

Appendix F AIRPORT PLANS

***Airport Master Plan
Georgetown Municipal Airport***

As part of this Master Plan, the Federal Aviation Administration (FAA) requires the development of several technical drawings detailing specific parts of the airport and its environs. The technical drawings are collectively referred to as the Airport Layout Plan (ALP) set. These drawings were created on a computer-aided drafting system (CAD) and serve as the official depiction of the current and planned condition of the Airport. These drawings will be delivered to the FAA for their review and approval. The FAA will critique the drawings from a technical perspective to be sure all applicable federal regulations are met.

The five primary functions of the ALP that define its purpose are:

- 1) An approved plan is necessary for the airport to receive financial assistance under the terms of the *Airport and Airway Improvement Act of 1982* (AIP), as amended, and to be able to receive specific Passenger Facility Charge funding. An airport must keep its ALP current and follow that plan, since those are grant assurance requirements of the AIP and previous airport development programs, including the 1970 Airport Development Aid Program (ADAP) and Federal Aid Airports Program (FAAP) of 1946, as amended. While ALPs are not required for airports other than those developed with assistance under the aforementioned federal programs, the same guidance can be applied to all airports.
- 2) An ALP creates a blueprint for airport development by depicting proposed facility improvements. The ALP provides a guideline by which the airport sponsor can ensure that development maintains airport design standards and safety requirements and is consistent with airport and community land use plans.

- 3) The ALP is a public document that serves as a record of aeronautical requirements, both present and future, and as a reference for community deliberations on land use proposals and budget resource planning.
- 4) The approved ALP enables the airport sponsor and the FAA to plan for facility improvements at the airport. It also allows the FAA to anticipate budgetary and procedural needs. The approved ALP will also allow the FAA to protect the airspace required for facility or approach procedure improvements.
- 5) The ALP can be a working tool for the airport sponsor, including its development and maintenance staff.

It should be noted that the FAA requires that any planned changes to the airfield (i.e., runway and taxiway system, etc.) be represented on the drawings. The landside configuration developed during this master planning process is also depicted on the drawings, but the FAA recognizes that landside development is much more fluid and often dependent upon specific developer needs. Thus, an updated drawing set is not typically necessary for future landside alterations; however, a revision to the ALP drawing may be required.

AIRPORT LAYOUT PLAN SET

The ALP set includes several technical drawings which depict various aspects of the current and future layout of the Airport. The following is a description of the ALP drawings included with this master plan.

AIRPORT LAYOUT PLAN DRAWING

An official Airport Layout Plan (ALP) drawing has been developed for Georgetown Municipal Airport, a draft of which is included in this appendix. The ALP drawing graphically presents the existing and ultimate airport layout plan. The ALP drawing includes such elements as the physical airport features, wind data tabulation, location of airfield facilities (i.e., runways, taxiways, navigational aids), and existing general aviation development. Also presented on the ALP are the runway safety areas, airport property boundary, and revenue support areas.

The computerized plan provides detailed information on existing and future facility layouts on multiple layers that permit the user to focus on any section of the airport at a desired scale. The plan can be used as base information for design and can be easily updated in the future to reflect new development and more detail concerning existing conditions as made available through design surveys.

FAR PART 77 AIRSPACE DRAWING

Federal Aviation Regulation (F.A.R.) Part 77, *Objects Affecting Navigable Airspace*, was established for use by local authorities to control the height of objects near airports. The FAR Part 77 Airspace Drawing included in this Master Plan is a graphic depiction of this regulatory criterion. The FAR Part 77 Airspace Drawing is a tool to aid local authorities in determining if proposed development could present a

hazard to aircraft using the airport. The FAR Part 77 Airspace Drawing can be a critical tool for the airport sponsor's use in reviewing proposed development in the vicinity of the airport.

The airport sponsors should do all in their power to ensure development stays below the FAR Part 77 surfaces to protect the role of the airport. The following discussion will describe those surfaces that make up the recommended FAR Part 77 surfaces at Georgetown Municipal Airport.

The FAR Part 77 Airspace Drawing assigns three-dimensional imaginary surfaces associated with the airport. These imaginary surfaces emanate from the runway centerline(s) and are dimensioned according to the visibility minimums associated with the approach to the runway end and size of aircraft to operate on the runway. The FAR Part 77 imaginary surfaces include the primary surface, approach surface, transitional surface, horizontal surface, and conical surface. The FAR Part 77 drawing is based on the future condition of the airfield. Each surface is described as follows.

Primary Surface: The primary surface is an imaginary surface longitudinally centered on the runway. The primary surface extends 200 feet beyond each runway end. The elevation of any point on the primary surface is the same as the elevation along the nearest associated point on the runway centerline. The width of the Primary Surface for both runways is 500 feet.

Approach Surface: An approach surface is also established for each runway end. The approach surface begins at the same width as the primary surface, extends upward and outward from the primary surface end, and is centered along an extended runway centerline. The approach surface leading to each runway is based upon the type of approach available (instrument or visual) or planned.

The current approach surface to each end of Runway 18-36 extends out 10,000 feet and expands to a width of 3,500 feet with a slope of 34:1. The approach surface for Runway 11-29 extends out 5,000 feet and expands to a width of 2,000 feet with a slope of 20:1

Transitional Surface: The runway has a transitional surface that begins at the outside edge of the primary surface at the same elevation as the runway. The surface rises at a slope of 7:1, up to a height 150 feet above the highest runway elevation. At that point, the transitional surface is replaced by the horizontal surface.

Horizontal Surface: The horizontal surface is established at 150 feet above the highest elevation of the runway surface. Having no slope, the horizontal surface connects the transitional and approach surfaces to the conical surface at a distance of 5,000 feet from the end of the primary surface currently and 10,000 feet if non-precision instrument approaches are implemented.

Conical Surface: The conical surface begins at the outer edge of the horizontal surface. The conical surface then continues for an additional 4,000 feet horizontally at a slope of 20:1. Therefore, at 4,000 feet from the horizontal surface, the elevation of the conical surface is 350 feet above the highest airport elevation.

APPROACH SURFACE PROFILE DRAWINGS

The runway profile drawing presents the entirety of the FAR Part 77 approach surface to the runway ends. It also depicts the runway centerline profile with elevations. This drawing provides profile details that the Airspace Drawing does not.

The approach surface profile drawings include identified penetrations to the approach surface. Penetrations to the approach surface are considered obstructions. The FAA will determine if any obstructions are also hazards which require mitigation. The FAA utilizes other design criteria such as the threshold siting surface (TSS) and various surfaces defined in FAA Order 8260.3B, *Terminal Instrument Procedures* (TERPS), to determine if an obstruction is a hazard.

If an obstruction is a hazard, the FAA can take many steps to protect air navigation. The mitigation options range from removing the hazard to installing obstruction lighting to adjusting the instrument approach minimums.

TERMINAL AREA DRAWING

The terminal area drawing is a larger scale plan view drawing of existing and planned aprons, buildings, hangars, parking lots, and other landside facilities.

AIRPORT LAND USE DRAWING

The objective of the Airport Land Use Drawing is to coordinate uses of the airport property in a manner compatible with the functional design of the airport facility. Airport land use planning is important for orderly development and efficient use of available space. There are two primary considerations for airport land use planning. These are to secure those areas essential to the safe and efficient operation of the airport and to determine compatible land uses for the balance of the property which would be most advantageous to the airport and community.

In the development of an airport land use plan for Georgetown Municipal Airport, the airport property was segmented into several large general tracts. Each tract was analyzed for specific site characteristics, such as tract size and shape, land characteristics, and existing land uses. The availability of utilities and the accessibility to various transportation modes were also considered. Limitations and constraints to development such as height and noise restrictions, runway visibility zones, and contiguous land uses were analyzed next. Finally, the compatibility of various land uses in each tract was analyzed.

The depiction of on-airport land uses on this drawing becomes the official FAA acceptance of current and future land uses. However, implementation of any non-aeronautical uses will require further FAA approval, even if the land is designated for non-aeronautical uses on this drawing. There are four different land uses identified for Georgetown Municipal Airport: Airfield Operations, Aviation Development – High Activity, Aviation Development – Low Activity, and Aviation Development/Revenue Support.

