



INTRODUCTION

This Airport Layout Plan (ALP) Update and Narrative Report for Eagle Lake Regional Airport (ELA) serves as an update to the previous ALP, which was completed in 2003 and last updated in 2017. The primary focus of this study is to provide the airport sponsor (City of Eagle Lake, Texas), the Texas Department of Transportation (TxDOT) Aviation Division, and the Federal Aviation Administration (FAA) with a strategic plan and vision for short-term and long-term operations, as well as any necessary improvements that may be needed over the next 20 years. The report will include an updated ALP set, which serves as a blueprint of the current and future conditions at the airport. The updates to the ALP will focus on the development direction and facility changes that have occurred since the completion and approval of the previous planning study. The development of a height hazard zoning map for the sponsor's implementation will also be completed with this study.

This study was designed to guide future development and provide updated justification for projects for which the airport may receive funding participation through federal and state airport improvement programs. Coffman Associates, a consulting firm that specializes in airport master planning and environmental studies, is preparing this plan.

This ALP Update and Narrative Report is being prepared in accordance with FAA requirements, including FAA Advisory Circular (AC) 150/5300-13B, *Airport Design*; AC 150/5070-6B, *Airport Master Plans*; FAA Office of Airports (ARP) Standard Operating Procedure (SOP) 2.00, *Standard Procedure for FAA Review and Approval of Airport Layout Plans (ALPs)*; and SOP 3.00, *Standard Operating Procedure (SOP) for FAA Review of Exhibit 'A' Airport Property Inventory Maps*, Appendix A, *ALP Review Checklist*. The following goals and objectives have been determined for this ALP Update and Narrative Report.

1. Prepare and update the ALP and narrative report in a manner consistent with the current FAA Advisory Circulars and Standard Operating Procedures.
2. Incorporate FAA Airports Geographic Information Systems (AGIS) requirements and data collection as needed, including an AC 150/5300-18B obstruction survey.
3. Develop a capital improvement plan (CIP), including a recommended phasing plan and a financial overview that considers local, state, federal, and alternative funding sources.
4. Prepare and update the airport property map consistent with the current FAA Advisory Circulars and Standard Operating Procedures.
5. Establish phased, attainable goals for airport improvements and development based on forecasts for aviation demand and critical aircraft.
6. Develop a height hazard zoning map that incorporates the airport's Part 77 surfaces.
7. Review any existing runway safety area (RSA) determinations and update them as needed or complete a determination for any runway that does not have one. If an RSA study is needed, that study will be conducted as part of this planning effort.



