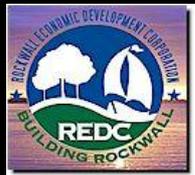


Ralph M. Hall Municipal Airport City of Rockwall



**Project Kickoff and Airport
Inventory**

**Aviation Demand Forecasts and
Facility Requirements**

**Alternatives Evaluation: Airside
and Landside**

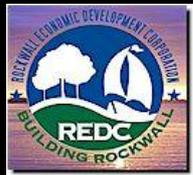
**Capital Improvement Program
and Phased Development Plan**

**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.





OVERHEAD
ELECTRIC
LINES

RPZ
500'x1,000'x700

WILLIAMS ST

THROUGH-THE-FENCE
HANGARS

WIND CONE AND
SEGMENTED CIRCLE

AIRPORT
PROPERTY
LINE

AWOS

AIRCRAFT MAINTENANCE FACILITY

OPEN HANGAR

OPEN HANGAR

BEACON

TERMINAL
BUILDING

OPEN HANGAR

T-HANGARS

BOX HANGAR

ACCESS ROAD

RUNWAY 17-35 - 3,373'x45' - ASPHALT

JOHN KING BLVD

AIRPORT RD

RPZ
500'x1,000'x700



SCALE: 1"=300'

0' 150' 300' 600'



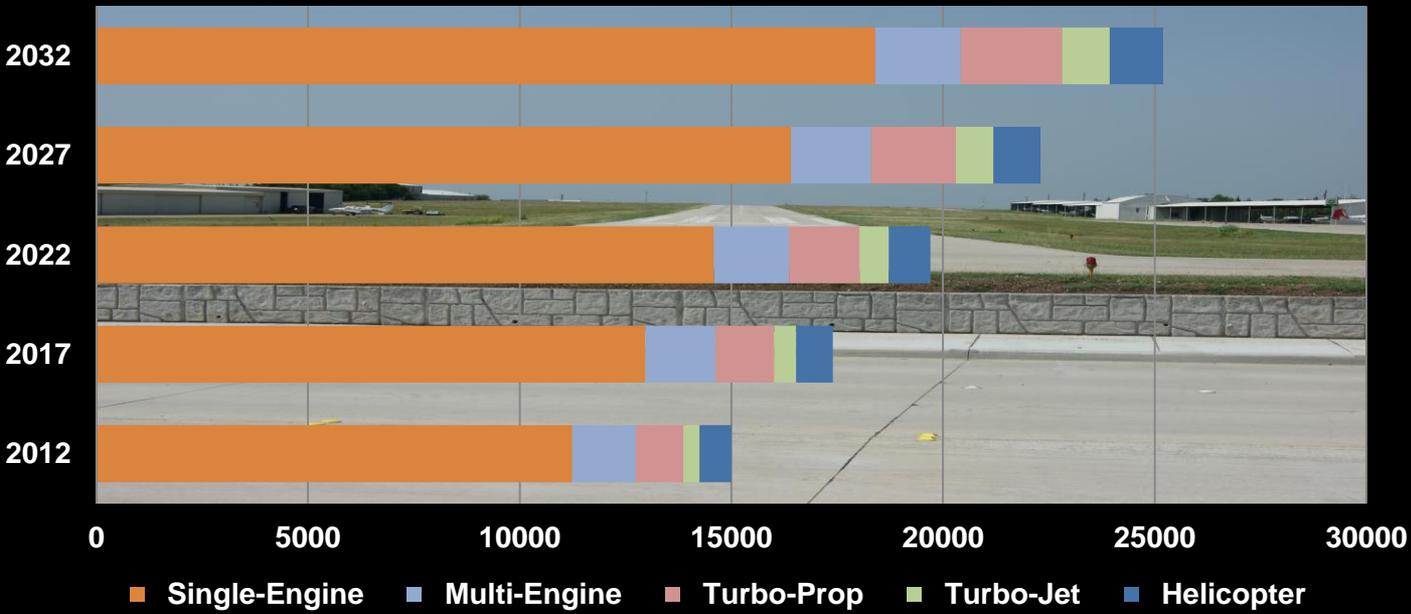
Forecasts

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



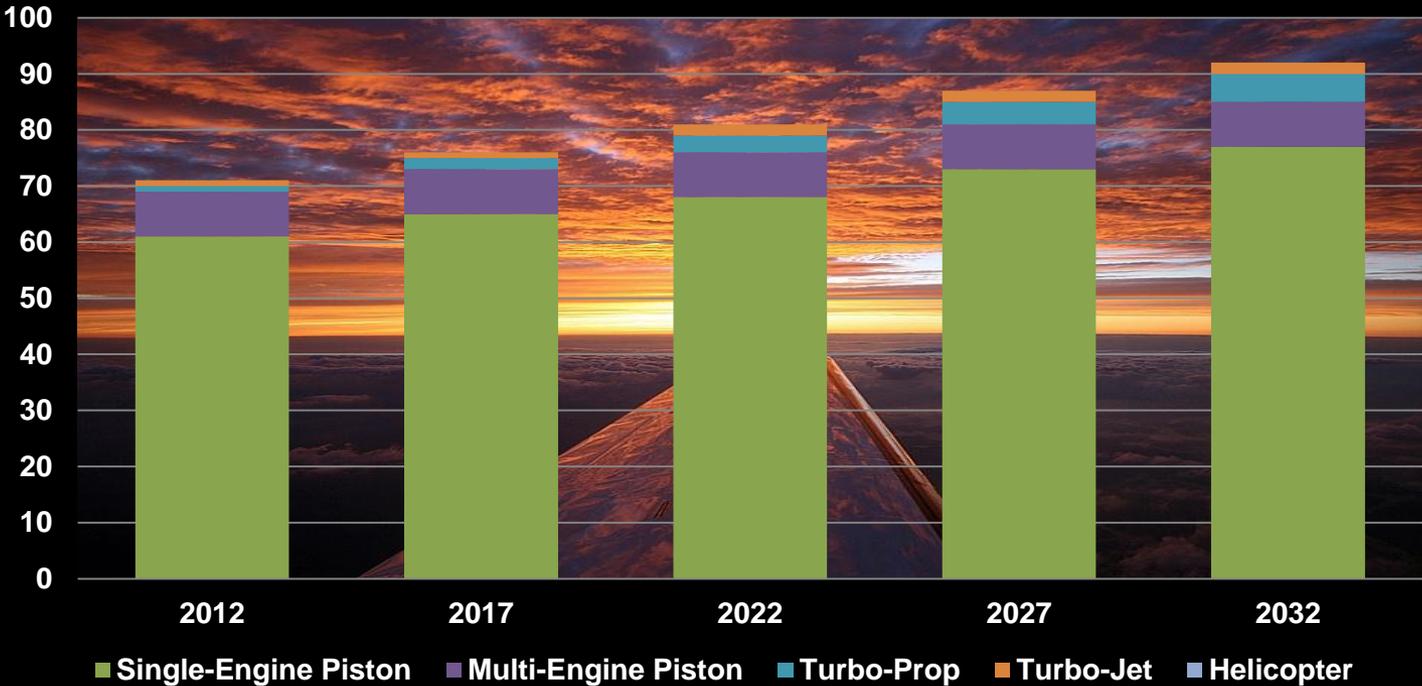
Rockwall Aviation Demand Forecast Summary

