

# Municipal Airport



## AIRPORT MASTER PLAN EXECUTIVE SUMMARY





## BACKGROUND

The Huntsville Municipal Airport Master Plan was undertaken to evaluate and determine the existing and future needs of the airport with a primary goal of formulating a capital improvement plan suitable for meeting those needs. A master plan and approved airport layout plan (ALP) are part of the requirements for eligibility for federal and state airport funding assistance. The study was jointly financed by the Texas Department of Transportation (TxDOT) and the City of Huntsville. An important part of the master planning process was public involvement. A Planning Advisory Committee (PAC) comprised of local community representatives, as well as state and regional agencies, met three times during the study process to review draft materials and discuss recommendations. In addition, two public information workshops were held to provide information to interested citizens and to solicit their input.

## RECOMMENDED DEVELOPMENT PROGRAM

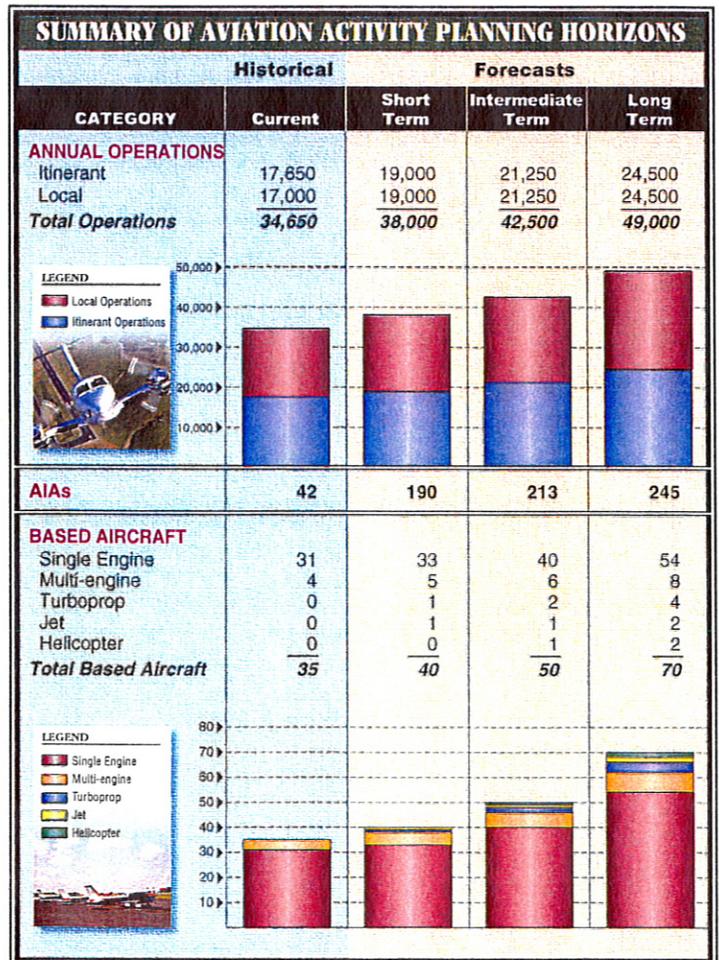
The proper planning of a facility of any type must consider the demand that may occur in the future. For Huntsville Municipal Airport, this involved reviewing and updating forecasts to identify the potential future aviation demand. Because of the cyclical nature of the economy, it is virtually impossible to predict with certainty year-to-year fluctuations in activity when looking twenty years into the future.

While it is necessary for scheduling and budget purposes to focus on timing of airport development, the actual need for facilities is established by activity levels. As a result, the Master Plan is demand-based rather than a time-based document. Planning horizons defined by levels of activity have been established which will call for consideration of implementing the

next step of the Master Plan. The primary indicators of aviation demand at an airport are the number of aircraft operations and the number of aircraft based at the airport. An aircraft operation is defined as one take-off or landing. The planning horizons and the highlights of the capital improvement program are outlined here.

