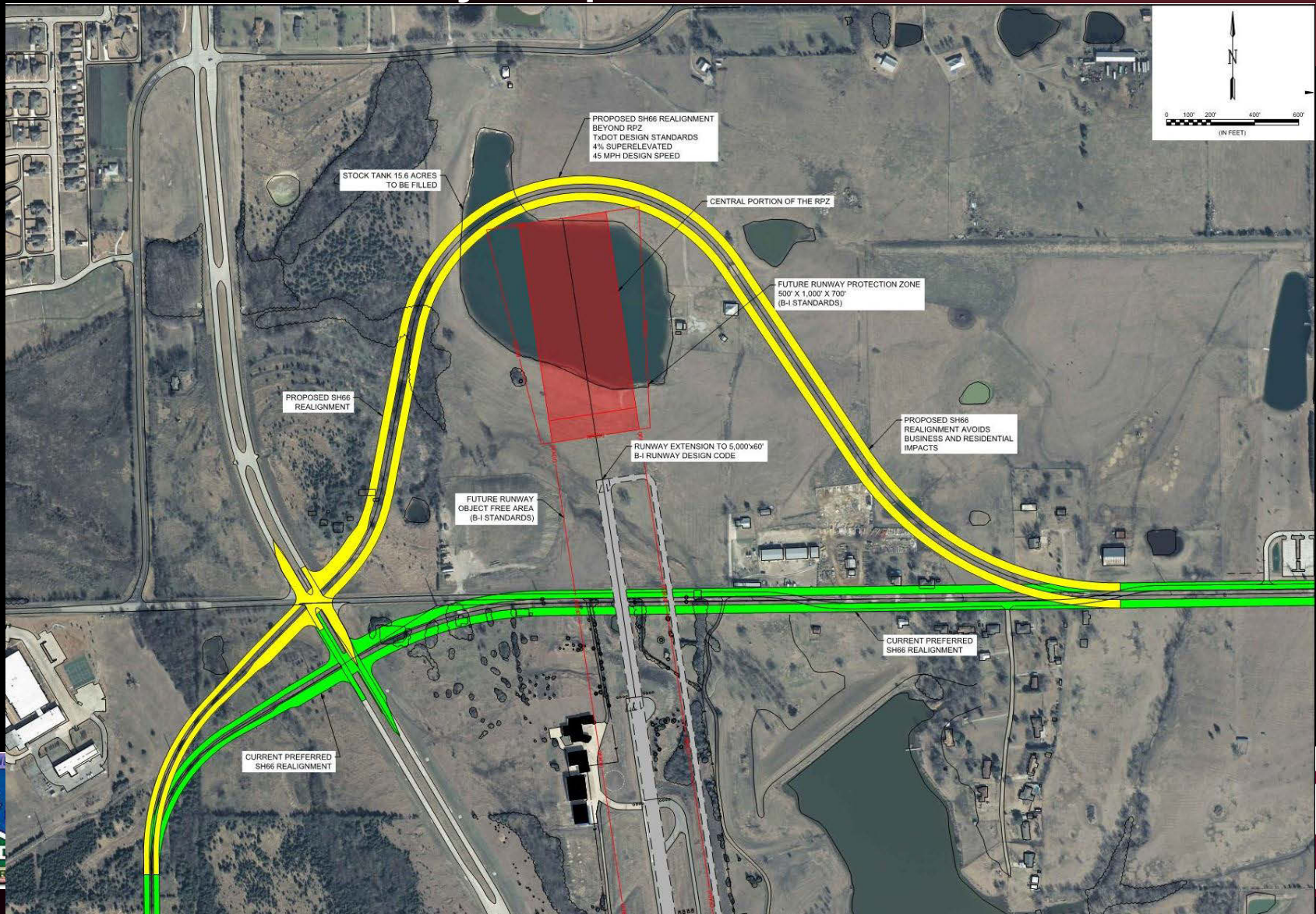
## Airfield Alternatives

- Northern Runway Expansion – 5,000'
  - ▲ Fill to meet safety area design standards
  - ▲ SH66 and Powerline Reroutes
  - ▲ Property Acquisition and RPZ
- Southern Runway Expansion – 5,000'
  - ▲ Railroad Impact
  - ▲ Property Acquisition
  - ▲ IH30 Approach Clearances
  - ▲ Industrial Development Considerations



