



INTRODUCTION

The Federal Aviation Administration (FAA) recommends that airports update their long-term planning documents every seven to 10 years, or as necessary to address local changes at the airport. The last master plan update for Georgetown Municipal Airport was completed in 2005. The City of Georgetown, the sponsor of the Airport, has received a grant from the FAA to update the Airport Master Plan. The FAA grant covers 90 percent of the fixed fee project cost with the Airport Fund providing a ten percent match.

The Airport Master Plan is being undertaken to evaluate Georgetown Municipal Airport's (Airport) capabilities and role, to forecast future aviation demand, and to plan for the timely development of improved or new facilities that may be required to meet that demand. The ultimate goal of the Master Plan is to provide systematic guidelines for the Airport's overall maintenance, development, and operation. The study is designed to provide guidance for future development and provide updated justification for projects for which the Airport may request funding participation through federal and state airport improvement programs. Following a qualification-based selection process, the Airport sponsor contracted with Coffman Associates, a national aviation consulting firm specializing in master planning and environmental studies, to lead the master plan project.

The Airport Master Plan Update is prepared in accordance with FAA requirements, including Advisory Circular (AC) 150/5300-13A, *Airport Design* (as amended), and AC 150/5070-6C, *Airport Master Plans* (as amended). The Master Plan is intended to be a proactive document which identifies and then plans for future facility needs well in advance of the actual need. This is done to ensure that Airport management can coordinate project approvals, design, financing, and construction in a timely manner, prior to experiencing the detrimental effects of deteriorating or inadequate facilities.





An important outcome of the Master Plan process is a recommended development plan which reserves sufficient areas for future facility needs. Such planning will protect development areas and ensure they will be readily available when required to meet future needs. A detailed on-airport land use concept which outlines specific uses for all areas of airport property, including strategies for revenue enhancement, results.

The preparation of this Master Plan is evidence that the City of Georgetown recognizes the importance of the Airport to the surrounding region and the challenges inherent in providing for its unique operating and improvement needs. The cost of maintaining an airport is an investment which yields impressive benefits to the local community. With a sound and realistic Master Plan, the Airport can maintain its role as an important link to the regional, state, and national air transportation systems. Moreover, the plan will aid in supporting decisions for directing limited and valuable resources for future airport development. Ultimately, the continued investments in the Airport will allow the region to reap the economic benefits generated by the presence of the Airport.

The Georgetown Municipal Airport is particularly important to the National Aviation System. It is one of a select few that are designated by the FAA as reliever airports. Reliever airports are intended to provide alternate locations for general aviation aircraft to operate in order to reduce congestion at commercial service airports and to provide enhanced general aviation services. The Airport is further classified as a Regional Airport by the FAA, which supports regional economies by connecting communities to statewide and interstate markets.

MASTER PLAN GOALS AND OBJECTIVES

The primary objective of the Georgetown Municipal Airport Master Plan is to develop and maintain a financially feasible, long term development program, which will satisfy aviation demand of the region; be compatible with community development, other transportation modes, and the environment; and enhance employment and revenue for the local area. The most recent planning effort for the Airport was the completion of the Georgetown Municipal Airport – *Airport Master Plan* 2005. The Airport's Airport Layout Plan (ALP) has been updated or modified periodically to include various as-built projects.

This Master Plan is intended to provide guidance through an updated capital improvement plan and financial program which identifies the future investments that may be necessary by the Airport. This study will also prioritize future development and provide either the existing project justification or the triggers for justification. The plan will be closely coordinated with other planning studies in the area and with aviation plans developed by the FAA. Specific objectives of the study include, but are not limited to, the following:

- Research factors likely to affect air transportation demand in the region and develop new aviation demand forecasts to cover a 20-year planning horizon.



- Determine projected needs of airport users as it relates to the airside (runways, taxiways, etc.) and the landside facilities (hangar layout and mix).
- Recommend improvements that will enhance the airport's ability to satisfy future aviation needs.
- Establish a schedule of development priorities and a financial program for implementation and analyze potential funding sources, consistent with FAA planning.
- Provide specific recommendations for aviation and non-aviation related land uses on airport property and review existing or proposed land use, economic development, and zoning documents to ensure future compatibility with off-airport development.
- Develop active and productive public involvement throughout the planning process.