By developing the airport to meet the aviation demand levels instead of specific dates in time, the airport will serve as a safe and efficient aviation facility which will meet the operational demands of its users while being developed in a cost efficient manner. Such a program also allows the City to change specific development projects in response to unanticipated needs or demand. The individual projects within each planning horizon have been listed in the adjacent tables and are color-coded on the airport layout plan drawing. The forecast planning horizon milestones are summarized in the following table.

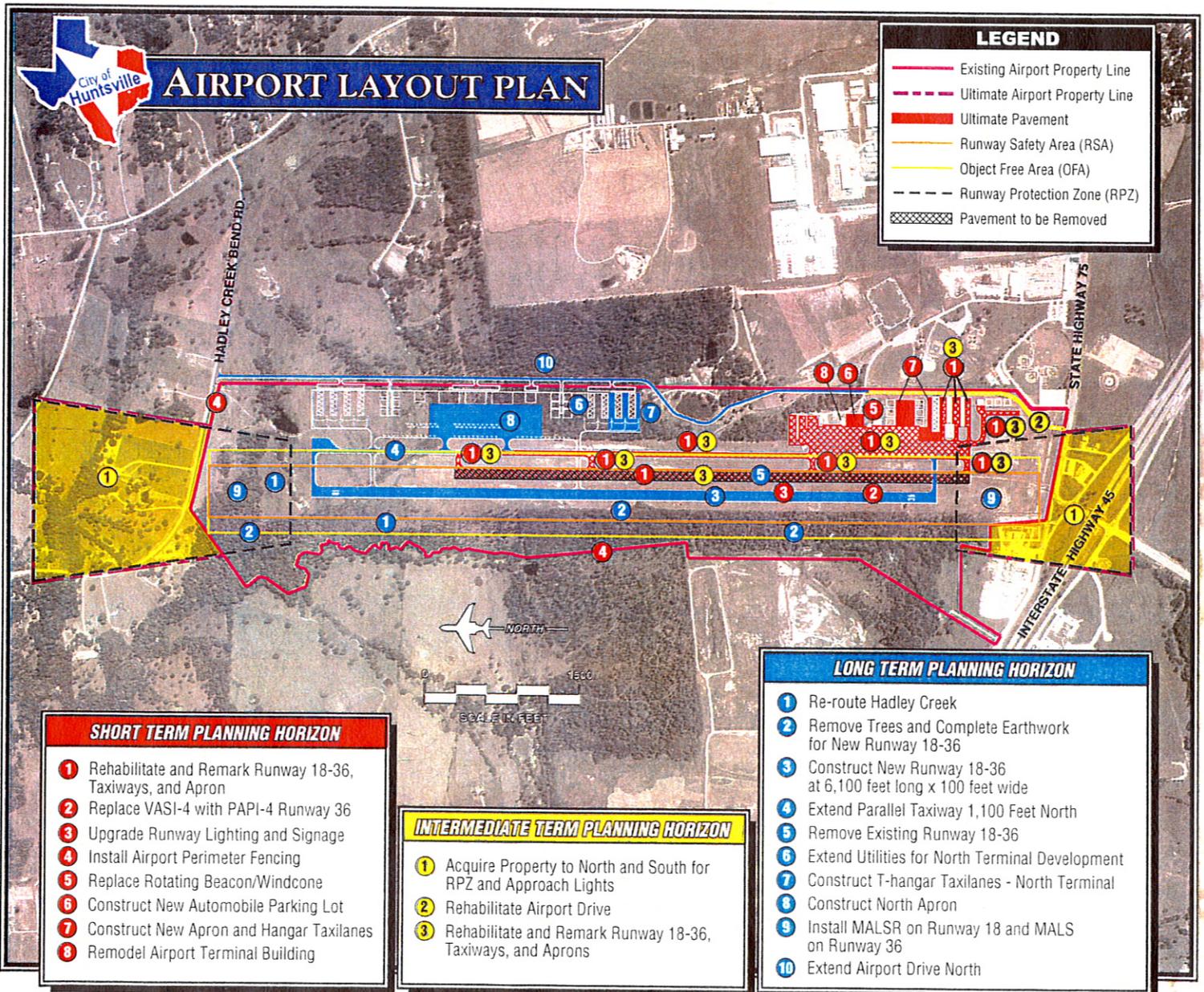
Huntsville Municipal Airport is located in the northern portion of the City of Huntsville with immediate access to U.S. Interstate 45. The City of Huntsville is well known as the home to Sam Houston State University and the Texas Department of Criminal Justice. Both entities



utilize the airport in support of their operations. Currently, the airport's runway measures 5,006 feet long by 100 feet wide and caters primarily to aircraft weighing less than 12,500 pounds. Airport businesses provide aircraft fueling, maintenance, and hangar storage.