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

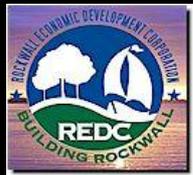
Item	Runway 17/35	TxDOT and FAA Design Standards
Runway Design		
Length	3,373'	4,000'
Width	45'	60'
Safety Area Width	120'	120'
Safety Area Length Beyond R/W End	0'/0'	240'/240'
Object Free Area Width	380'	400'
Object Free Area Length Beyond R/W End	0'/0'	240'/240'
Obstacle Free Zone Width	250'	250'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

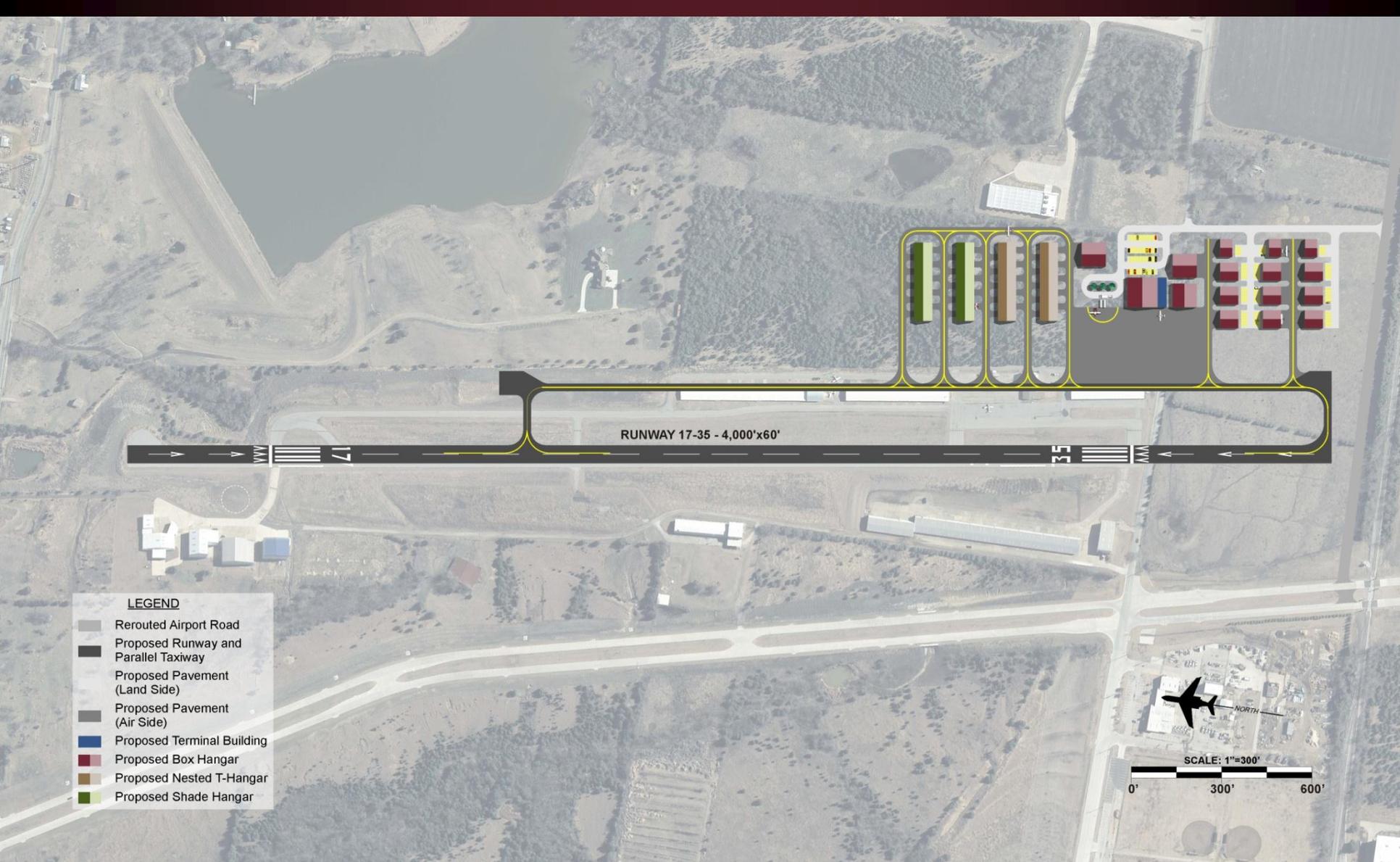


2

Airfield Alternatives

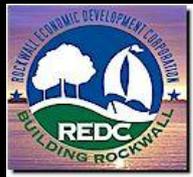
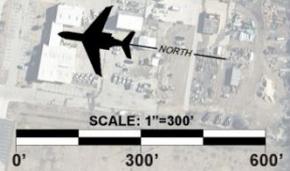
- Maintain Current Boundaries – North and South
 - ▲ North – Fill to meet safety area design standards
 - ▲ South and North – Publish declared distances
- Explore Expansion
 - ▲ Runway Expansion to 4,000' x 60'
 - ▲ Parallel Taxiway Offset at 225' and Width of 25'
 - ▲ Airport Road Realignment
 - ▲ Property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





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



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

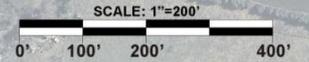


LEGEND

- 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

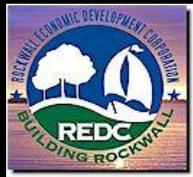
Total Box Hangar Space: 68,800 SF*
 Total T-Hangar Spaces: 20
 Total Shade Hangar Spaces: 20
 Total Apron: 17,778 SY*
 Total Taxilane: 4,386 LF*
 Total Auto Parking Spaces: 106

*Estimated



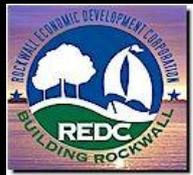
Reserved for Future Development
 Approx. 9 Acres