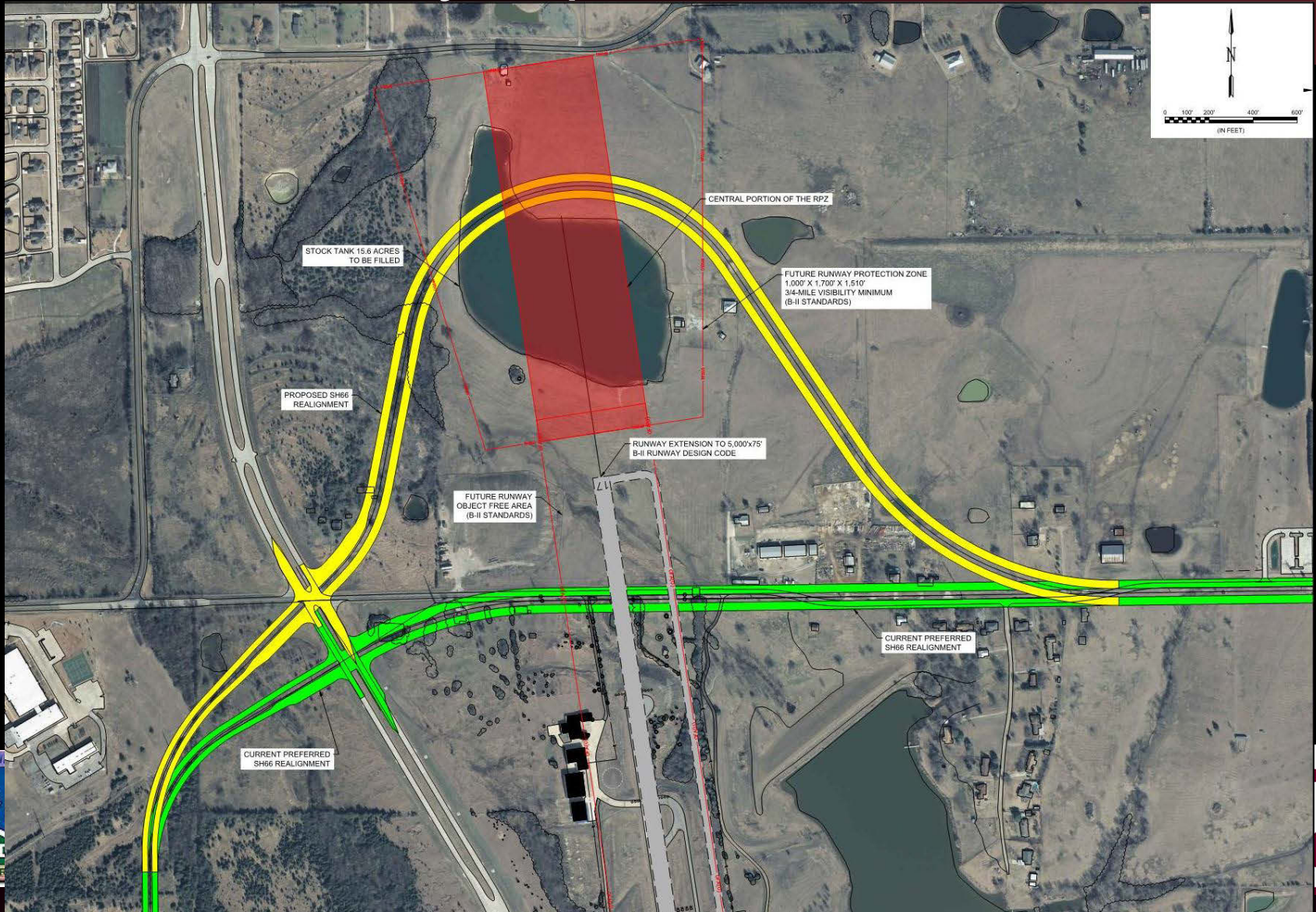


# Northern Runway Expansion – B-I, 5,000' x 60'



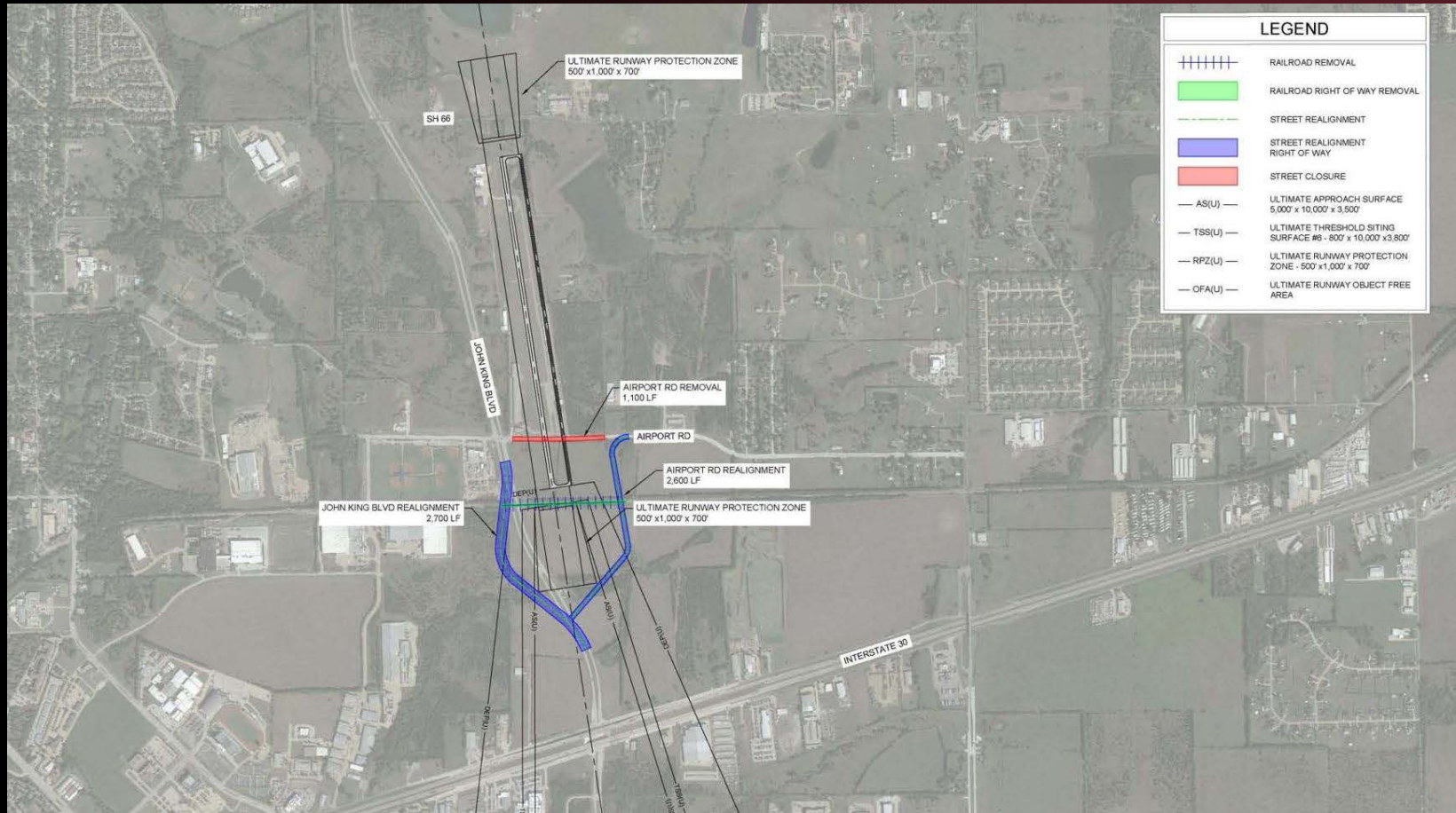


# Northern Runway Expansion – B-II, 5,000' x 75'

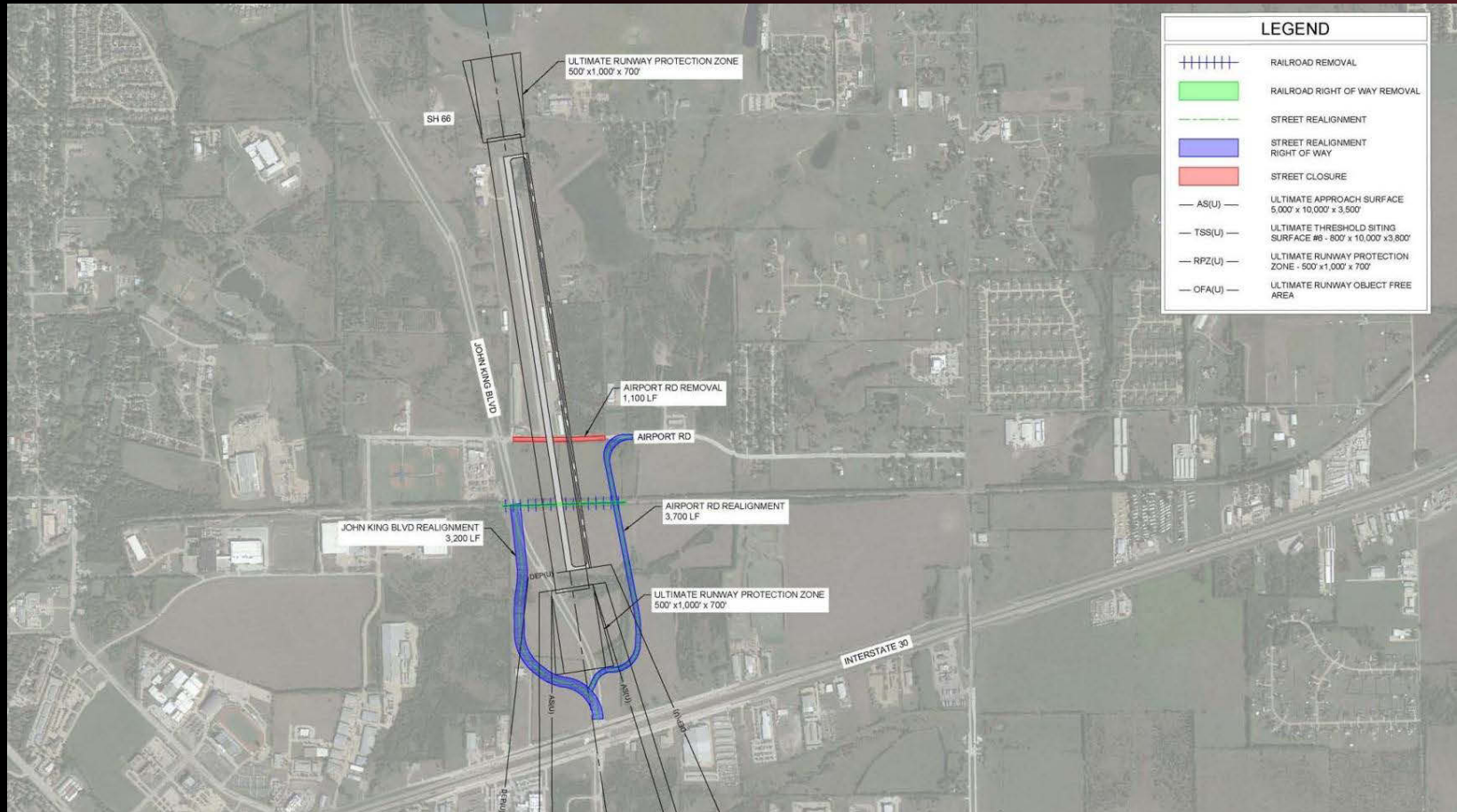