The Airfield Operations category includes the immediate runway and taxiway environment and includes the Navaid critical areas, runway visibility zone, runway and taxiway safety areas, and the runway protection zones. The Airfield Operations area is reserved for facilities critical to the safe operations of aircraft on the runways and taxiways.

The Aviation Development category (both high and low-activity) reserves critical space adjacent to the Airfield Operations area for aviation-specific activity. This activity includes all facilities necessary for aviation-related functions including hangars, terminal buildings, and fuel farms. Essentially any facilities to be developed in the Aviation Development area must be intended for a function that requires access to the runway and taxiway system. It should be noted that other uses that are compatible with airport operations can be located in the Aviation Development area on a temporary basis, usually considered five years or less.

The Aviation Development/Revenue Support category can include aviation facilities and non-aviation facilities. There is a large 100+ acre parcel in the south quadrant of the airport that is not anticipated to be needed for aviation uses well into the future and may be considered for non-aviation uses that are compatible with airport activity. Any use of airport land for non-aviation purposes must be approved by TxDOT prior to implementation.

AIRPORT PROPERTY MAP

The Airport Property Map provides information on property under airport control and is, therefore, subject to grant assurances. The various recorded deeds that make up the airport property are listed in tabular format. The primary purpose of the drawing is to provide information for analyzing the current and future aeronautical use of land acquired with federal funds.

FAA/TxDOT ALP APPROVAL

TxDOT approval of any ALP is subject to the condition that the improvements identified may not be undertaken without prior written environmental approval by the TxDOT. Approval of the ALP does not imply any commitment for federal funding or approval of future structures requiring notice under FAR Part 77.

AIRPORT LAYOUT PLANS for GEORGETOWN MUNICIPAL AIRPORT Georgetown, Texas

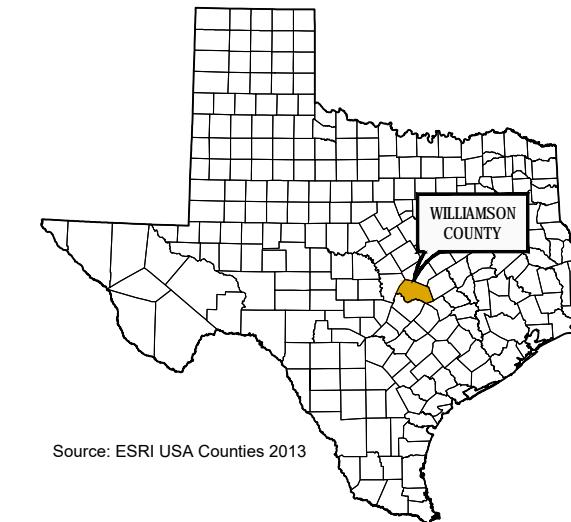
*Prepared for
the City of Georgetown, Texas*

LOCATION MAP

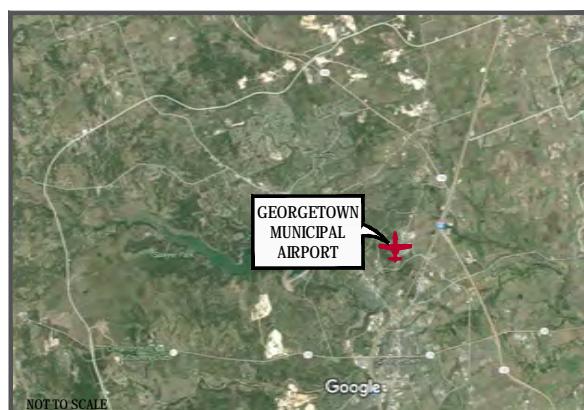


DRAWING INDEX

1. AIRPORT LAYOUT DRAWING
2. IPASD RUNWAY 18
3. IPASD RUNWAY 36
4. IPASD RUNWAY 11
5. IPASD RUNWAY 29
6. TERMINAL AREA DRAWING I
7. TERMINAL AREA DRAWING II



VICINITY MAP



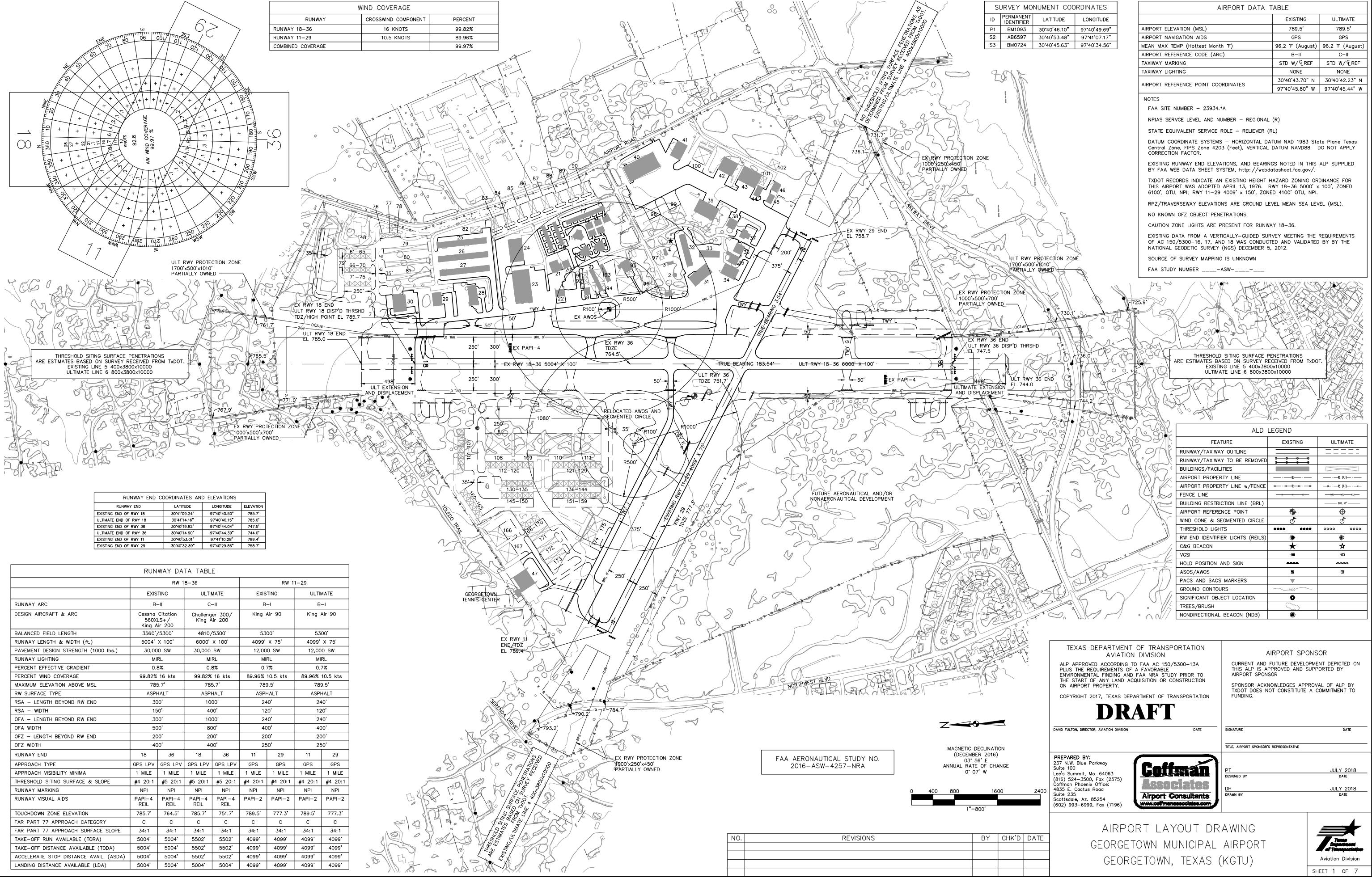
MISCELLANEOUS DRAWINGS

1. AIRPORT AIRSPACE DRAWING
2. RWY 18-36 DEPARTURE SURFACE DRAWING
3. RWY 11-29 DEPARTURE SURFACE DRAWING
4. LAND USE DRAWING
5. AIRPORT PROPERTY MAP