- 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



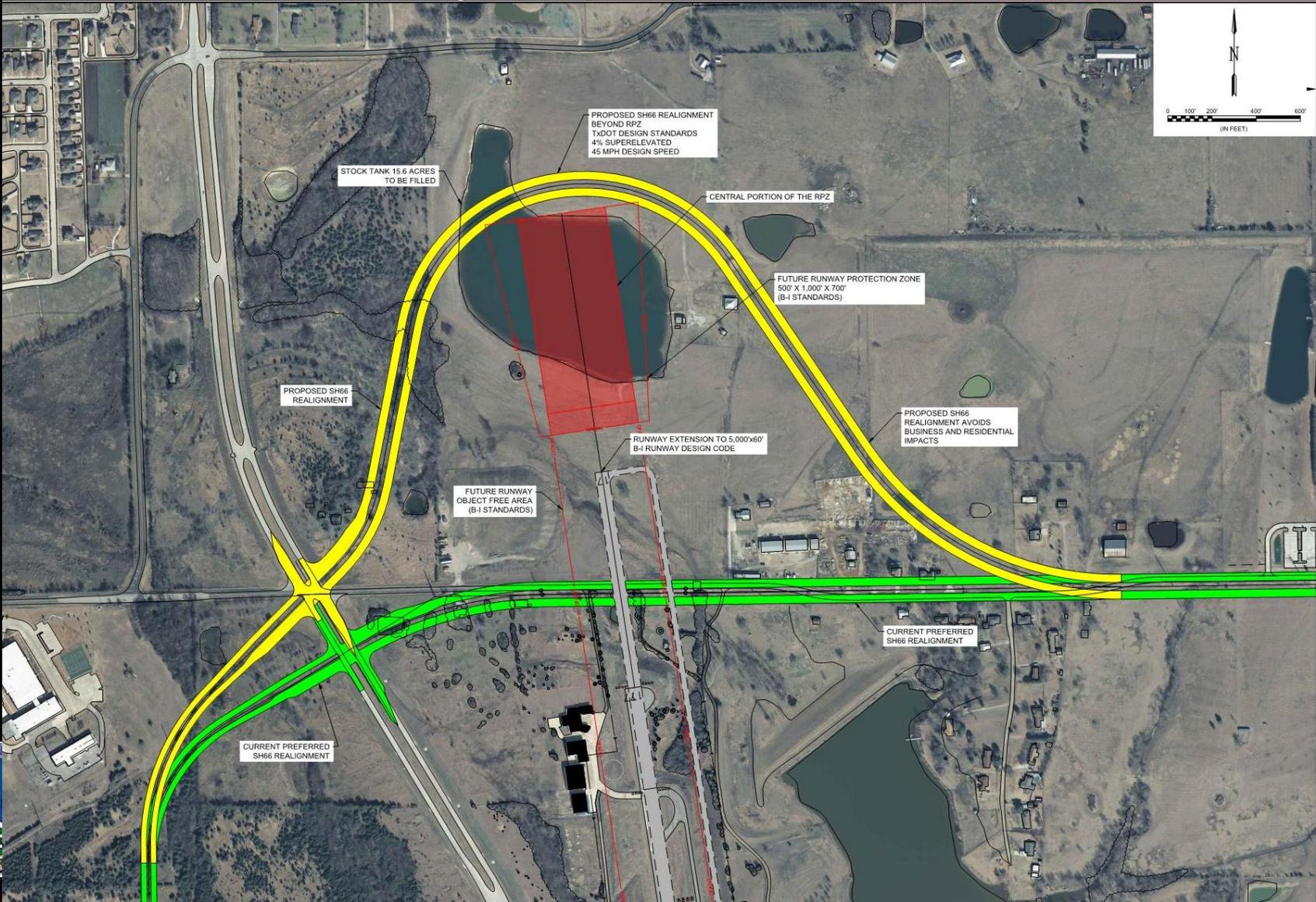
2

Airfield Alternatives

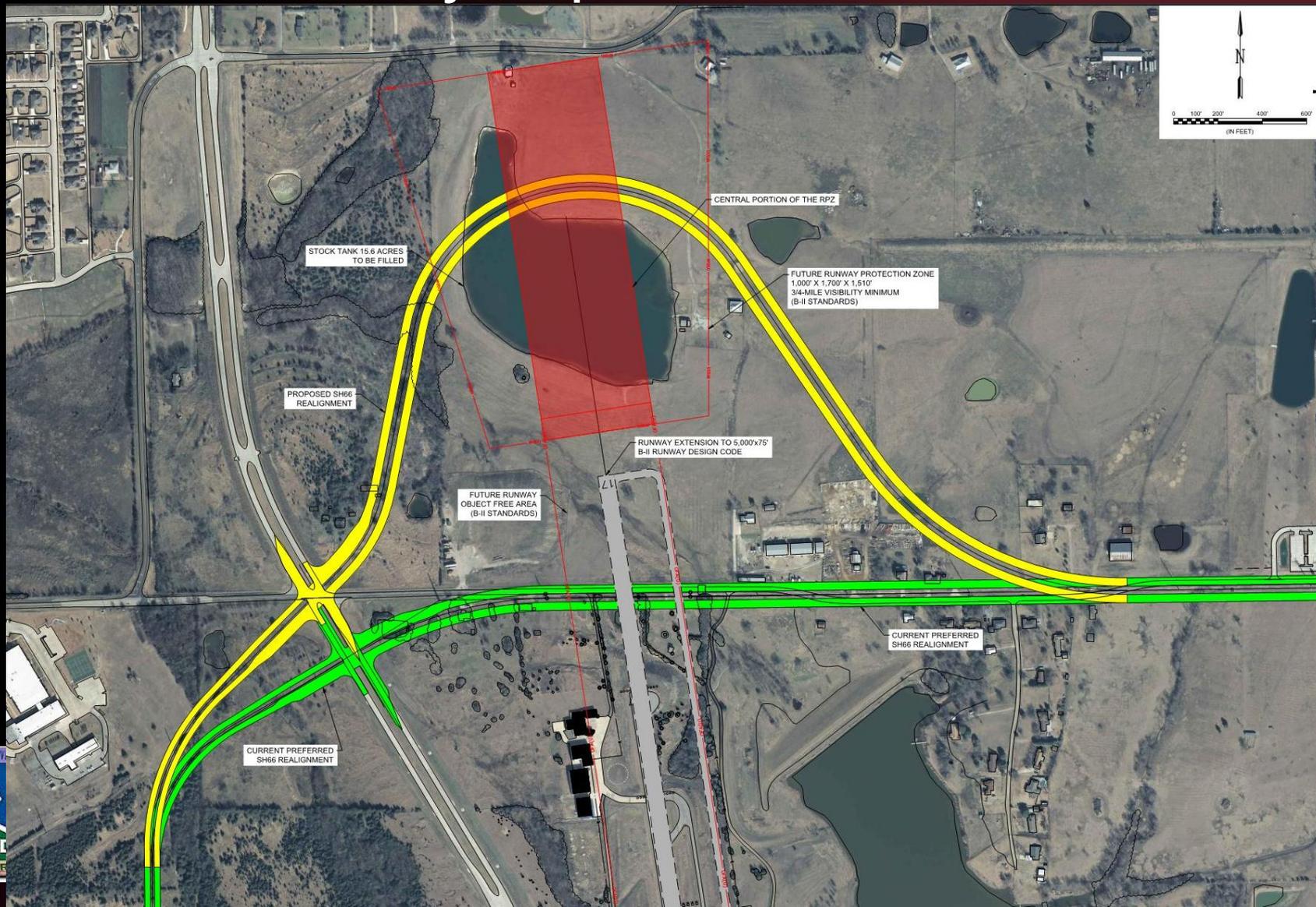
- Northern Runway Expansion – 5,000’
 - ▲ Fill to meet safety area design standards
 - ▲ SH66 and Powerline Reroutes
 - ▲ Property Acquisition and RPZ
- Southern Runway Expansion – 5,000’
 - ▲ Railroad Impact
 - ▲ Property Acquisition
 - ▲ IH30 Approach Clearances
 - ▲ Industrial Development Considerations