# Southern Runway Expansion – B-I, 4,000' x 60'

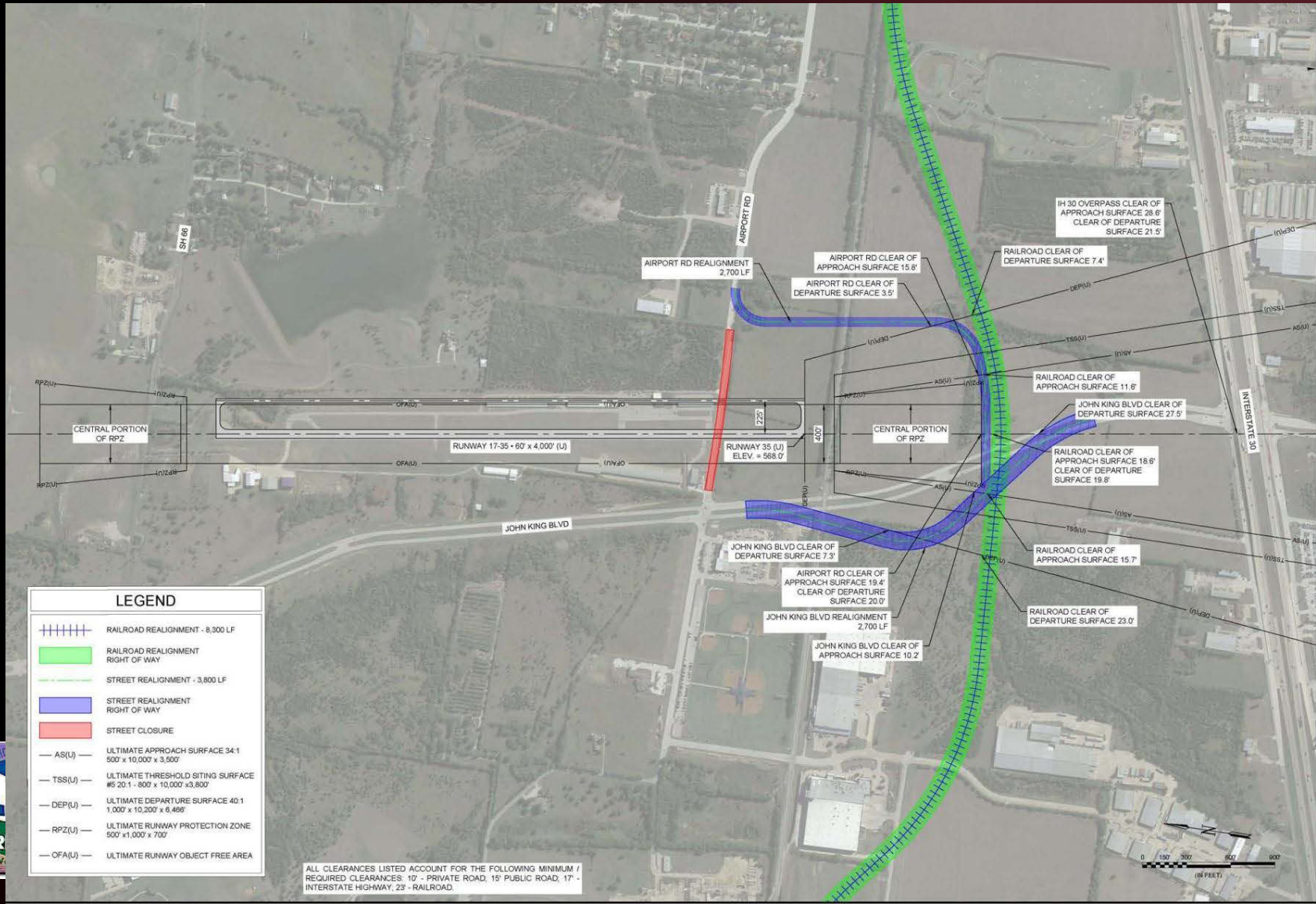


# Southern Runway Expansion – B-I, 5,000' x 60'

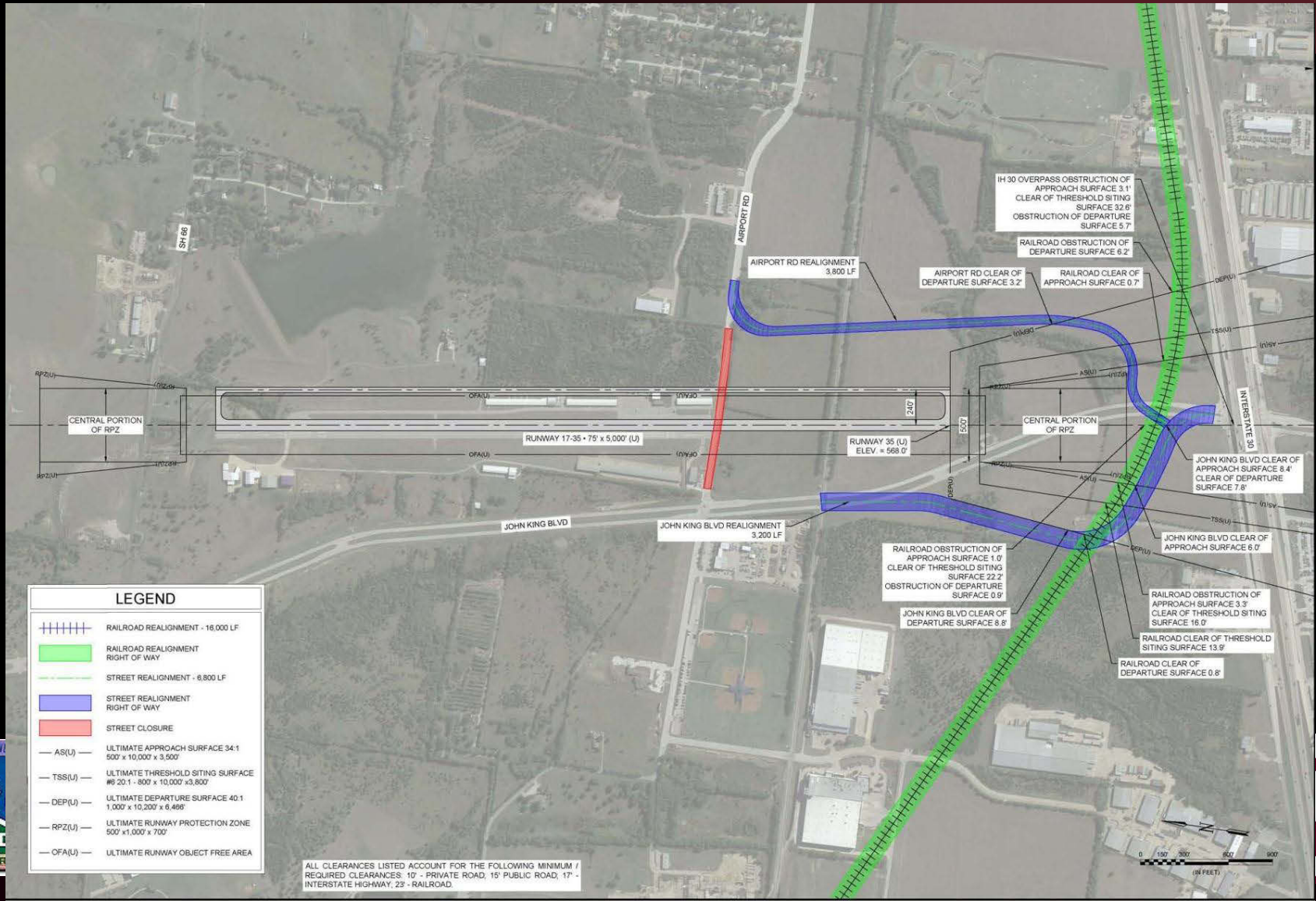




# Southern Runway Expansion – B-I, 4,000' x 60' with Railroad