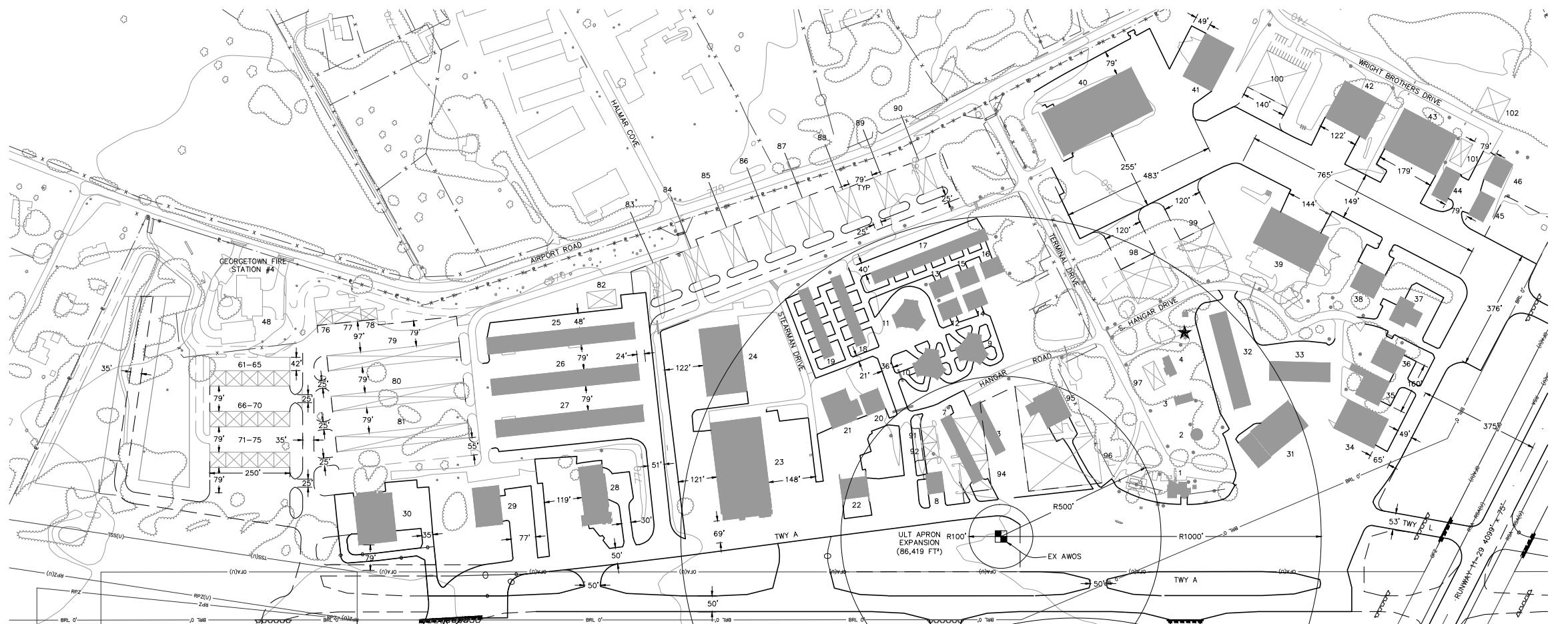
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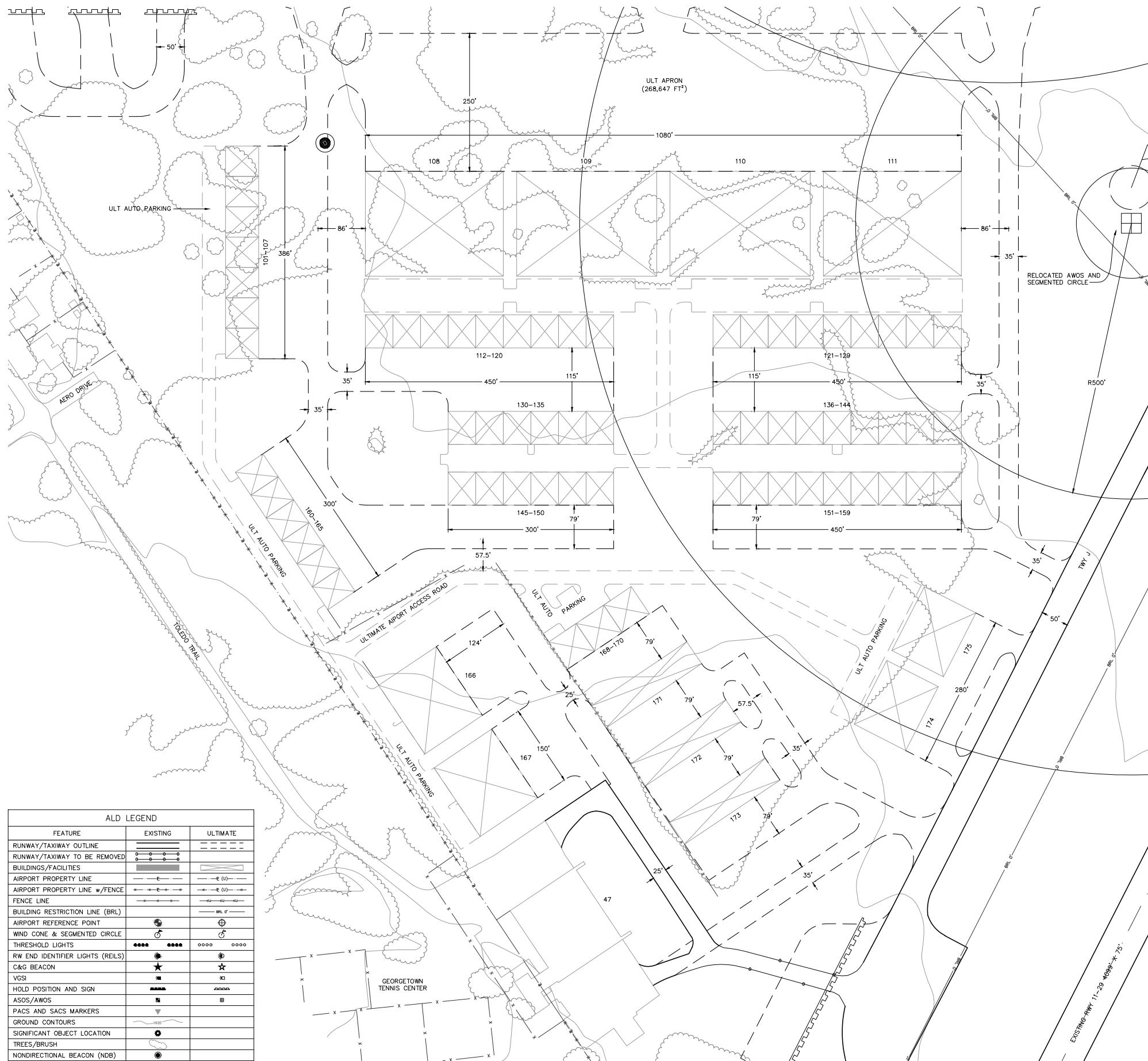