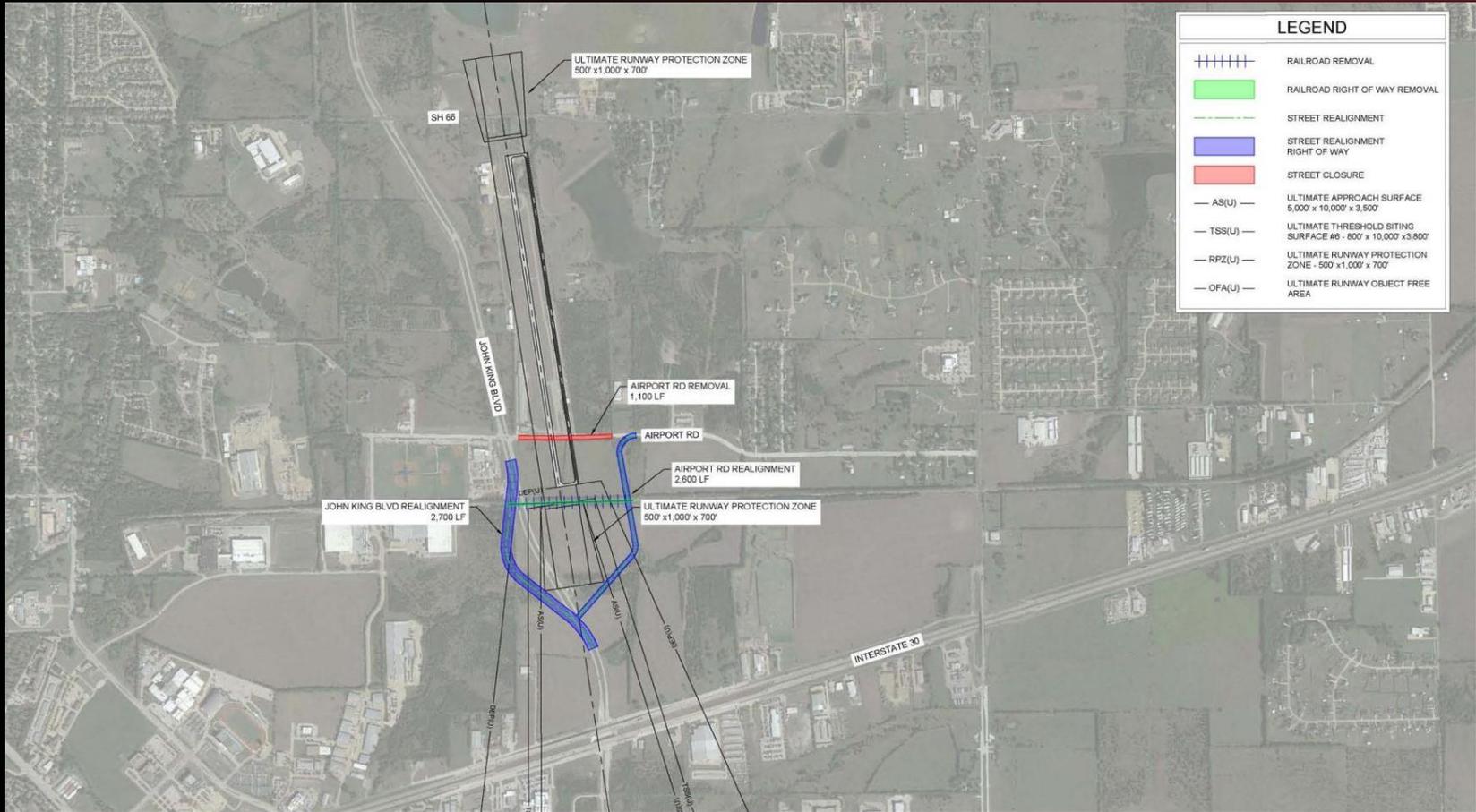
Northern Runway Expansion – B-I, 5,000' x 60'



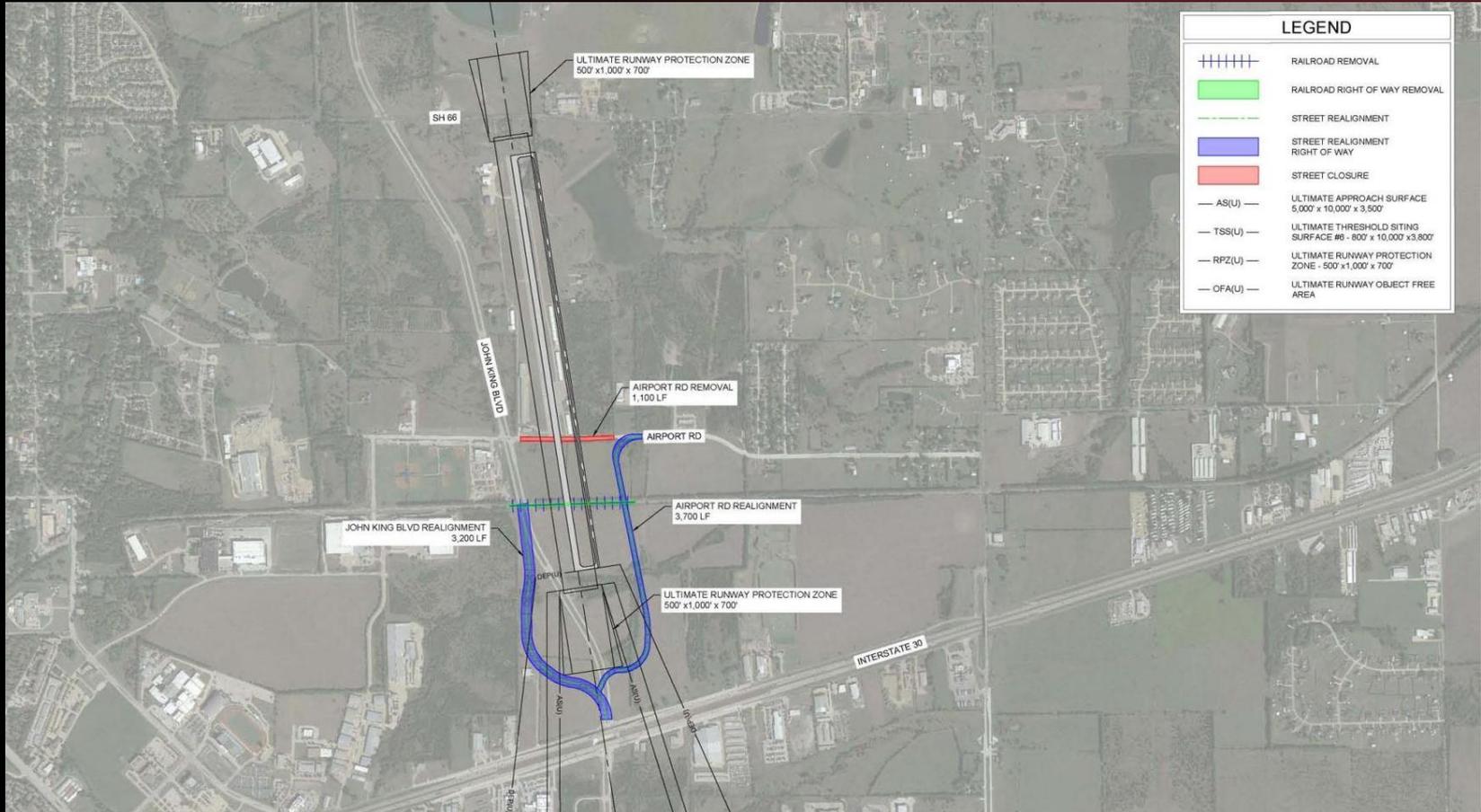
Northern Runway Expansion – B-II, 5,000' x 75'