Realignment

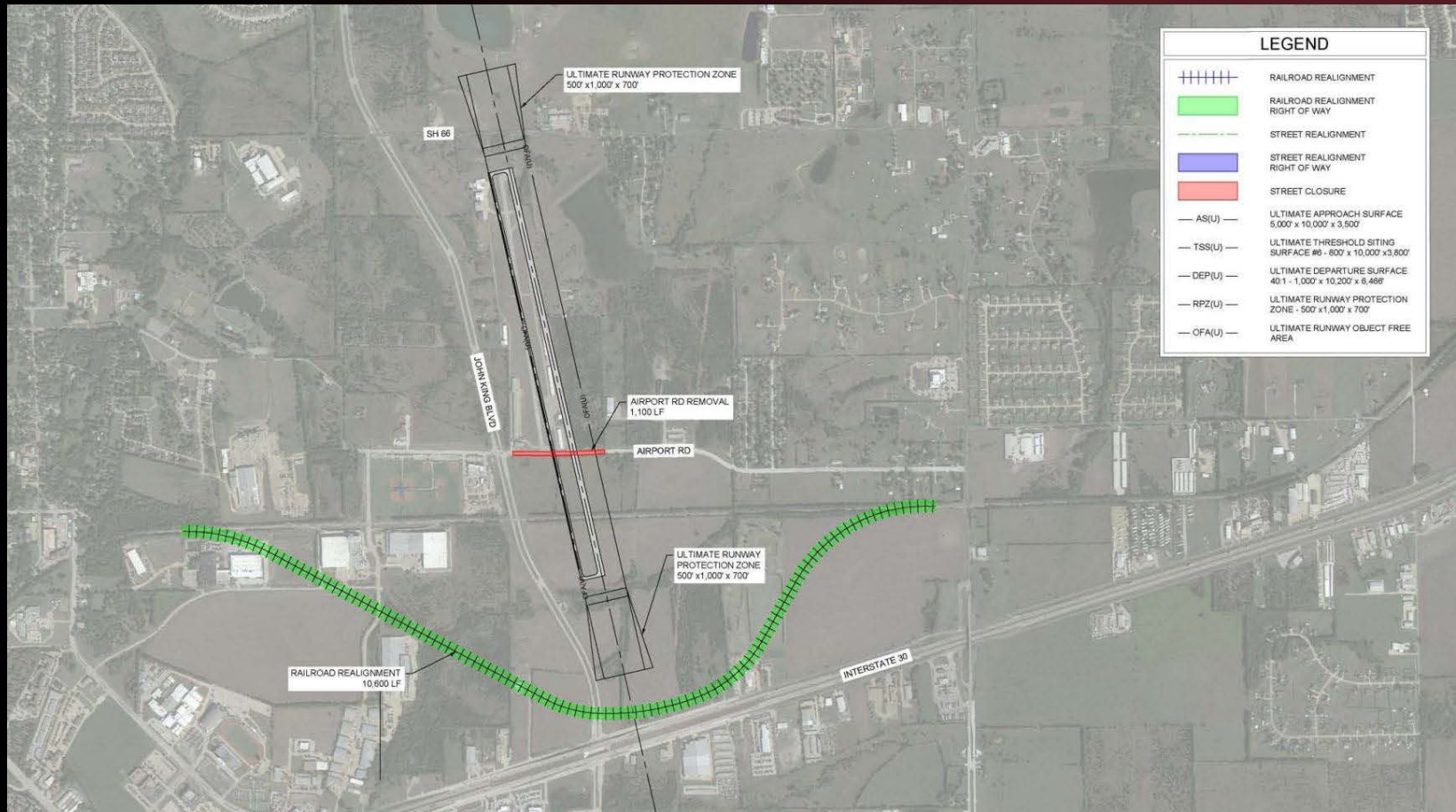


# Southern Runway Expansion – B-II, 5,000' x 75' with Railroad Realignment

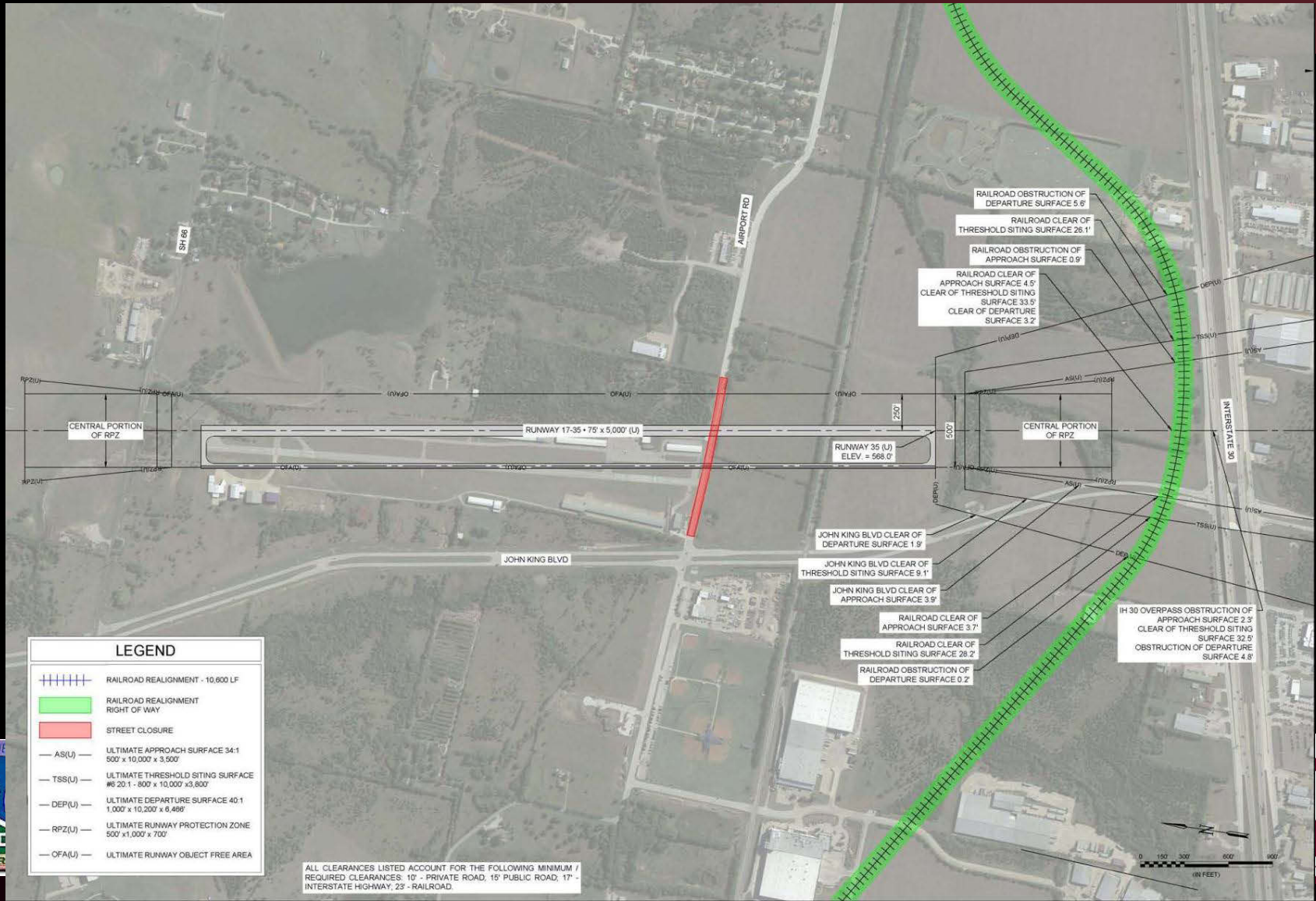




# Southern Runway Expansion – B-II, 5,000' x 75' with Runway