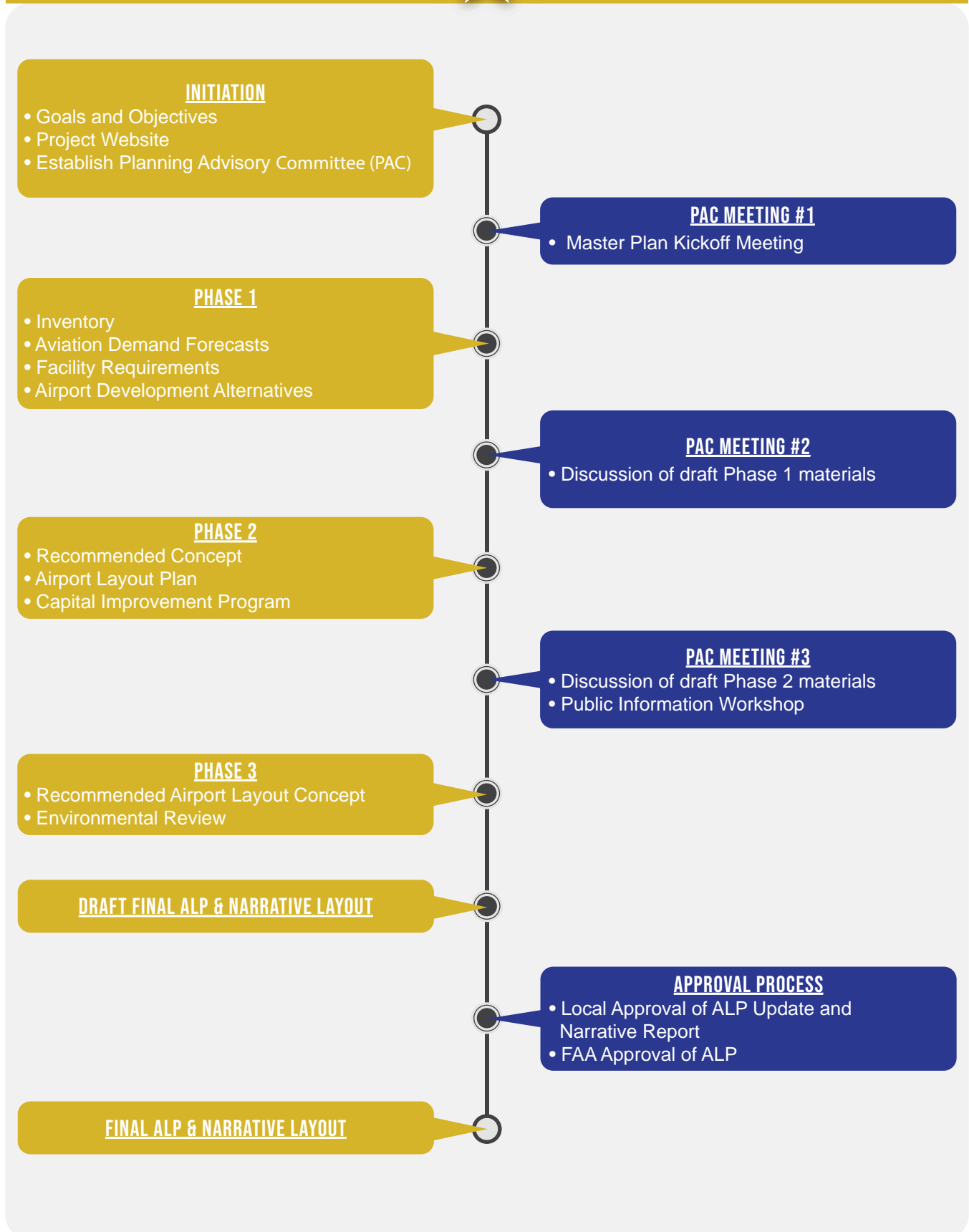
STUDY PARTICIPATION

The ALP Update and Narrative Report is of interest to many within the local community and region, including local citizens and businesses, community organizations, city officials, airport users and tenants, and aviation organizations. To assist in the development of the study, the city has identified a group of stakeholders to act in an advisory role as the plan progresses. The planning advisory committee (PAC) is comprised of individuals and organizations with a vested interest in the future development of Eagle Lake Regional Airport. Members of the PAC will meet at designated points during the planning process to review draft study materials and provide comments to help ensure a realistic and viable plan is developed. A community outreach program will also be established to allow members of the public to review and comment on the study as it develops.

PROCESS

The ALP Update and Narrative Report has been prepared in a systematic fashion pursuant to the scope of services that was coordinated with the City of Eagle Lake and TxDOT. The study includes multiple elements, which are described as follows and depicted on **Exhibit i**.

- **Study Initiation** includes the development of the scope of services, budget, and schedule.
- **Inventory** involves the collection of facility, operational, and wind data. This step establishes existing airfield facility conditions and capacities and identifies existing environmental conditions at the airport.
- **Forecasts** of aviation demand levels at the airport (based aircraft and operations) are prepared to establish the existing and ultimate critical aircraft, per FAA AC 150/5000-17. The forecasting approach utilizes the FAA's *Terminal Area Forecast* (TAF), as well as regional and local socioeconomic and aviation trends. The forecasts will ultimately be submitted to the FAA and TxDOT for review and approval.
- **Facility Requirements** are determined for the airport for existing, short-term, intermediate-term, and long-term timeframes based on the critical aircraft and updated forecasts.
- **Alternatives** involves evaluation of various development alternatives to accommodate current and forecasted facility needs for airside and landside facilities.
- **Airport Plans and Land Use Compatibility** will result in the selection of a recommended development concept through coordination with airport staff and the PAC. Airport layout plans will be developed to depict the recommended development concept and the drawings will meet the requirements of FAA SOP 2.00 (effective October 1, 2013). The updated ALP set will be included as an appendix to this study. The airport's noise exposure and land use compatibility will also be evaluated. An environmental overview will identify any potential environmental concerns that must be addressed prior to the implementation of the recommended development program.





- **Airport Development Schedules and Cost Estimates** includes the preparation of development schedules for the recommended concept and identification of potential federal and state aid for specific projects. A five-year CIP will be prepared to identify capital funds required by the City of Eagle Lake to accomplish each proposed stage of improvements for the airport.
- **Final Drawings and Reports** will include a technical report (printed and digital formats) and full-size/full-color copies of report exhibits in the final report documentation, as well as drawings produced for the study.