NO.	REVISIONS	BY	CHK'D	DATE



BUILDING TABLE			
BUILDING NUMBER	DESCRIPTION		TOP* ELEVATION
	EXISTING	ULTIMATE	
1	TERMINAL	-	772.2'
2	ATCT	-	845.0'
3	OFFICE	-	792.1'
4	STORAGE	-	772.2'
5	CONVENTIONAL HANGAR	TO BE REMOVED	779.0'
6	T-HANGAR	TO BE REMOVED	775.8'
7	T-HANGAR	TO BE REMOVED	774.0'
8	EXECUTIVE HANGAR	-	780.2'
9	T-HANGAR	-	772.7'
10	T-HANGAR	-	773.8'
11	T-HANGAR	-	775.3'
12	EXECUTIVE HANGAR	-	778.0'
13	EXECUTIVE HANGAR	-	777.8'
14	EXECUTIVE HANGAR	-	786.5'
15	EXECUTIVE HANGAR	-	784.7'
16	EXECUTIVE HANGAR	-	778.8'
17	T-HANGAR	-	774.5'
18	T-HANGAR	-	777.8'
19	T-HANGAR	-	777.8'
20	EXECUTIVE HANGAR	-	778.9'
21	EXECUTIVE HANGAR	-	784.1'
22	EXECUTIVE HANGAR	-	787.1'
23	CONVENTIONAL HANGAR	-	793.1'
24	CONVENTIONAL HANGAR	-	765.2'
25	T-HANGAR	-	791.4'
26	T-HANGAR	-	791.3'
27	T-HANGAR	-	791.3'
28	CONVENTIONAL HANGAR	-	797.9'
29	CONVENTIONAL HANGAR	-	804.6'
30	CONVENTIONAL HANGAR	-	808.6'
31	CONVENTIONAL HANGAR	-	785.1'
32	T-HANGAR	-	unavailable
33	T-HANGAR	-	unavailable
34	CONVENTIONAL HANGAR	-	786.7'
35	EXECUTIVE HANGAR	-	776.6'
36	EXECUTIVE HANGAR	-	777.2'
37	EXECUTIVE HANGAR	-	777.7'
38	EXECUTIVE HANGAR	-	779.8'
39	CONVENTIONAL HANGAR	-	unavailable
40	CONVENTIONAL HANGAR	-	787.3'
41	CONVENTIONAL HANGAR	-	unavailable
42	CONVENTIONAL HANGAR	-	unavailable
43	CONVENTIONAL HANGAR	-	779.2'
44	EXECUTIVE HANGAR	-	unavailable
45	EXECUTIVE HANGAR	-	unavailable
46	EXECUTIVE HANGAR	-	unavailable
48	LOCAL FIRE STATION	-	798.9'





BUILDING TABLE

BUILDING TABLE			
BUILDING NUMBER	DESCRIPTION		TOP* ELEVATION
	EXISTING	ULTIMATE	
47	CONVENTIONAL HANGAR	-	834.7'
101	-	BOX HANGAR	806'
102	-	BOX HANGAR	806'
103	-	BOX HANGAR	806'
104	-	BOX HANGAR	806'
105	-	BOX HANGAR	806'
106	-	BOX HANGAR	806'
107	-	BOX HANGAR	806'
108	-	CONVENTIONAL HANGAR	815'
109	-	CONVENTIONAL HANGAR	815'
110	-	CONVENTIONAL HANGAR	809'
111	-	CONVENTIONAL HANGAR	812'
112	-	BOX HANGAR	801'
113	-	BOX HANGAR	800'
114	-	BOX HANGAR	799'
115	-	BOX HANGAR	799'
116	-	BOX HANGAR	798'
117	-	BOX HANGAR	798'
118	-	BOX HANGAR	798'
119	-	BOX HANGAR	798'
120	-	BOX HANGAR	798'
121	-	BOX HANGAR	799'
122	-	BOX HANGAR	799'
123	-	BOX HANGAR	799'
124	-	BOX HANGAR	799'
125	-	BOX HANGAR	799'
126	-	BOX HANGAR	799'
127	-	BOX HANGAR	799'
128	-	BOX HANGAR	799'
129	-	BOX HANGAR	798'
130	-	BOX HANGAR	801'
131	-	BOX HANGAR	801'
132	-	BOX HANGAR	801'
133	-	BOX HANGAR	801'
134	-	BOX HANGAR	801'
135	-	BOX HANGAR	801'
136	-	BOX HANGAR	803'
137	-	BOX HANGAR	803'

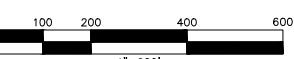
* ULTIMATE ELEVATIONS ARE ESTIMATES; FINAL ELEVATIONS WILL BE DETERMINED BY GRADING AND DRAINAGE.

BUILDING TABLE

BUILDING TABLE			
BUILDING NUMBER	DESCRIPTION		TOP* ELEVATION
	EXISTING	ULTIMATE	
138	—	BOX HANGAR	803'
139	—	BOX HANGAR	803'
140	—	BOX HANGAR	803'
141	—	BOX HANGAR	802'
142	—	BOX HANGAR	802'
143	—	BOX HANGAR	801'
144	—	BOX HANGAR	801'
145	—	BOX HANGAR	804'
146	—	BOX HANGAR	804'
147	—	BOX HANGAR	804'
148	—	BOX HANGAR	804'
149	—	BOX HANGAR	804'
150	—	BOX HANGAR	804'
151	—	BOX HANGAR	805'
152	—	BOX HANGAR	805'
153	—	BOX HANGAR	805'
154	—	BOX HANGAR	805'
155	—	BOX HANGAR	805'
156	—	BOX HANGAR	804'
157	—	BOX HANGAR	804'
158	—	BOX HANGAR	803'
159	—	BOX HANGAR	803'
160	—	BOX HANGAR	808'
161	—	BOX HANGAR	808'
162	—	BOX HANGAR	809'
163	—	BOX HANGAR	809'
164	—	BOX HANGAR	809'
165	—	BOX HANGAR	810'
166	—	CONVENTIONAL HANGAR	815'
167	—	CONVENTIONAL HANGAR	817'
168	—	BOX HANGAR	809'
169	—	BOX HANGAR	809'
170	—	BOX HANGAR	809'
171	—	T-HANGARS	813'
172	—	T-HANGARS	814'
173	—	T-HANGARS	815'
174	—	CONVENTIONAL HANGAR	809'
175	—	CONVENTIONAL HANGAR	808'
—	—	—	—
—	—	—	—

* ULTIMATE ELEVATIONS ARE ESTIMATES; FINAL ELEVATIONS WILL BE DETERMINED BY GRADING AND DRAINAGE.

MAGNETIC DECLINATION
(DECEMBER 2016)
03° 56' E
ANNUAL RATE OF CHANGE



ALD LEGEND

ALD LEGEND		
FEATURE	EXISTING	ULTIMATE
RUNWAY/TAXIWAY OUTLINE		
RUNWAY/TAXIWAY TO BE REMOVED		
BUILDINGS/FACILITIES		
AIRPORT PROPERTY LINE		
AIRPORT PROPERTY LINE w/FENCE		
FENCE LINE		
BUILDING RESTRICTION LINE (BRL)		
AIRPORT REFERENCE POINT		
WIND CONE & SEGMENTED CIRCLE		
THRESHOLD LIGHTS		
RW END IDENTIFIER LIGHTS (REILS)		
C&G BEACON		
VGSI		
HOLD POSITION AND SIGN		
ASOS/AWOS		
PACS AND SACS MARKERS		
GROUND CONTOURS		
SIGNIFICANT OBJECT LOCATION		
TREES/BRUSH		
NONDIRECTIONAL BEACON (NDB)		

TEXAS DEPARTMENT OF TRANSPORTATION
AVIATION DIVISION

ALP APPROVED ACCORDING TO FAA AC 150/5300-13A
PLUS THE REQUIREMENTS OF A FAVORABLE
ENVIRONMENTAL FINDING AND FAA NRA STUDY PRIOR TO
THE START OF ANY LAND ACQUISITION OR CONSTRUCTION
ON AIRPORT PROPERTY.