and Railroad Realignment



# Southern Runway Expansion – B-II, 5,000' x 75' with Runway and Railroad Realignment

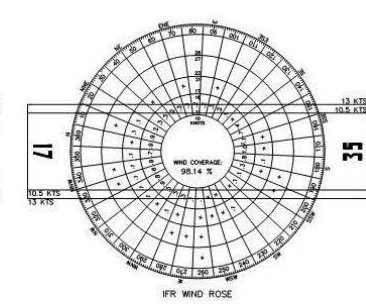
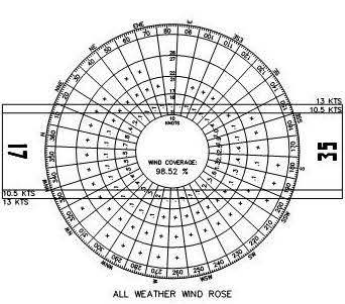
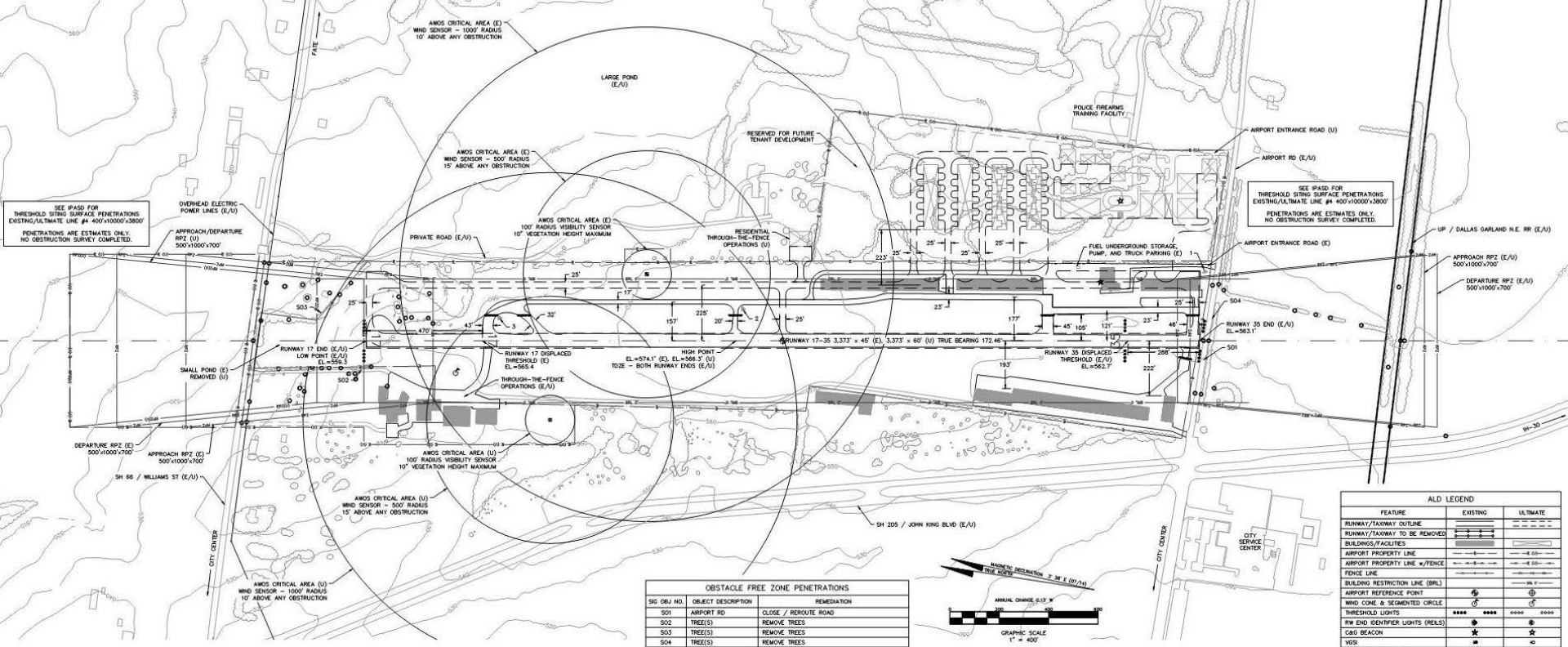




