

Chapter Seven – Airport Layout Plan and Drawings

7.0 Introduction

This chapter describes and depicts the necessary improvements derived from Facility Requirements and Phased Development and Cost Estimates chapters and shows airport features, not limited to: existing airfield and landside configurations, future developments, airport airspace, land uses and property ownership.

While the single-sheet ALP drawing shows most airport-related features, other necessary depictions, such as airspace limits and off-airport land uses are shown on separate drawings.

These drawings constitute the ALP drawing set:

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.

The ALP is a working document and represents an agreement between the City of Rockdale and the State of Texas.

This agreement primarily concerns design standards compliance, future development locations and obstruction disposition. On-airport development must be depicted on the ALP and it should be kept reasonably current. A reduced-size ALP along with and other drawings can be found at the end of this chapter.

7.1 Airport Layout Plan

The Airport Layout Plan (ALP) is a scaled graphic representation of existing and proposed airport development including pertinent clearance and dimensional information to show conformance with design standards (though conformance is not prerequisite or mandatory).

The ALP depicts the existing and recommended location and/or configuration of fiscally-constrained facilities proposed to accommodate the 20-year demand as discussed in the facility requirements chapter and synthesized through the planning process.

Short-term improvements primarily relate to limited standards compliance and tree removal, apron and road relocation. Proposed intermediate improvements continue with these efforts and include a new AWOS and relocated segmented circle. Proposed long term improvements include a runway extension to the TXDOT recommended minimum, land acquisition to accommodate the extension and airfield and navigational aid lighting.

The Airport Data Table provides basic information concerning airport elevation, airport reference point location, airport land ownership, etc. The Runway Data tables provide information such as airport role, approach surface information and end coordinates/elevations. A scale, legend, and north arrow orient the reader.

7.2 Terminal Area Plan

A number of changes are depicted on the Terminal Area Plan for the H.H. Coffield Regional Airport. This drawing represents a closer-in view of the proposed landside improvements shown on the ALP. Airport and potential private hangar developments are planned for the short-, intermediate- and long-term, as well as a phased expansion of the existing hangar area. This general aviation area includes phased development for apron, hangar and other aviation facilities.

Phased facility construction, utility extension, auto access and parking area are planned. Improvements should be constructed as funding and demand allows and are planned to accommodate the expected activity. The proposed size and location in this regard are for planning purposes only and specific plans should be evaluated on a case-by-case basis for general conformance to the ALP.

7.3 Runway Plan and Profiles

The Approach Surface and Inner-Approach Surface Plan and Profile drawings show the existing, future and ultimate approach surface configurations and their interaction with the airport and off-airport environs. The extended runway centerline ground profile and the critical point profiles are shown for terrain clearance purposes. Notable objects in this regard are shown in each plan and profile and tabulated with heights and disposition, as appropriate. These drawings are supplemental to the Airport Airspace Plan.

7.4 Land Use Plan

The Land Use Plan identifies areas within and adjacent to airport property by zone and/or land use. Review for any residential development near the Airport should consider the Airport's proximity. Sensitive areas should continue to be protected by the existing City code to ensure compatible land use. Areas off the end of the runway ends are generally the most noise sensitive.

7.5 Airport Property Map

The Airport Property Map shows areas of existing airport sponsor ownership and area proposed for ownership or release. The map also shows easements, buildings, apron, fences, roads and other features of concern. Tracts are shown for depiction purposes only and this map is not to be used for survey or land acquisition. Property information includes ownership, location, purpose, book and page.

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