MASTER PLAN ISSUES

The Master Plan specifically addresses the following issues:

- Assist the City, through the Planning Advisory Committee (PAC), in determining a long-term vision for the Airport;
- Conduct a Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis identifying strengths, weaknesses, realistic markets, goals, resources and strategy to move forward. This analysis will factor the strengths and weaknesses of the Airport to include physical and operational features.
- Prepare an evaluation of existing and future general aviation demand at the Airport;
- Based on the realistic evaluation of the facility in terms of configuration, condition, amenities, location, competition and forecasted aviation demand, establish goals and priorities for the Airport to meet that vision;
- Identify airfield alternatives based on goals and opportunities as well as FAA applicable design standards. The analysis will include an evaluation of the airfield geometry to address any non-standard conditions as compared to current FAA design criteria;
- Provide a landside development plan that identifies areas for accommodating the forecasted growth of aviation and aviation-related business and, if appropriate, areas for non-aviation revenue-producing opportunities. Consideration will be given to the potential for new or expanded aviation facilities, including aircraft hangar and ramp capacity, and airport support facilities.
- Assess compatible land use in the vicinity of the Airport;



- Prioritize preservation and rehabilitation recommendations in order of greatest overall positive impact; and
- Identify elements of an ongoing maintenance plan.

BASELINE ASSUMPTIONS

A study such as this typically requires several baseline assumptions that will be used throughout this analysis. The baseline assumptions for this study are as follows:

- Georgetown Municipal Airport will continue to operate as a reliever general aviation airport through the 20-year planning period;
- Georgetown Municipal Airport will continue to accommodate general aviation, air taxi, and military operations;
- The general aviation industry will grow through the planning period as projected by the FAA. Specifics of projected growth are contained in Chapter Two – Aviation Demand Forecasts;
- The socioeconomic characteristics of the region will generally grow as forecast (see Chapter Two); and,
- A federal grant program will be in place through the planning period to assist in funding future capital development needs.

MASTER PLAN ELEMENTS AND PROCESS

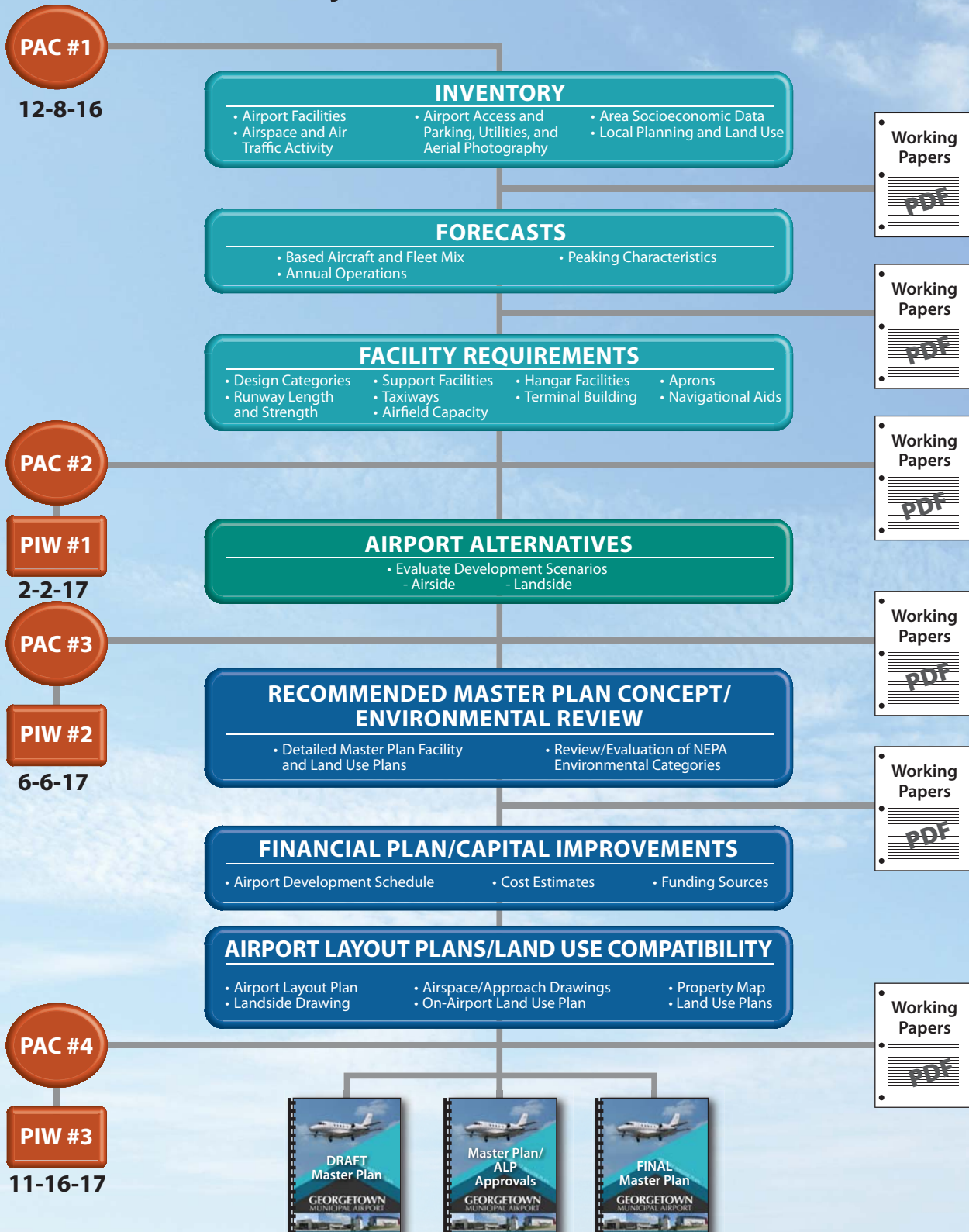
The Georgetown Municipal Airport Master Plan was prepared in a systematic fashion following FAA guidelines and industry-accepted principles and practices, as presented on **Exhibit IA**. The Master Plan has six chapters that are intended to assist in the evaluation of future facility needs and provide the supporting rationale for their implementation.