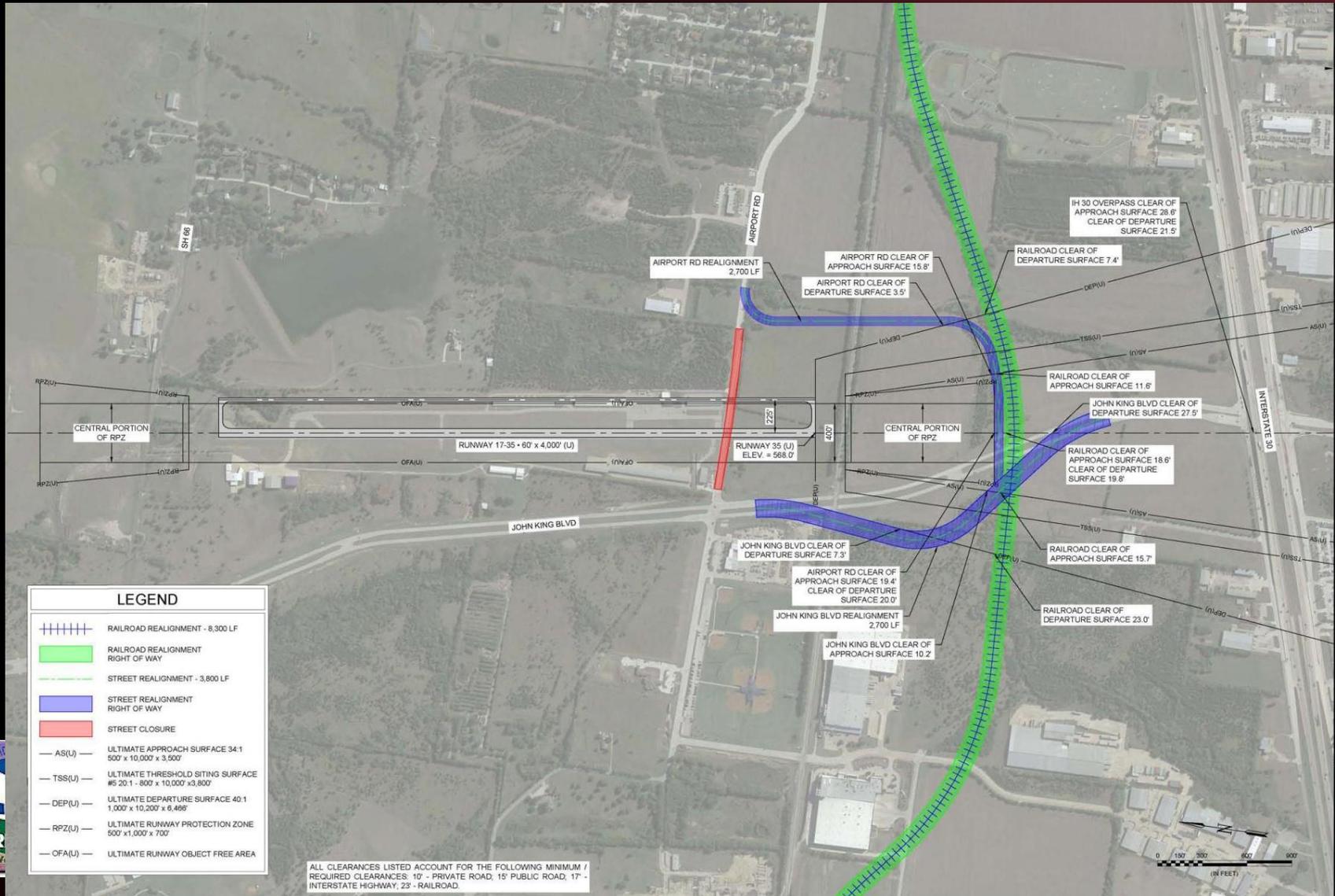
Southern Runway Expansion – B-I, 4,000' x 60'



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

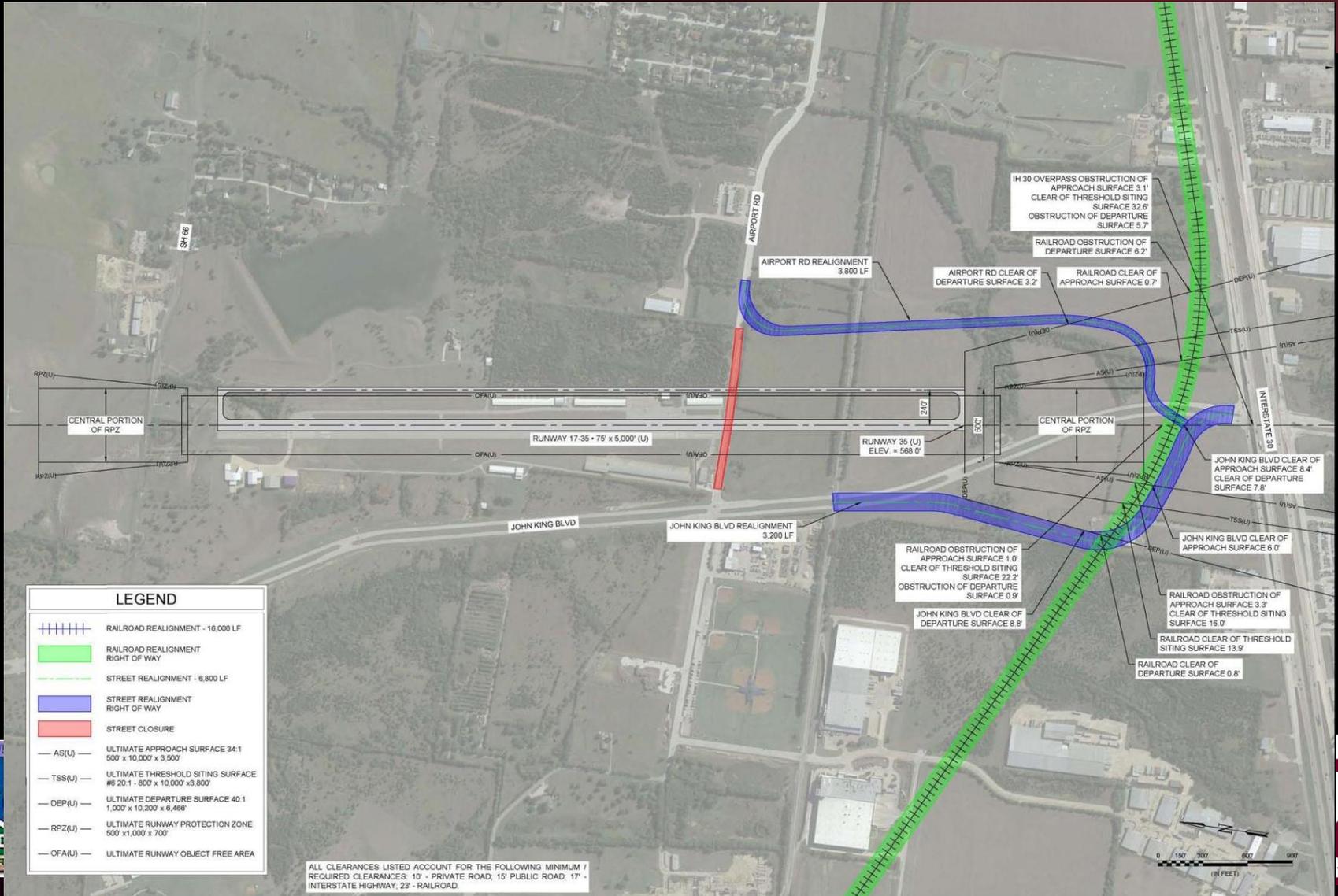


Southern Runway Expansion – B-I, 4,000' x 60' with Railroad Realignment



ALL CLEARANCES LISTED ACCOUNT FOR THE FOLLOWING MINIMUM / REQUIRED CLEARANCES: 10' - PRIVATE ROAD, 15' PUBLIC ROAD, 17' - INTERSTATE HIGHWAY, 23' - RAILROAD.