# Airport Layout Plan

- Airport Layout Drawing
- Inner Portion of the Approach Surface Drawings
- Terminal Area Drawings
- Land Use Drawing
- Property Map



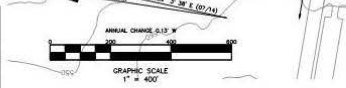


| WIND VELOCITY                 | AWMR WIND COVERAGE | IFR WIND COVERAGE |
|-------------------------------|--------------------|-------------------|
| 17-35 KNOTS (ARC A-E AND B-H) | 97.12%             | 96.43%            |
| 17-35 KNOTS (ARC A-H AND B-H) | 96.53%             | 95.14%            |

WIND SOURCE: NATIONAL CLIMATIC DATA CENTER - COLLIN COUNTY REGIONAL AIRPORT  
78,643 OBSERVATIONS, 1998-2008, STATION 972254

| SID | OBJ. NO. | OBJECT DESCRIPTION | REMEDATION           |
|-----|----------|--------------------|----------------------|
| S01 | 1        | AIRPORT RD         | CLOSE / REROUTE ROAD |
| S02 | 2        | TREE(S)            | REMOVE TREES         |
| S03 | 3        | TREE(S)            | REMOVE TREES         |
| S04 | 4        | TREE(S)            | REMOVE TREES         |

|   | EXISTING    | ULTIMATE    |
|---|-------------|-------------|
| RW 17-35                                  |             |             |
| RUNWAY ARC                                | B-1         | B-1         |
| DESIGN AIRCRAFT & ARC                     | CESSNA 421  | CESSNA 421  |
| BALANCED FIELD LENGTH                     | 2337'       | 2337'       |
| RUNWAY LENGTH & WIDTH (R/L)               | 3373' x 45' | 3373' x 60' |
| PAVEMENT DESIGN STRENGTH (1000 B.S.)      | 12 SW       | 30 SW       |
| RUNWAY LIGHTING                           | NONE        | MRL         |
| PERCENT EFFECTIVE GRADIENT                | 0.44%       | 0.21%       |
| PERCENT WIND COVERAGE                     | 96.53%      | 96.53%      |
| MAXIMUM ELEVATION ABOVE MSL               | 574.10'     | 566.30'     |
| RW SURFACE TYPE                           | ASPH        | ASPH        |
| RTA - LENGTH BEYOND RW END                | 240'        | 240'        |
| RTA - WIDTH                               | 120'        | 120'        |
| GFA - LENGTH BEYOND RW END                | 240'        | 240'        |
| GFA WIDTH                                 | 400'        | 400'        |
| GFZ - LENGTH BEYOND RW END                | 200'        | 200'        |
| GFZ WIDTH                                 | 250'        | 250'        |
| RUNWAY END                                | 17 35       | 17 35       |
| APPROACH TYPE                             | NDB/GPS     | NDB/GPS     |
| APPROACH VISIBILITY MINIMA                | 1 MILE      | 1 MILE      |
| THRESHOLD SLOPE & SLOPE                   | # 20.1      | # 20.1      |
| RUNWAY MARKING                            | NONE        | PAPI-2L     |
| RUNWAY VISUAL AIDS                        | NONE        | PAPI-2L     |
| TOUCHDOWN ZONE ELEVATION                  | 574.10'     | 566.30'     |
| FAR PART 77 APPROACH CATEGORY             | ANP         | ANP         |
| FAR PART 77 APPROACH SURFACE SLOPE        | 20.1        | 20.1        |
| TAKE-OFF RUN AVAILABLE (TORA)             | 2632'       | 3133'       |
| TIME-OFF DISTANCE AVAILABLE (TODA)        | 2632'       | 3133'       |
| ACCELERATE STOP DISTANCE AVAILABLE (ASDA) | 3133'       | 3133'       |
| LANDING DISTANCE AVAILABLE (LDA)          | 2632'       | 3084'       |



|                                     | EXISTING                      | ULTIMATE                      |
|-------------------------------------|-------------------------------|-------------------------------|
| AIRPORT ELEVATION (MSL)             | 574.1'                        | 566.3'                        |
| AIRPORT NAVIGATION AIDS             | NDB, GPS                      | GPS                           |
| MEAN MAX TEMP (HIGHEST MONTH F)     | 85F                           | 85F                           |
| AIRPORT REFERENCE CODE (ARC)        | B-I                           | B-I                           |
| TAXIWAY MARKING                     | STD W/E REF                   | STD W/E REF                   |
| TAXIWAY LIGHTING                    | NONE                          | NONE                          |
| AIRPORT REFERENCE POINT COORDINATES | 32°55'50.14" N 96°28'01.75" W | 32°55'50.14" N 96°28'01.75" W |

NOTES:  
DATUM COORDINATE SYSTEMS - HORIZONTAL DATUM: NAD 1983 (STATE PLANNING ZONE 3 - TEXAS CENTRAL (TPS 4203)); VERTICAL DATUM: NAVD83.  
A VERTICALLY-CURVED SURVEY MEETING ALL THE REQUIREMENTS OF FAA ADVERSELY CIRCULATED 150/300-16, 17, AND 18 WAS NOT COMPLETED AS A PART OF THIS PROJECT.  
CONTOUR AND BASEMAP DATA RECEIVED FROM THE CITY OF ROCKWALL.