The continued growth of the City of Huntsville, development of industrial/commercial areas, and relative close proximity to Houston will likely contribute to an increase in corporate aircraft activity at the airport over the planning period. Moreover, as the Houston surface transportation network continues to increase, business operators will seek airports outside the congested areas. Thus, future facility planning must include the potential for the airport to be utilized by the full range of business jets.

The recommended concept, shown below, includes the construction of a new 6,100-foot long by 100-foot wide Runway 18-36 200 feet west of its current location. The new runway will provide adequate runway/parallel taxiway separation of 400 feet. FAA design criteria calls for a 400-foot runway/parallel taxiway centerline separation for general aviation aircraft up to 75,000 pounds when the runway is served by an approach of lower than three-quarters of a mile visibility (CAT I approach). This type of approach is a key component in meeting the needs of business operators. Also depicted on the plan is the development of additional aviation facilities in the northern portion of the terminal area. This development would provide spaces for additional airport business operators and aircraft storage facilities.



## DEVELOPMENT FUNDING

Detailed costs were prepared for each development item included in the program. Complete implementation of the plan will require a total financial commitment of over \$17.3 million dollars over the long term planning horizon. Nearly 90 percent of the recommended program funding could be funded through state or federal grant-in-aid programs. The source for federal and state monies is through a state grant program administered by the Texas Department of Transportation (TxDOT) Aviation Division which was established to maintain the integrity of the air transportation system within the State of Texas. Federal monies could come from the Aviation Trust Fund which is the depository for federal aviation taxes such as those from airline tickets, aviation fuel, aircraft

registrations, and other aviation-related fees. Federal monies for general aviation airports in Texas is administered by the FAA to TxDOT through the State Block Grant Program. In turn, TxDOT develops biannual Capital Improvement Programs (CIPs) to administer these grant monies. TxDOT also provides a separate state funding mechanism which receives annual funding appropriation from the State Highway fund. Eligible projects can receive up to 90 percent funding from TxDOT for eligible projects. Other funding sources such as TxDOT's Routine Airport Maintenance Program (RAMP), terminal building program, and FAA's Facilities and Equipment (F & E) could also be used to fund eligible projects. The following table depicts the breakdown of state/federal and local funding for the implementation of the Master Plan.

<b>DEVELOPMENT FUNDING SUMMARY</b>			
<b>Planning Period</b>	<b>Total Cost</b>	<b>TxDOT Share</b>	<b>Local Share</b>
Short Term	\$1,573,650	\$1,316,285	\$257,365
Intermediate Term	1,389,000	1,250,100	138,900
Long Term	15,520,000	13,968,000	1,552,000
<b>Total Program Costs</b>	<b>\$18,482,650</b>	<b>\$16,534,385</b>	<b>\$1,948,265</b>

## PLAN DEVELOPMENT AND IMPLEMENTATION

With the airport master plan completed, the most important challenge is implementation. The cost of developing and maintaining aviation facilities is an investment which yields impressive benefits for the community. The master plan employs a continuous planning program as a key feature to assist in updating and implementing the plan's recommendations. This plan and associated development program provides the tools airport

management will require to meet the challenges of the future. By providing a safe and efficient facility, the Huntsville Municipal Airport will continue to be a valuable asset to the City of Huntsville and the surrounding community.

The Huntsville Municipal Airport Master Plan was a cooperative effort between the City of Huntsville, TxDOT, and the consultant. Technical assistance was provided by the airport consulting firm of Coffman Associates.



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