ON AIRPORT PROPERTY.
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DRAFT

2018 RELEASE UNDER E.O. 14176

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DH
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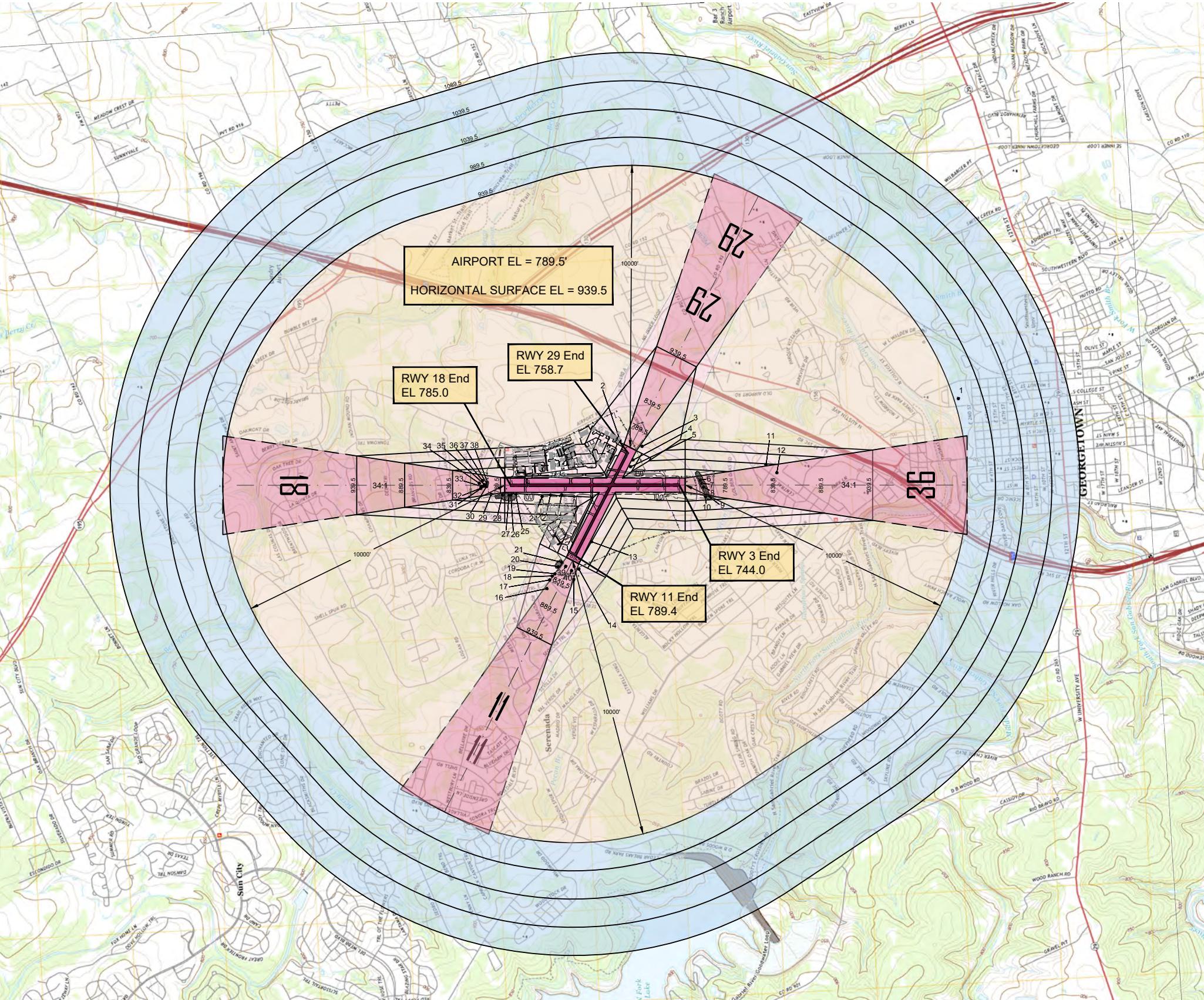
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JULY 2018
DATE

JULY 2018
DATE

TERMINAL AREA DRAWING II
GEORGETOWN MUNICIPAL AIRPORT
GEORGETOWN, TEXAS (KGTU)





GENERAL NOTES:

HORIZONTAL DATUM NAD 83 STATE PLANE, TEXAS CENTRAL FIPS 4203 SURVEY FEET; VERTICAL DATUM NAVD 88. DO NOT APPLY CORRECTION FACTOR.

EXISTING RUNWAY END ELEVATIONS, AND BEARINGS NOTED IN THIS ALP FROM THE FAA, <http://webdatashow.faa.gov/>.

TXDOT RECORDS INDICATE AN EXISTING HEIGHT HAZARD ZONING ORDINANCE FOR THIS AIRPORT WAS ADOPTED APRIL 13, 1976. RWY 18-36 5000' x 100', ZONED 6100', OTU, NPI; RWY 11-29 4009' x 150', ZONED 4100' OTU, NPI.

USGS MAPS COPYRIGHT 2016 UNITED STATES GEOLOGICAL SURVEY.

OBSTRUCTION DATA IDENTIFIED FROM MAPPING RECEIVED FROM TEXAS DEPARTMENT OF TRANSPORTATION AND THE FAA OBSTACLE AUTHORITATIVE SOURCE (OAS) FILE RELEASED MONTH DAY YEAR.

Obstruction Table							
No.	Object Description	Latitude	Longitude	Top Surface Penetrated	Amt of Penetration	Surface Penetrated	Remediation
1	TOWER	30°4'35.30" N	97°40'16.30" W	963.0'	15.2'	CONICAL	REQUEST AERONAUTICAL STUDY
2	POLE	30°4'34.75" N	97°40'24.93" W	786.1'	1.7'	TRANSITIONAL	REQUEST AERONAUTICAL STUDY
3	VEGETATION	30°4'27.20" N	97°40'27.73" W	784.3'	8.5'	TRANSITIONAL	REQUEST AERONAUTICAL STUDY
4	VEGETATION	30°4'30.86" N	97°40'33.03" W	790.2'	23.2'	TRANSITIONAL	REMOVE
5	VEGETATION	30°4'35.86" N	97°40'35.70" W	791.2'	18.3'	TRANSITIONAL	REMOVE
6	POWER POLES	30°4'07.45" N	97°40'42.84" W	778.1'	18.09'	APPROACH	REQUEST AERONAUTICAL STUDY
7	POWER POLES	30°4'07.06" N	97°40'44.15" W	780.6'	19.2'	APPROACH	REQUEST AERONAUTICAL STUDY
8	POWER POLES	30°4'08.54" N	97°40'45.76" W	782.9'	19.8'	APPROACH	REQUEST AERONAUTICAL STUDY
9	POWER POLES	30°4'05.51" N	97°40'48.07" W	792.2'	25.6'	APPROACH	REQUEST AERONAUTICAL STUDY
10	VEGETATION	30°4'06.15" N	97°40'44.46" W	777.9'	8.4'	TRANSITIONAL	REMOVE
11	TRANSMISSION POLE	30°5'44.17" N	97°40'38.26" W	837.4'	2.2'	TRANSITIONAL	REQUEST AERONAUTICAL STUDY
12	TRANSMISSION POLE	30°5'44.78" N	97°40'41.78" W	844.5'	4.9'	APPROACH	REQUEST AERONAUTICAL STUDY
13	VEGETATION	30°4'47.03" N	97°41'05.05" W	800.5'	11.6'	TRANSITIONAL	REMOVE
14	VEGETATION	30°4'51.98" N	97°41'15.90" W	811.9'	8.2'	TRANSITIONAL	REMOVE
15	VEGETATION	30°4'55.41" N	97°41'19.84" W	823.6'	16.2'	TRANSITIONAL	REMOVE
16	VEGETATION	30°4'53.63" N	97°41'22.99" W	830.4'	2.7'	APPROACH	TRIM OR REMOVE
17	UNSPECIFIED OBJECT	30°4'02.48" N	97°41'19.55" W	829.1'	8.6'	TRANSITIONAL	REQUEST AERONAUTICAL STUDY
18	UNSPECIFIED OBJECT	30°4'00.52" N	97°41'17.18" W	823.2'	13.0'	APPROACH	REQUEST AERONAUTICAL STUDY
19	VEGETATION	30°4'59.24" N	97°41'14.41" W	815.9'	7.3'	TRANSITIONAL	TRIM OR REMOVE
20	VEGETATION	30°4'57.88" N	97°41'12.69" W	821.0'	20.0'	TRANSITIONAL	REMOVE
21	VEGETATION	30°4'58.30" N	97°41'11.07" W	825.4'	9.7'	TRANSITIONAL	REMOVE
22	VEGETATION	30°4'56.33" N	97°40'44.53" W	797.0'	12.0'	TRANSITIONAL	REMOVE
23	VEGETATION	30°4'10.30" N	97°40'45.09" W	795.5'	7.3'	TRANSITIONAL	REMOVE
24	VEGETATION	30°4'04.55" N	97°40'45.56" W	801.3'	2.7'	TRANSITIONAL	TRIM OR REMOVE
25	VEGETATION	30°4'11.51" N	97°40'43.75" W	852.2'	61.9'	TRANSITIONAL	TRIM OR REMOVE
26	VEGETATION	30°4'14.20" N	97°40'40.40" W	836.6'	34.0'	TRANSITIONAL	TRIM OR REMOVE
27	VEGETATION	30°4'14.85" N	97°40'44.28" W	826.4'	26.0'	TRANSITIONAL	TRIM OR REMOVE
28	VEGETATION	30°4'17.23" N	97°40'38.28" W	813.0'	12.8'	TRANSITIONAL	TRIM OR REMOVE
29	VEGETATION	30°4'12.09" N	97°40'43.33" W	810.7'	11.5'	APPROACH	TRIM OR REMOVE
30	VEGETATION	30°4'22.52" N	97°40'40.07" W	812.7'	8.8'	APPROACH	TRIM OR REMOVE
31	VEGETATION	30°4'23.35" N	97°40'39.98" W	815.7'	9.3'	APPROACH	TRIM OR REMOVE
32	VEGETATION	30°4'24.66" N	97°40'40.68" W	811.5'	1.3'	APPROACH	TRIM OR REMOVE
33	VEGETATION	30°4'24.29" N	97°40'39.94" W	812.4'	3.2'	APPROACH	TRIM OR REMOVE
34	VEGETATION	30°4'23.00" N	97°40'38.61" W	813.7'	2.1'	APPROACH	TRIM OR REMOVE
35	VEGETATION	30°4'23.27" N	97°40'38.21" W	819.1'	12.8'	APPROACH	TRIM OR REMOVE
36	VEGETATION	30°4'23.84" N	97°40'37.62" W	819.6'	11.4'	APPROACH	TRIM OR REMOVE
37	VEGETATION	30°4'23.30" N	97°40'39.17" W	820.6'	17.5'	APPROACH	TRIM OR REMOVE
38	VEGETATION	30°4'22.10" N	97°40'39.42" W	811.5'	8.3'	APPROACH	TRIM OR REMOVE
39	VEGETATION	30°4'05.99" N	97°41'14.36" W	805.0'	1.2'	APPROACH	TRIM OR REMOVE
40	VEGETATION	30°4'05.68" N	97°41'16.27" W	807.7'	1.7'	APPROACH	TRIM OR REMOVE