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



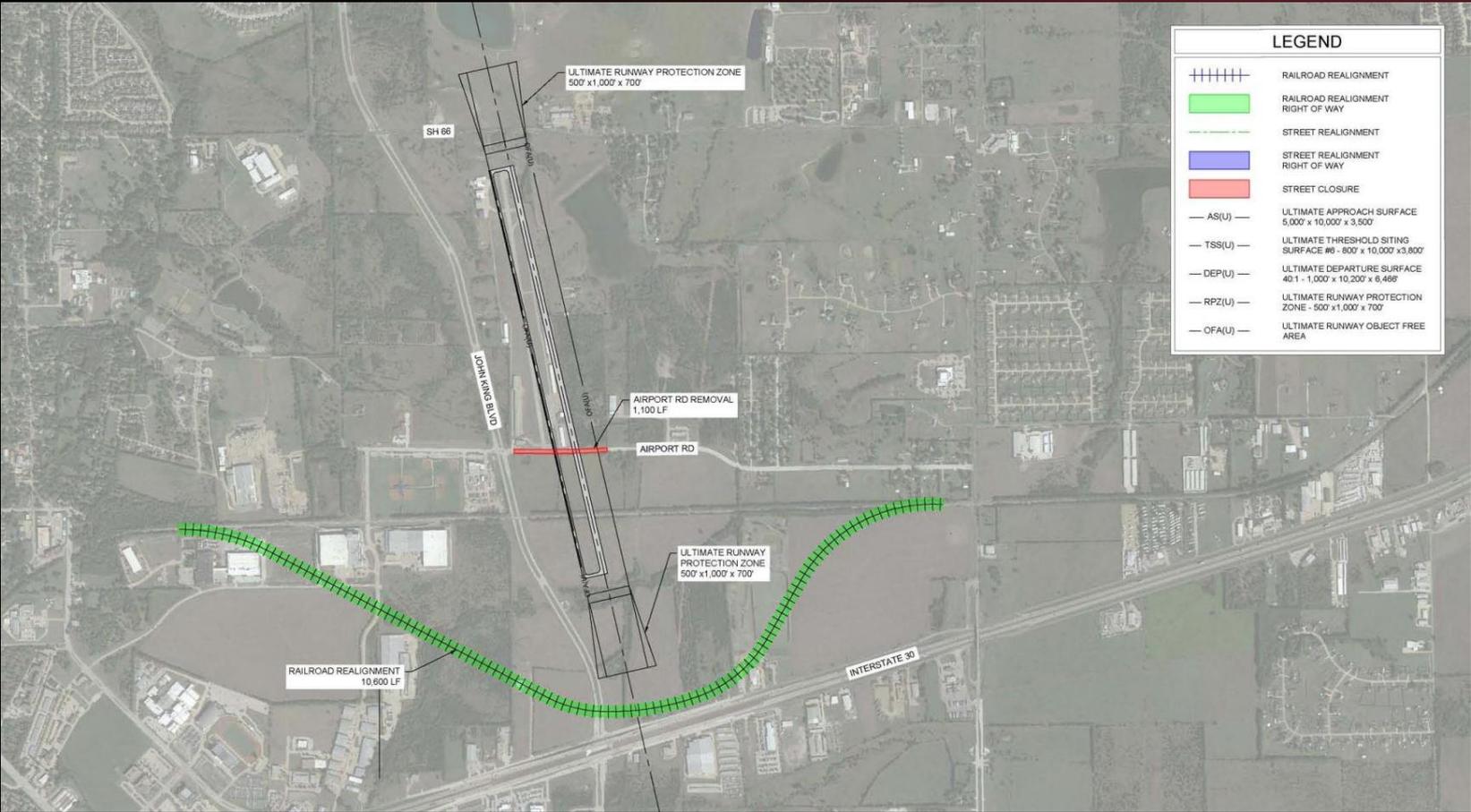
LEGEND

- RAILROAD REALIGNMENT - 16,000 LF
- RAILROAD REALIGNMENT RIGHT OF WAY
- STREET REALIGNMENT - 6,800 LF
- STREET REALIGNMENT RIGHT OF WAY
- STREET CLOSURE
- ULTIMATE APPROACH SURFACE 34:1
500' x 10,000' x 3,500'
- ULTIMATE THRESHOLD SITING SURFACE
#8 20:1 - 800' x 10,000' x 3,800'
- ULTIMATE DEPARTURE SURFACE 40:1
1,000' x 10,200' x 6,486'
- ULTIMATE RUNWAY PROTECTION ZONE
500' x 1,000' x 700'
- ULTIMATE RUNWAY OBJECT FREE AREA