Chapter One – Inventory summarizes the inventory efforts. The inventory efforts are focused on collecting and assembling relevant data pertaining to the Airport and the area it serves. Information is collected on existing airport facilities and operations. Local economic and demographic data is collected to define the local growth trends, and environmental information is gathered to identify potential environmental sensitivities that might affect future improvements. Planning studies which may have relevance to the Master Plan are also collected.

Chapter Two – Forecasts examines the potential aviation demand at the Airport. The analysis utilizes local socioeconomic information, as well as national air transportation trends to quantify the levels of aviation activity which can reasonably be expected to occur at the Airport through the year 2036. The



MASTER PLAN PROJECT WORK FLOW





results of this effort are used to determine the types and sizes of facilities which will be required to meet the projected aviation demand at the Airport through the planning period. The current and future critical design aircraft, as defined by FAA criteria, is identified and the appropriate design standards are selected for the planning of current and future airport facilities.

Chapter Three – Facility Requirements comprises the demand/capacity and facility requirements analyses. The intent of this analysis is to compare the existing facility capacities to forecast aviation demand and determine where deficiencies in capacities (as well as excess capacities) may exist. Where deficiencies are identified, the size and type of new facilities to accommodate the demand are identified. The airfield analysis focuses on improvements needed to safely serve the type of aircraft expected to operate at the Airport in the future, as well as navigational aids to increase the safety and efficiency of operations. This element also examines general aviation terminal services, hangar, apron, and support needs.

Chapter Four – Airport Development Alternatives considers a variety of solutions to accommodate the projected facility needs. This element proposes various facility and site plan configurations which can meet the projected facility needs. An analysis is completed to identify the strengths and weaknesses of each proposed development alternative, with the intention of determining a single direction for development. Alternatives for addressing any current or future non-standard airfield conditions are also presented.

Chapter Five – Airport Layout Plans and Land Use Compatibility provides both a graphic and narrative description of the recommended plan for the use, development, and operation of the Airport. An environmental overview is provided at the end of this chapter to analyze potential environmental impacts of proposed Airport development projects. New noise exposure contours are developed and land use compatibility analysis is undertaken.

Chapter Six – Financial Management and Development Program provides a proposed capital improvement program which defines the schedules, costs, and funding sources for the recommended development projects.

The official ALP drawings that are produced as a result of the recommended Master Plan Concept and used by the FAA in determining grant eligibility, will be included as an appendix to the Master Plan at the completion of the project.