* ELEVATIONS ADJUSTED UPWARD 15' FOR PUBLIC ROADWAY, 17' FOR INTERSTATE HIGHWAY, 23' FOR RAILROADS

LEGEND



OBSTRUCTION AREA - SAMPLED POINTS
REPRESENT THE HIGHEST POINTS WITHIN
THE VICINITY OF OBJECTS.

1

OBSTRUCTION IDENTIFIER



MAGNETIC DECLINATION
(DECEMBER 2016)
03° 56' E
ANNUAL RATE OF CHANGE
0° 07' W

0 1000 2000 3000 4000
1"=2000'

TEXAS DEPARTMENT OF TRANSPORTATION
AVIATION DIVISION

ALP APPROVED ACCORDING TO FAA AC 150/5300-13A
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FINDING AND FAA NRA STUDY PRIOR TO THE START OF
ANY LAND ACQUISITION OR CONSTRUCTION ON AIRPORT
PROPERTY.

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DRAFT

DAVID FULTON, DIRECTOR, AVIATION DIVISION DATE

SIGNATURE DATE

TITLE, AIRPORT SPONSOR'S REPRESENTATIVE

PREPARED BY:
237 N.W. Blue Parkway
Suite 100
Lee's Summit, Mo. 64063
(816) 524-3500, Fax (2575)

DESIGNED BY:
4835 E. Cactus Road
Scottsdale, Az. 85254
(602) 993-6999, Fax (7196)

DATE

DATE

DP DRAWN BY:

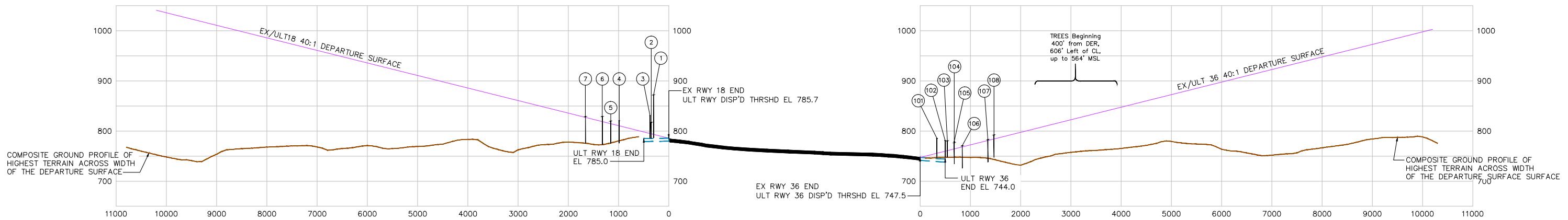
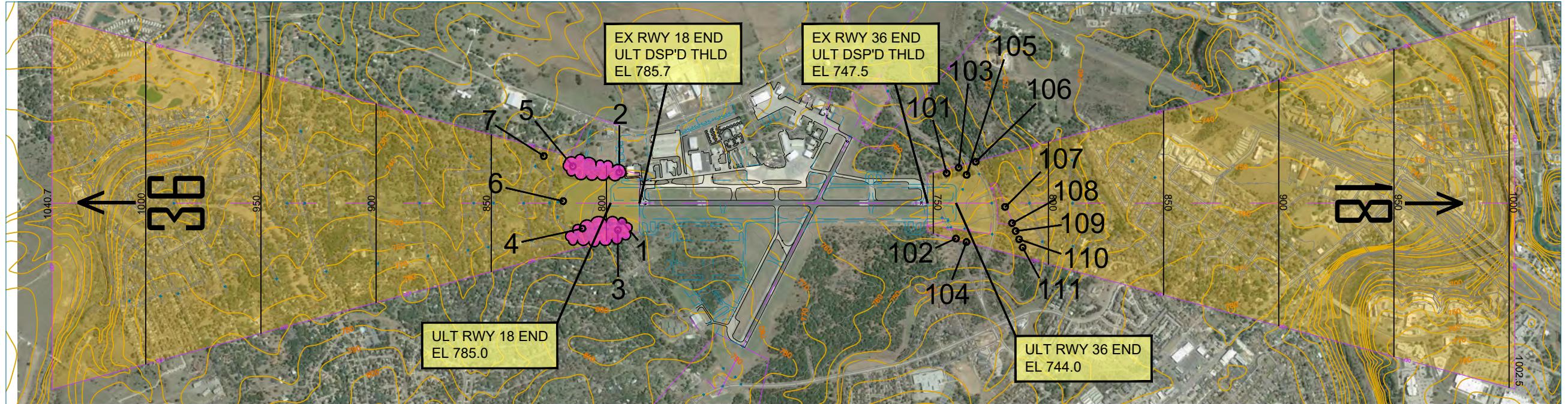
JULY 2018



AIRPORT AIRSPACE DRAWING
GEORGETOWN MUNICIPAL AIRPORT
GEORGETOWN, TEXAS (KGTU)



SHEET 1 OF 5



GENERAL NOTES

- SAMPLED POINTS REPRESENT THE HIGHEST POINTS WITHIN THE VICINITY OF OBJECTS.
- APPLY GUIDELINES AND STANDARDS SET FORTH IN FAA ORDERS 8260.46F, DEPARTURE PROCEDURE (DP) PROGRAM, AND 8260.3C, U. S. STANDARD FOR TERMINAL INSTRUMENT PROCEDURES
- DEPARTURE PROCEDURE DETERMINATION TO BE MADE BY THE FAA.
- ALL ELEVATIONS IN FEET.

OBSTRUCTION ANALYSIS WAS DETERMINED USING MAPPING MADE AVAILABLE BY TXDOT. OBSTACLE HEIGHTS MAY BE DIFFERENT DUE TO THE AGE OF THE SURVEY AND ADDITIONAL OBSTACLES MAY EXIST.