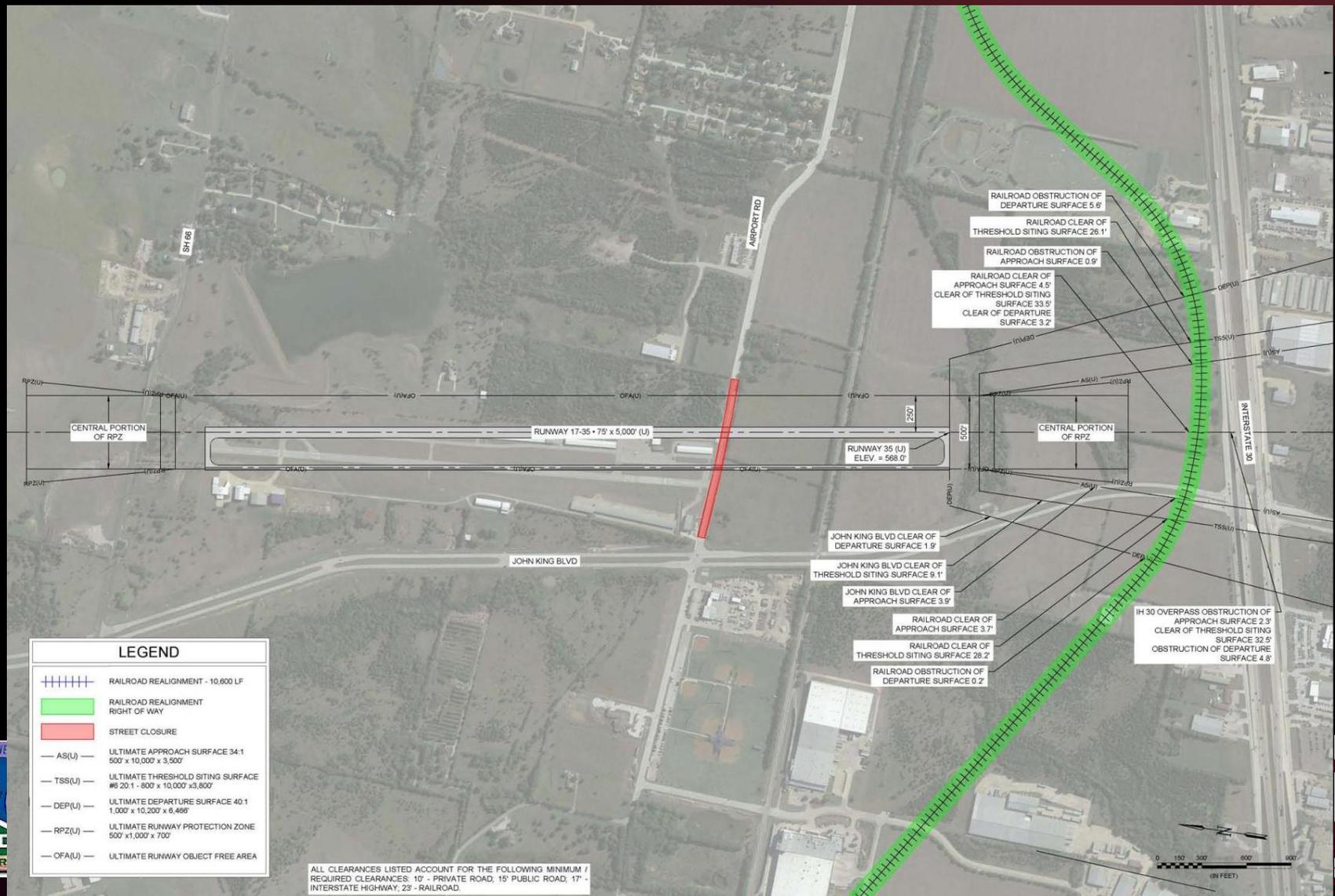
ALL CLEARANCES LISTED ACCOUNT FOR THE FOLLOWING MINIMUM / REQUIRED CLEARANCES: 10' - PRIVATE ROAD; 15' - PUBLIC ROAD; 17' - INTERSTATE HIGHWAY; 23' - RAILROAD.



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



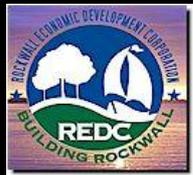
LEGEND	
	RAILROAD REALIGNMENT - 10,600 LF
	RAILROAD REALIGNMENT RIGHT OF WAY
	STREET CLOSURE
	ULTIMATE APPROACH SURFACE 34.1 500' x 10,000' x 3,500'
	ULTIMATE THRESHOLD SITING SURFACE #0 20.1 - 800' x 10,000' x 3,800'
	ULTIMATE DEPARTURE SURFACE 40.1 1,000' x 10,200' x 6,466'
	ULTIMATE RUNWAY PROTECTION ZONE 500' x 1,000' x 700'
	ULTIMATE RUNWAY OBJECT FREE AREA

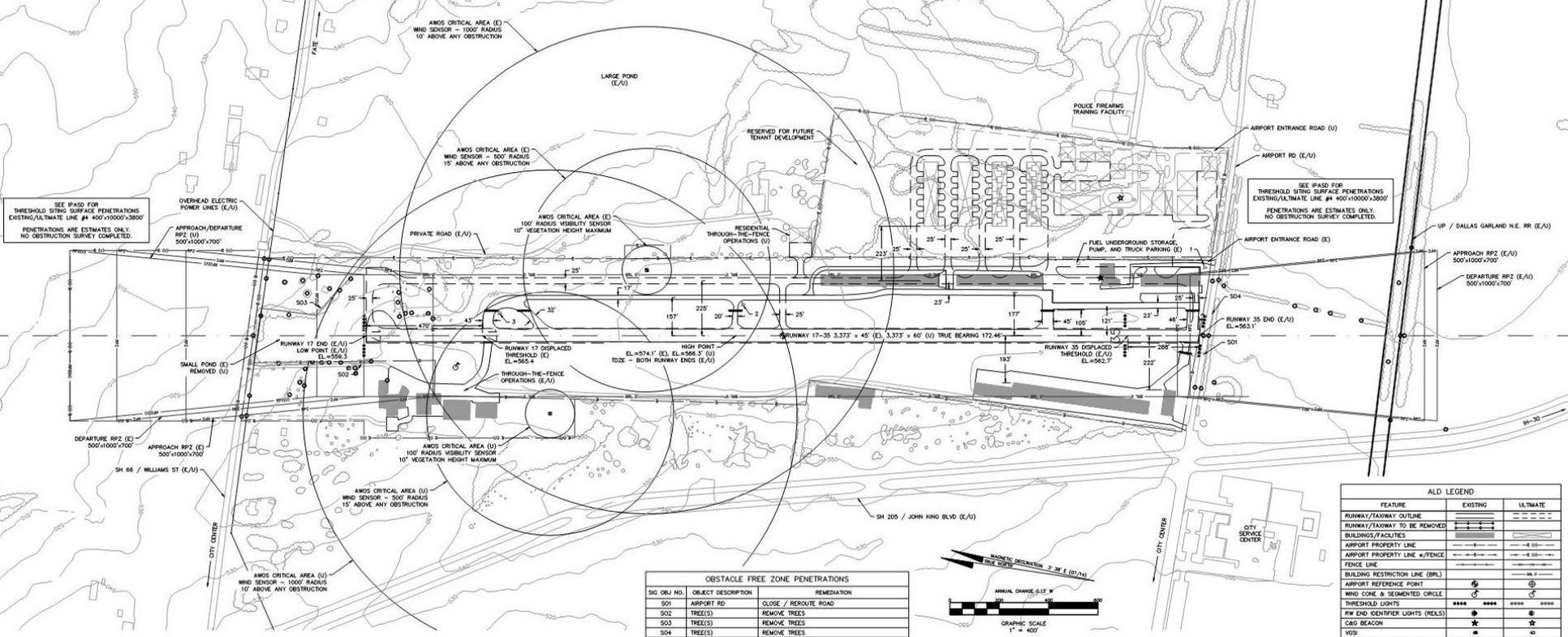
ALL CLEARANCES LISTED ACCOUNT FOR THE FOLLOWING MINIMUM / REQUIRED CLEARANCES: 10' - PRIVATE ROAD, 15' - PUBLIC ROAD, 17' - INTERSTATE HIGHWAY, 23' - RAILROAD.



Airport Layout Plan

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





SEE IPAD FOR THRESHOLD STRING SURFACE PENETRATIONS EXISTING/ULTIMATE LINE #4 400'x1000'x3800' PENETRATIONS ARE ESTIMATED ONLY, NO OBSTRUCTION SURVEY COMPLETED.

SEE IPAD FOR THRESHOLD STRING SURFACE PENETRATIONS EXISTING/ULTIMATE LINE #4 400'x1000'x3800' PENETRATIONS ARE ESTIMATED ONLY, NO OBSTRUCTION SURVEY COMPLETED.