| RUNWAY END                   | LATITUDE       | LONGITUDE      | ELEVATION |
|------------------------------|----------------|----------------|-----------|
| END OF RW 17 (E/U)           | 32°56'06.68" N | 96°28'01.31" W | 559.2'    |
| DISPLACED THRESHOLD OF RW 17 | 32°56'02.07" N | 96°28'08.50" W | 565.4'    |
| END OF RW 35 (E/U)           | 32°55'35.60" N | 96°28'05.12" W | 563.1'    |
| DISPLACED THRESHOLD OF RW 35 | 32°55'36.44" N | 96°28'05.56" W | 562.7'    |

| NO. | TYPE | DESIGNATION  | LAT            | LONG           |
|-----|------|--------------|----------------|----------------|
| 1   | PAC  | N 1495       | 32°55'33.78" N | 96°28'01.83" W |
| 2   | PAC  | W 1495       | 32°55'30.71" N | 96°28'04.64" W |
| 3   | PAC  | BORNEN AZ MK | 32°55'01.51" N | 96°28'08.40" W |

ALL COORDINATES AND ELEVATIONS HORIZONTAL NAD 83, VERTICAL NAD 83.

| FEATURE                         | EXISTING | ULTIMATE |
|---------------------------------|----------|----------|
| RUNWAY/TAXIWAY OUTLINE          | ---      | ---      |
| RUNWAY/TAXIWAY TO BE REMOVED    | ---      | ---      |
| BUILDINGS/FACILITIES            | ■        | ■        |
| AIRPORT PROPERTY LINE           | ---      | ---      |
| AIRPORT PROPERTY LINE w/FENCE   | ---      | ---      |
| FENCE LINE                      | ---      | ---      |
| BUILDING RESTRICTION LINE (BRL) | ---      | ---      |
| AIRPORT REFERENCE POINT         | ●        | ●        |
| WIND CONE & SEGMENTED CIRCLE    | ---      | ---      |
| THRESHOLD LIGHTS                | ---      | ---      |
| RW END IDENTIFIER LIGHTS (REEL) | ---      | ---      |
| CAB BEACON                      | ---      | ---      |
| VASI                            | ---      | ---      |
| HOLD POSITION AND SIGN          | ---      | ---      |
| ASOS/AWOS                       | ---      | ---      |
| PACIS AND SACS MARKERS          | ---      | ---      |
| GROUND CONTOURS                 | ---      | ---      |
| SIGNIFICANT OBJECT LOCATION     | ---      | ---      |
| TREES/BRUSH                     | ---      | ---      |
| NONDIRECTIONAL BEACON (NDB)     | ---      | ---      |

TEXAS DEPARTMENT OF TRANSPORTATION  
AVIATION DIVISION

ALP APPROVED ACCORDING TO FAA AC 150/300-13A CHANGE 1 PLUS THE REQUIREMENTS OF A FAVORABLE ENVIRONMENTAL FINDING AND FAA AREA STUDY PRIOR TO THE START OF ANY LAND ACQUISITION OR CONSTRUCTION ON AIRPORT PROPERTY.

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DATE: 09/25/2014  
DRAWN BY: J. GAYLORD  
CHECKED BY: J. GAYLORD  
APPROVED BY: J. GAYLORD

AIRPORT SPONSOR  
CURRENT AND FUTURE DEVELOPMENT SUPPORTED BY THIS ALP IS APPROVED AND AUTHORIZED BY AIRPORT SPONSOR  
SPONSOR ACKNOWLEDGES APPROVAL OF ALP BY THIS DOES NOT CONSTITUTE A COMMITMENT TO FUNDING.

DATE: 09/25/2014  
DRAWN BY: J. GAYLORD  
CHECKED BY: J. GAYLORD  
APPROVED BY: J. GAYLORD

PREPARED BY: GARVER, LLC  
3010 GAYLORD PKWY, #190  
FRISCO, TX 75034  
(972) 377-7480  
(972) 377-8380 FAX

DATE: 09/25/2014  
DRAWN BY: J. GAYLORD  
CHECKED BY: J. GAYLORD  
APPROVED BY: J. GAYLORD

AIRPORT LAYOUT DRAWING  
RALPH M. HALL MUNICIPAL AIRPORT  
ROCKWALL, TEXAS (F46)

DATE: 09/25/2014  
DRAWN BY: J. GAYLORD  
CHECKED BY: J. GAYLORD  
APPROVED BY: J. GAYLORD



# Capital Improvement and Phasing Plan

## → Three Phase CIP and Phasing Plan

- ▲ 0 – 5 Years – Property, T-hangars, Apron, Terminal building, FBO hangar, Auto access, Fuel facility, Runway and Taxiway improvements
- ▲ 6 – 10 Years – Taxiway extension, Apron expansion, Hangar development, Airfield/Runway Electrical/Lighting, AWOS relocation
- ▲ 11 – 20 Years – Future Hangar development

## → Airfield maintenance





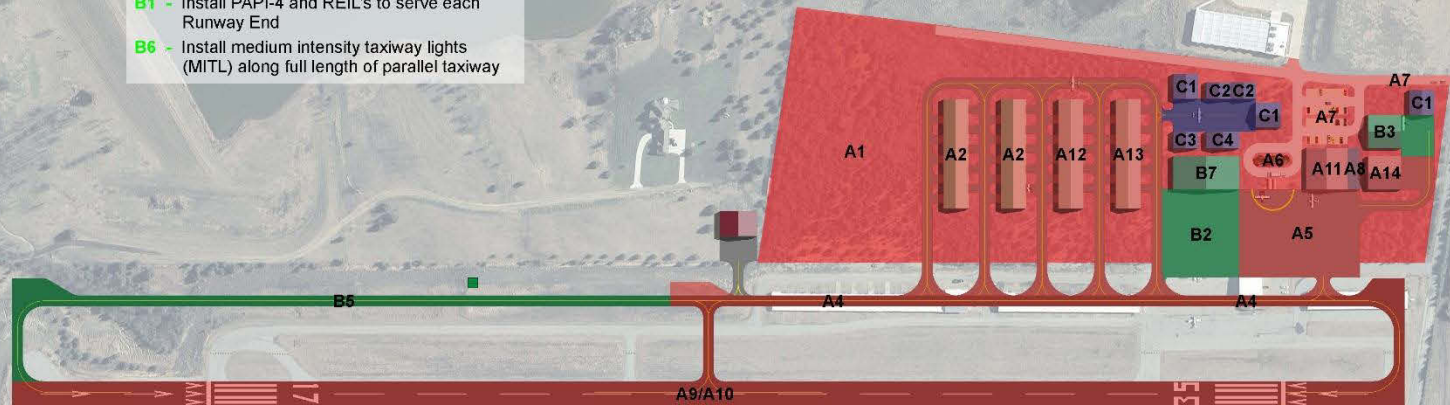
# Phasing Plan

## LEGEND

- Phase I
- Phase II
- Phase III

## NOT DEPICTED ON PLAN

- A3** - Remove existing hangars and structures on east side of airport
- A10** - Install LED MIREL on Reconstructed Runway and Upgrade Electrical Vault, Rotating Beacon, and Lighted Windsock and Segmented Circle
- B1** - Install PAPI-4 and REIL's to serve each Runway End
- B6** - Install medium intensity taxiway lights (MITL) along full length of parallel taxiway