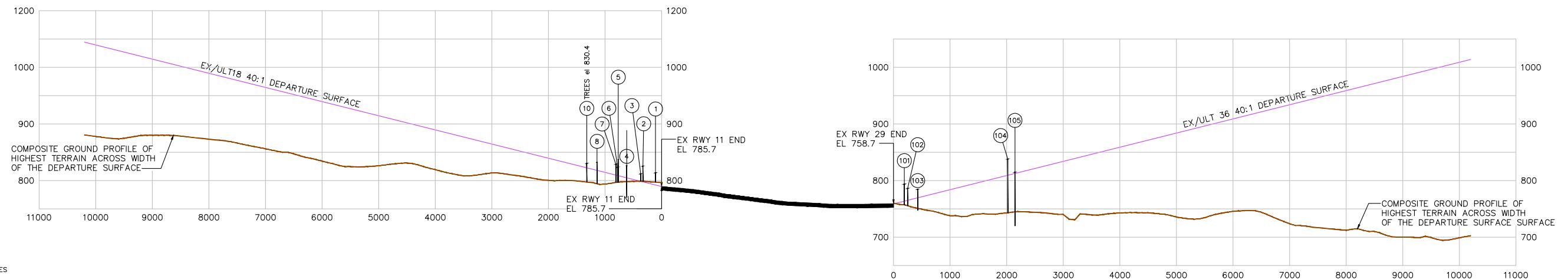
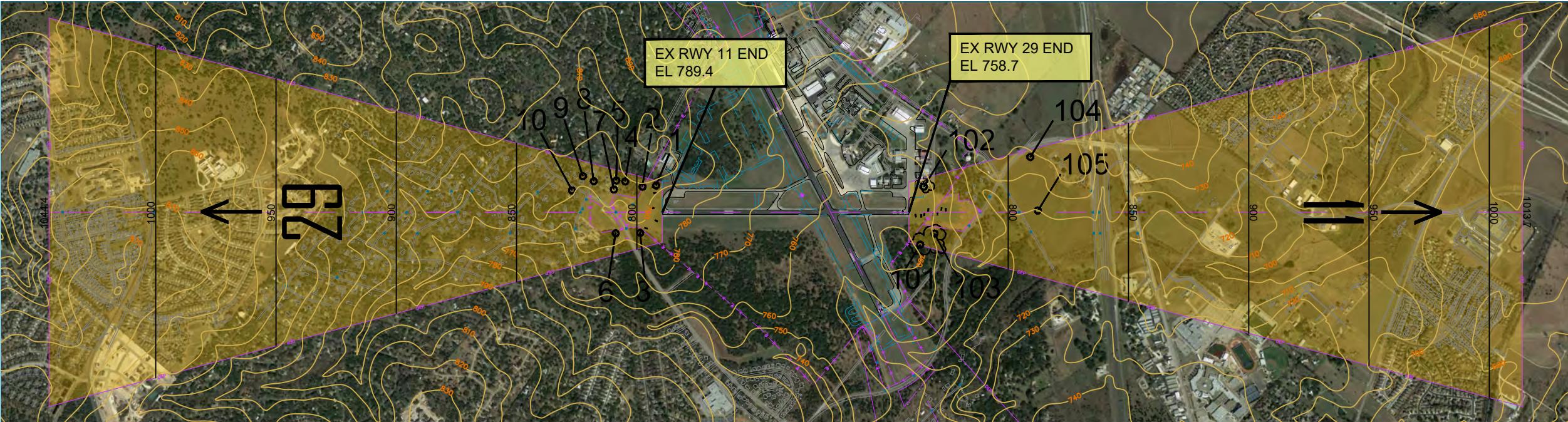
EXISTING/ULTIMATE RUNWAY 36 DEPARTURE OBSTRUCTION TABLE				
Item	Description	Top Elevation	Penetration	Remediation
1	TREES	852.2	58.7	ASSESS DEPARTURE AREA; ESTABLISH/UPDATE OBSTACLE DEPARTURE PROCEDURE
2	TREES	830.6	35.6	ASSESS DEPARTURE AREA; ESTABLISH/UPDATE OBSTACLE DEPARTURE PROCEDURE
3	UNSPECIFIED OBJ	820.6	10.2	ASSESS DEPARTURE AREA; ESTABLISH/UPDATE OBSTACLE DEPARTURE PROCEDURE
4	TREES	820.9	2.1	ASSESS DEPARTURE AREA; ESTABLISH/UPDATE OBSTACLE DEPARTURE PROCEDURE
5	TREES	828.8	1.6	ASSESS DEPARTURE AREA; ESTABLISH/UPDATE OBSTACLE DEPARTURE PROCEDURE
6	TREES	819.9	5.3	ASSESS DEPARTURE AREA; ESTABLISH/UPDATE OBSTACLE DEPARTURE PROCEDURE
7	TREES	817.0	22.6	ASSESS DEPARTURE AREA; ESTABLISH/UPDATE OBSTACLE DEPARTURE PROCEDURE

SEE GENERAL NOTE 2.

EXISTING/ULTIMATE RUNWAY 18 DEPARTURE OBSTRUCTION TABLE				
Item	Description	Top Elevation	Penetration	Remediation
101	TREES	785.3	29.5	ASSESS DEPARTURE AREA; ESTABLISH/UPDATE OBSTACLE DEPARTURE PROCEDURE
102	UNSPECIFIED OBJ	781.1	21.3	ASSESS DEPARTURE AREA; ESTABLISH/UPDATE OBSTACLE DEPARTURE PROCEDURE
103	TREES	780.5	19.5	ASSESS DEPARTURE AREA; ESTABLISH/UPDATE OBSTACLE DEPARTURE PROCEDURE
104	TREES	776.8	12.3	ASSESS DEPARTURE AREA; ESTABLISH/UPDATE OBSTACLE DEPARTURE PROCEDURE
105	TREES	779.2	14.7	ASSESS DEPARTURE AREA; ESTABLISH/UPDATE OBSTACLE DEPARTURE PROCEDURE
106	TREES	770.6	2.2	ASSESS DEPARTURE AREA; ESTABLISH/UPDATE OBSTACLE DEPARTURE PROCEDURE
107	POLE	782.9	1.7	ASSESS DEPARTURE AREA; ESTABLISH/UPDATE OBSTACLE DEPARTURE PROCEDURE
108	POLE	792.2	8.0	ASSESS DEPARTURE AREA; ESTABLISH/UPDATE OBSTACLE DEPARTURE PROCEDURE
109	POLE	794.0	8.2	ASSESS DEPARTURE AREA; ESTABLISH/UPDATE OBSTACLE DEPARTURE PROCEDURE
110	POLE	794.9	7.6	ASSESS DEPARTURE AREA; ESTABLISH/UPDATE OBSTACLE DEPARTURE PROCEDURE
111	POLE	790.7	1.9	ASSESS DEPARTURE AREA; ESTABLISH/UPDATE OBSTACLE DEPARTURE PROCEDURE

SEE GENERAL NOTE 2.

 MAGNETIC DECLINATION (DECEMBER 2016) 0° 3' 56" E ANNUAL RATE OF CHANGE 0° 0' 07" W	 HORIZONTAL SCALE 1"=1000'	 VERTICAL SCALE 1"=100'
TEXAS DEPARTMENT OF TRANSPORTATION AVIATION DIVISION <small>ALP APPROVED ACCORDING TO FAA AC 150/5300-13A PLUS THE REQUIREMENTS OF A FAVORABLE ENVIRONMENTAL FINDING AND FAA NRA STUDY PRIOR TO THE START OF ANY LAND ACQUISITION OR CONSTRUCTION ON AIRPORT PROPERTY.</small>		
DRAFT <small>DAVID FULTON, DIRECTOR, AVIATION DIVISION</small>		
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<small>SPONSOR ACKNOWLEDGES APPROVAL OF ALP BY TXDOT. TXDOT DOES NOT CONSTITUTE A COMMITMENT TO FUNDING.</small>		
<small>PT DATE DESIGNED BY DATE DP DATE DRAWN BY DATE</small>		
<small>TITLE, AIRPORT SPONSOR'S REPRESENTATIVE</small>		
<small>PREPARED BY: 237 N.W. Blue Parkway Suite 100 Lee's Summit, Mo. 64063 (816) 524-3500, Fax (2575) Engineering Office: 4835 E. Cactus Road Suite 235 Scottsdale, Az. 85254 (602) 993-6999, Fax (7196)</small>		
 Goffman Associates Airport Consultants www.goffmanassociates.com		
RWY 18-36 DEPARTURE SURFACE DRAWING GEORGETOWN MUNICIPAL AIRPORT GEORGETOWN, TEXAS (KG TU)		
 Texas Department of Transportation Aviation Division		
<small>SHEET 2 OF 5</small>		



GENERAL NOTES

1. HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 – NAD83;
VERTICAL DATUM: NORTH AMERICAN DATUM 1988 – NAVD88
2. SAMPLED POINTS REPRESENT THOSE CAUSING THE MOST ADVERSE CLIMB GRADIENT, CLIMB-TO ALTITUDE, AND/OR CEILING AND VISIBILITY.
3. APPLY GUIDELINES AND STANDARDS SET FORTH IN FAA ORDERS 8260.46F, DEPARTURE PROCEDURE (DP) PROGRAM, AND 8260.3C, U. S. STANDARD FOR TERMINAL INSTRUMENT PROCEDURES.
4. DEPARTURE PROCEDURE DETERMINATION TO BE MADE BY THE FAA.
5. ALL ELEVATIONS IN MSL FEET.