FEATURE	EXISTING	ULTIMATE
RUNWAY/TAXIWAY OUTLINE	---	---
RUNWAY/TAXIWAY TO BE REMOVED	---	---
BUILDINGS/FACILITIES	█	█
AIRPORT PROPERTY LINE	---	---
AIRPORT PROPERTY LINE w/FENCE	---	---
AIRPORT FENCE LINE	---	---
BUILDING RESTRICTION LINE (BRL)	---	---
AIRPORT REFERENCE POINT	⊙	⊙
WIND CONE & SEGMENTED CIRCLE	⊙	⊙
THRESHOLD LIGHTS	⊙	⊙
RW END IDENTIFIER LIGHTS (REIL)	⊙	⊙
CAB BEACON	★	★
VASI	⊙	⊙
WIND POSITION AND SIGN	⊙	⊙
ASOS/AWOS	⊙	⊙
PACFS AND SACS MARKERS	⊙	⊙
GROUND CONTOURS	---	---
SIGNIFICANT OBJECT LOCATION	⊙	⊙
TREES/BRUSH	⊙	⊙
NON-REFLECTIVE BEACON (NDB)	⊙	⊙

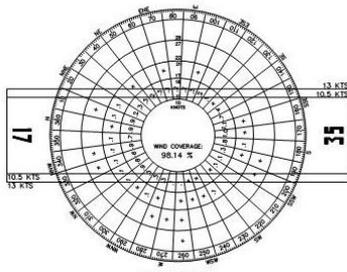
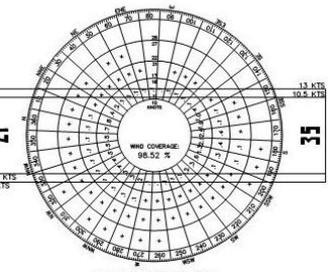
SID OBJ NO.	OBJECT DESCRIPTION	REMEDATION
S01	AIRPORT RD	CLOSE / REROUTE ROAD
S02	TREES(S)	REMOVE TREES
S03	TREES(S)	REMOVE TREES
S04	TREES(S)	REMOVE TREES

RW 17-35	EXISTING		ULTIMATE	
	B-1	1 MILE	B-1	1 MILE
RUNWAY ARC	CESNA 421	CESNA 421		
DESIGN AIRCRAFT & ARC	2337'	2337'		
BALANCED FIELD LENGTH	3372' X 45'	3373' X 60'		
RUNWAY LENGTH & WIDTH (ft.)	12 SW	30 SW		
PAVEMENT DESIGN STRENGTH (1000 lbs.)	NONE	MRL		
RUNWAY LIGHTING	0.44%	0.21%		
PERCENT EFFECTIVE GRADIENT	98.52%	98.52%		
PERCENT WIND COVERAGE	574.10'	566.30'		
MAXIMUM ELEVATION ABOVE MSL	ASPH	ASPH		
RW SURFACE TYPE	240'	240'		
RSA - LENGTH BEYOND RW END	120'	120'		
RSA - WIDTH	240'	240'		
GFA - LENGTH BEYOND RW END	400'	400'		
GFA WIDTH	200'	200'		
GFZ - LENGTH BEYOND RW END	250'	250'		
GFZ WIDTH	17'	35'	17'	35'
RUNWAY END	NDB/GPS	NDB/GPS	GPS	GPS
APPROACH TYPE	1 MILE	1 MILE	1 MILE	1 MILE
APPROACH VISIBILITY MINIMA	# 201	# 201	# 201	# 201
THRESHOLD STRING SURFACE & SLOPE	NONE	NONE	PAPL-2L	PAPL-2L
RUNWAY MARKING	NONE	NONE	PAPL-2L	PAPL-2L
RUNWAY VISUAL AIDS	574.10'	574.10'	566.30'	566.30'
TOUCHDOWN ZONE ELEVATION	AN(P)	AN(P)	AN(P)	AN(P)
FAR PART 77 APPROACH CATEGORY	20.1	20.1	20.1	20.1
FAR PART 77 APPROACH SURFACE SLOPE	2632'	2830'	3133'	3373'
TAKE-OFF RUN AVAILABLE (TORA)	2632'	2830'	3133'	3373'
TAKE-OFF DISTANCE AVAILABLE (TODA)	3133'	3183'	3133'	3373'
ACCELERATE STOP DISTANCE AVAILABLE (ASDA)	2663'	2864'	2663'	3084'
LANDING DISTANCE AVAILABLE (LDA)				

	EXISTING	ULTIMATE
AIRPORT ELEVATION (MSL)	574.1'	566.3'
AIRPORT NAVIGATION AIDS	NDB, GPS	GPS
MEAN HAIL TEMP (HIGHEST MONTH F)	95F	95F
AIRPORT REFERENCE CODE (ARC)	B-1	B-1
TAXIWAY MARKING	STD W/REF	STD W/REF
TAXIWAY LIGHTING	NONE	NONE
AIRPORT REFERENCE POINT COORDINATES	32°50'50.14" N 96°28'07.75" W	32°50'50.14" N 96°28'07.75" W

RUNWAY END	LATITUDE	LONGITUDE	ELEVATION
END OF RWY 17 (E/U)	32°50'56.68" N	96°28'10.31" W	559.2'
DISPLACED THRESHOLD OF RWY 17	32°50'52.07" N	96°28'08.50" W	565.4'
END OF RWY 35 (E/U)	32°50'53.60" N	96°28'05.12" W	563.1'
DISPLACED THRESHOLD OF RWY 35	32°50'36.44" N	96°28'05.56" W	562.7'

NO.	TYPE	DESIGNATION	LAT	LONG
1	PACFS	H 1495	32°50'33.70" N	96°28'01.83" W
2	SACS	BORNEN	32°50'51.00" N	96°28'04.04" W
3	PACFS	BORNEN AZ MK	32°50'51.51" N	96°28'08.40" W



RUNWAY	WIND VELOCITY	AWMR WIND COVERAGE	IFR WIND COVERAGE
17-35	10.5 KNOTS (ARC A-1 AND B-1)	97.12%	96.33%
	13.5 KNOTS (ARC A-1 AND B-1)	98.52%	98.14%

TEXAS DEPARTMENT OF TRANSPORTATION AVIATION DIVISION

ALP APPROVED ACCORDING TO FAA AC 150/5300-13A 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.

SPONSOR ACKNOWLEDGES APPROVAL OF ALP BY THIS DOES NOT CONSTITUTE A COMMITMENT TO FUNDING.

AIRPORT SPONSOR

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

DATE: SEPTEMBER 2014



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



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

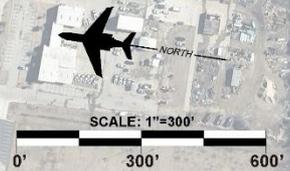
- Phase I
- Phase II
- Phase III

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
	PHASE I TOTAL	\$1,371,500	\$10,014,000	\$11,385,500	



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
PHASE II TOTAL		\$291,000	\$2,559,000	\$2,850,000	



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
PHASE III TOTAL		\$360,000	\$1,495,000	\$1,855,000	
TOTAL		\$2,022,000	\$14,068,000	\$16,090,000	



**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