RUNWAY 17-35 • 3,373'x45' (E) - 3,373'x60' (U)





# CIP: Phase IA (0-5 Years)

|    | Project Type  | Local Funding | State/Federal Funding | Total Cost  | TXDOT Program Source |
|----|---|---------------|-----------------------|-------------|----------------------|
| A1 | Acquire Land Adjacent to and East of the Airport (approx. 19 acres)   | \$179,000     | \$1,611,000           | \$1,790,000 | AIP                  |
| A2 | Construct Two New 10-unit Shade T-Hangars and Associated Taxilanes  | \$114,000     | \$1,026,000           | \$1,140,000 | AIP/Hangar Program   |
| A3 | Remove Existing hangars and structures on east-side of airport  | \$20,000      | \$180,000             | \$200,000   | AIP/Hangar Program   |
| A4 | Construct 25' Parallel Taxiway 225' Offset from Runway 17/35 centerline (AWOS to Rwy 35 end)                      | \$75,000      | \$675,000             | \$750,000   | AIP                  |
| A5 | Construct New Terminal Area Apron   | \$76,000      | \$684,000             | \$760,000   | AIP                  |
| A6 | Remove and Replace Underground AvGAS Fuel Storage Tank with Above-ground 12,000 gallon 24-hour Credit Card System | \$87,500      | \$262,500             | \$350,000   | AIP/Fuel Program     |
| A7 | Construct New Airport Entrance Road, Auto Parking, and Security Fence   | \$48,000      | \$432,000             | \$480,000   | AIP                  |
| A8 | Construct New Terminal Building (3,000 S.F.)  | \$225,000     | \$225,000             | \$450,000   | Terminal Program     |



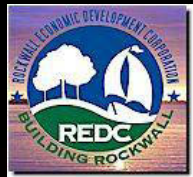
# CIP: Phase IB (0-5 Years)

|     | Project Type  | Local Funding      | State/Federal Funding | Total Cost          | TXDOT Program Source |
|-----|---|--------------------|-----------------------|---------------------|----------------------|
| A9  | Reconstruct, Widen, and Re-stripe Runway 17/35 (Width increase of 15', correct line-of-sight)                                     | \$204,000          | \$1,836,000           | \$2,040,000         | AIP                  |
| A10 | Install LED MIRL on Reconstructed Runway and Upgrade Electrical Vault, Rotating Beacon, and Lighted Windsock and Segmented Circle | \$94,000           | \$846,000             | \$940,000           | AIP                  |
| A11 | Construct 100' x 100' Box Hangar  | \$75,000           | \$675,000             | \$750,000           | AIP/Hangar Program   |
| A12 | New 10-unit Nested T-Hangar with Bi-Fold Doors (southern unit) and Associated Taxilane  | \$66,000           | \$594,000             | \$660,000           | AIP/Hangar Program   |
| A13 | New 10-unit Nested T-Hangar with Bi-Fold Doors (center unit) and Associated Taxilane  | \$70,000           | \$630,000             | \$700,000           | AIP/Hangar Program   |
| A14 | Construct 80' x 80' Box Hangar and Associated Taxilane/Ramp   | \$37,500           | \$337,500             | \$375,000           | Hangar Program       |
|     | <b>PHASE I TOTAL</b>  | <b>\$1,371,500</b> | <b>\$10,014,000</b>   | <b>\$11,385,500</b> |                      |



# CIP: Phase II (6-10 Years)

|    | Project Type   | Local Funding    | State/Federal Funding | Total Cost         | TXDOT Program Source |
|----|--|------------------|-----------------------|--------------------|----------------------|
| B1 | Install PAPI-4 and REILs to serve each Runway End                                    | \$54,000         | \$486,000             | \$540,000          | AIP                  |
| B2 | Expand Apron South   | \$51,000         | \$459,000             | \$510,000          | AIP                  |
| B3 | Construct one 80' x 80' Box Hangar and Associated Taxilane/Ramp                      | \$91,000         | \$819,000             | \$910,000          | AIP/Hangar Program   |
| B4 | Relocate AWOS  | \$10,000         | \$30,000              | \$40,000           | AWOS Program         |
| B5 | Extend Parallel Taxiway north to Runway 17 End                                       | \$45,000         | \$405,000             | \$450,000          | AIP                  |
| B6 | Install Medium Intensity Taxiway lights (MITL) along full length of parallel taxiway | \$20,000         | \$180,000             | \$200,000          | AIP                  |
|    | <b>PHASE II TOTAL</b>  | <b>\$291,000</b> | <b>\$2,559,000</b>    | <b>\$2,850,000</b> |                      |



# CIP: Phase III (11-20 Years)

|    | Project Type   | Local Funding      | State/Federal Funding | Total Cost          | TXDOT Program Source |
|----|--|--------------------|-----------------------|---------------------|----------------------|
| C1 | Construct three 60' x 60' Box Hangars and Associated Taxilane/Ramp | \$150,000          | \$550,000             | \$700,000           | Hangar Program       |
| C2 | Construct two 60' x 40' Box Hangars and Associated Taxilane/Ramp   | \$90,000           | \$420,000             | \$510,000           | Hangar Program       |
| C3 | Construct one 60' x 60' Box Hangar and Associated Taxilane/Ramp    | \$50,000           | \$210,000             | \$260,000           | Hangar Program       |
| C4 | Construct one 80' x 40' Box Hangar and Associated Taxilane/Ramp    | \$70,000           | \$315,000             | \$385,000           | Hangar Program       |
|    | <b>PHASE III TOTAL</b>   | <b>\$360,000</b>   | <b>\$1,495,000</b>    | <b>\$1,855,000</b>  |                      |
|    | <b>TOTAL</b>   | <b>\$2,022,000</b> | <b>\$14,068,000</b>   | <b>\$16,090,000</b> |                      |





**Project Kickoff and Airport  
Inventory**

**Aviation Demand Forecasts and  
Facility Requirements**

**Alternatives Evaluation: Airside  
and Landside**

**Capital Improvement Program  
and Phased Development Plan**

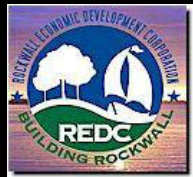
**Airport Layout Plan and Final  
Report**



# The Funding Cycle

## → TxDOT / FAA

- ✦ Airport Development Plan Review and Acceptance
- ✦ Airport Layout Plan Airspace Review
- ✦ Letter of Interest Receipt and Review
- ✦ Aviation Division Acceptance and Project Scoping
- ✦ Update of CIP / System Plan Data
- ✦ Airport Sponsor Commitment = 10% Match Paid
- ✦ TxDOT Commission Approval
- ✦ Consultant Selection Process
- ✦ Project Design and Construction



# Questions, Comments, and Discussion