COORDINATION

The Georgetown Municipal Airport Master Plan is of interest to many within the local community and region. This includes local citizens, local businesses, community organizations, City officials, airport users, airport tenants, and aviation organizations. As a component of the regional, state, and national aviation systems, the Airport is of importance to both state and federal agencies responsible for overseeing the air transportation system.



To assist in the development of the Master Plan, the City of Georgetown has identified a group of citizens to serve on the Planning Advisory Committee (PAC). The PAC is comprised of Airport users and tenants, and local community leaders to act in an advisory role in the development of the Master Plan. Members of the PAC met four times at designated points during the study to review draft study materials and provide comments to help ensure that a realistic, viable plan is developed. Electronic copies of the draft chapters were prepared at various milestones in the planning process. Review of the draft chapters by the PAC during the master plan process allowed for timely input during each step to ensure that all issues were fully addressed as the recommended program developed.

All draft chapters and meeting materials were made available to the public during the process at a project-specific website: www.georgetown.airportstudy.com. In addition, three public information workshops were scheduled in order to engage the public and to receive comments and suggestions during the master planning process. The master planning process took approximately 12 months to complete. Local and state approvals followed.

SWOT ANALYSIS

A SWOT analysis is a strategic business planning technique used to identify **S**trengths, **W**eaknesses, **O**pportunities, and **T**hreats associated with an action or plan. The SWOT analysis involves identifying an action, objective, or element and then identifying the internal and external forces that are positively and negatively impacting that action, objective, or element in a given environment. For this study, the SWOT analysis factors are being applied to the Airport within the confines of the Master Plan. As a result, it provides a continuous vision and direction for the development of the Master Plan.

SWOT DEFINITIONS

As previously discussed, this particular SWOT analysis groups information into two categories:

- Internal – attributes of the airport and market area that may be considered strengths or weaknesses to the action, objective, or element.
- External – attributes of the industry that may pose as opportunities or threats to the action, objective, or element.

The SWOT further categorizes information into one of the following:

- Strengths – internal attributes of the airport that are helpful to achieving the action, objective, or element.
- Weaknesses – internal attributes of the airport that are harmful to achieving the action, objective, or element.
- Opportunities – external attributes of the industry that are helpful to achieving the action, objective, or element.



- Threats – external attributes of the industry that are harmful to achieving the action, objective, or element.

SWOT ANALYSIS RESULTS

The SWOT analysis is based upon information gathered during the initial data gathering phase, which included a kick-off PAC meeting that was conducted in December 2016. As previously discussed, the PAC is a diversified group of airport stakeholders that represent several interests in the Airport. A SWOT analysis was conducted with this group to identify key factors that might be addressed in the Master Plan. A summary of the results from the SWOT analysis exercise is presented in **Table IA**. These results were utilized as a means to frame the subjective and/or judgmental processing of the data presented in the Master Plan.

TABLE IA
SWOT Analysis Results
Georgetown Municipal Airport

	STRENGTHS	WEAKNESSES
INTERNAL (attributes of the Airport market area)	• I-35 corridor location. Between major cities.	• Runway length
	• Airport traffic control tower	• Most business jets are weight-restricted
	• Reliever airport status (FAA)	• Limits to economic development opportunities
	• Diverse mix of users (business jets and turbo-props, recreational, flight schools, EAA, CAP)	• Short length for an FAA Regional Airport
	• Several FBOs	• Lack of a grooved runway
	• Proximity of fire station	• Lack of taxiway lighting
	• Runway Length	• Lack of hangars (180 aircraft wait list)
	• The mere existence of the airport in its current location	• Lack of efficient hangar layout
	• Currently operating in the black (2016)	• Limited community understanding of the benefits of the airport
	• Multiple instrument approaches	• Age/condition of some buildings
	• Hangars full	• \$1.3 million in total debt
	• History of obtaining FAA grants	• Aging infrastructure
	• Various attractions in the area	• Both runway surfaces are 27 years old
	• Numerous area businesses that use general aviation	
	• Airport administration	
	OPPORTUNITIES	THREATS
EXTERNAL (attributes of the industry)	• National pilot shortage	• Land use compatibility (proximity of residences)
	• Hangar demands	• Airport airspace crosses City and County
	• Population growth	• Council resolution limiting runway length
	• Attractive to recreational flyers	• Environmental concerns (possible endangered species habitat)
		• Other airports (Taylor)
		• Opposition groups