OBSTRUCTION ANALYSIS WAS DETERMINED USING MAPPING MADE AVAILABLE BY TXDOT. OBSTACLE HEIGHTS MAY BE DIFFERENT DUE TO THE AGE OF THE SURVEY AND ADDITIONAL OBSTACLES MAY EXIST.

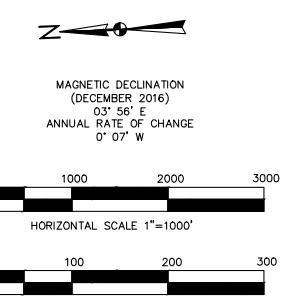
EXISTING/ULTIMATE RUNWAY 29 DEPARTURE OBSTRUCTION TABLE				
Item	Description	Top Elevation	Penetration	Remediation
1	TREES	813.8	21.7	ASSESS DEPARTURE AREA; ESTABLISH/UPDATE OBSTACLE DEPARTURE PROCEDURE
2	TREES	825.4	27.7	ASSESS DEPARTURE AREA; ESTABLISH/UPDATE OBSTACLE DEPARTURE PROCEDURE
3	TREES	811.9	13.3	ASSESS DEPARTURE AREA; ESTABLISH/UPDATE OBSTACLE DEPARTURE PROCEDURE
4	TREES	826.2	21.4	ASSESS DEPARTURE AREA; ESTABLISH/UPDATE OBSTACLE DEPARTURE PROCEDURE
5	POLE	837.0	38.5	ASSESS DEPARTURE AREA; ESTABLISH/UPDATE OBSTACLE DEPARTURE PROCEDURE
6	TREES	823.6	14.8	ASSESS DEPARTURE AREA; ESTABLISH/UPDATE OBSTACLE DEPARTURE PROCEDURE
7	POLE	828.9	19.3	ASSESS DEPARTURE AREA; ESTABLISH/UPDATE OBSTACLE DEPARTURE PROCEDURE
8	POLE	832.0	14.1	ASSESS DEPARTURE AREA; ESTABLISH/UPDATE OBSTACLE DEPARTURE PROCEDURE
9	POLE	827.4	5.0	ASSESS DEPARTURE AREA; ESTABLISH/UPDATE OBSTACLE DEPARTURE PROCEDURE
10	TREES	830.4	3.5	ASSESS DEPARTURE AREA; ESTABLISH/UPDATE OBSTACLE DEPARTURE PROCEDURE

SEE GENERAL NOTE 2.

EXISTING/ULTIMATE RUNWAY 11 DEPARTURE OBSTRUCTION TABLE				
Item	Description	Top Elevation	Penetration	Remediation
101	TREES	793.6	30.1	ASSESS DEPARTURE AREA; ESTABLISH/UPDATE OBSTACLE DEPARTURE PROCEDURE
102	POLE	786.1	21.1	ASSESS DEPARTURE AREA; ESTABLISH/UPDATE OBSTACLE DEPARTURE PROCEDURE
103	TREES	784.3	14.9	ASSESS DEPARTURE AREA; ESTABLISH/UPDATE OBSTACLE DEPARTURE PROCEDURE
104	POLE	837.9	28.8	ASSESS DEPARTURE AREA; ESTABLISH/UPDATE OBSTACLE DEPARTURE PROCEDURE
105	POLE	814.7	2.4	ASSESS DEPARTURE AREA; ESTABLISH/UPDATE OBSTACLE DEPARTURE PROCEDURE

SEE GENERAL NOTE 2.

NO.	REVISIONS	BY	CHK'D	DATE



TEXAS DEPARTMENT OF TRANSPORTATION
AVIATION DIVISION

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DRAFT

DAVID FULTON, DIRECTOR, AVIATION DIVISION DATE

AIRPORT SPONSOR

CURRENT AND FUTURE DEVELOPMENT DEPICTED ON
THIS ALP IS APPROVED AND SUPPORTED BY
AIRPORT SPONSOR

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

SIGNATURE DATE

TITLE, AIRPORT SPONSOR'S REPRESENTATIVE

PT DESIGNED BY JULY 2018 DATE

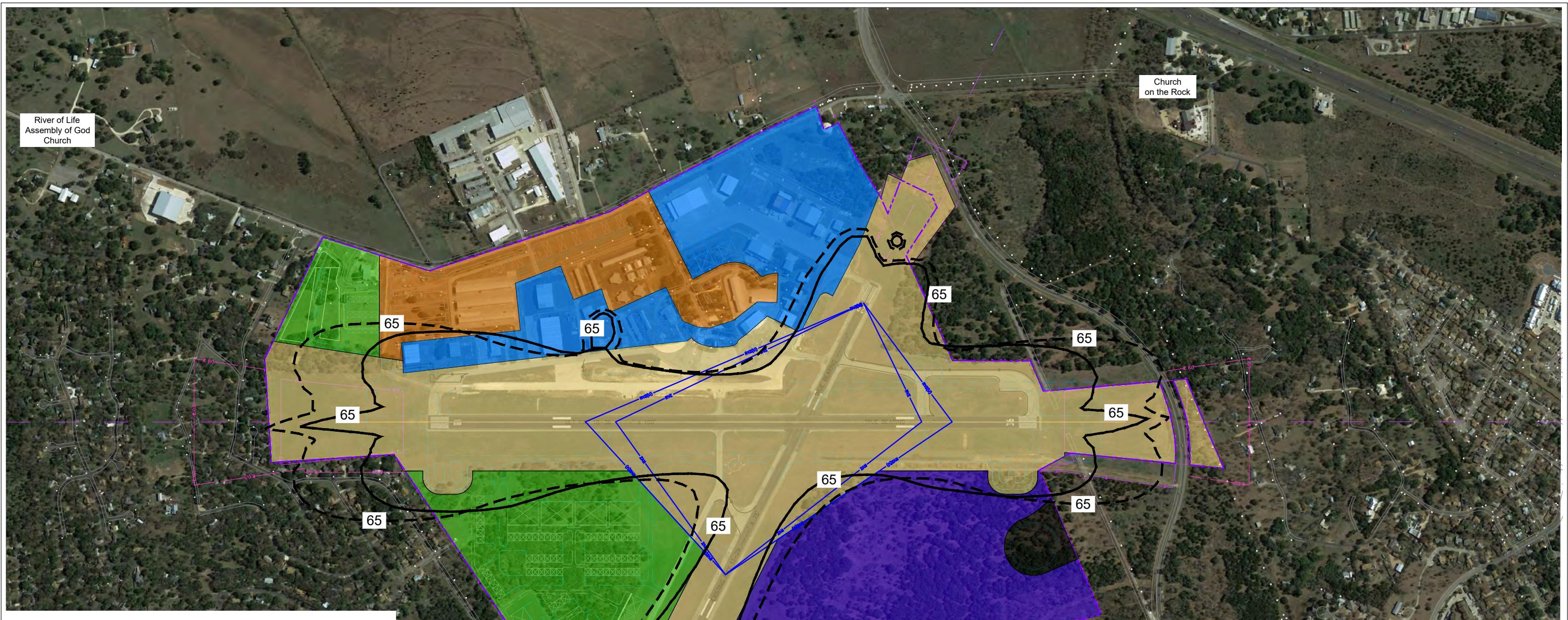
DP DRAWN BY JULY 2018 DATE



RWY 11–29 DEPARTURE SURFACE DRAWING
GEORGETOWN MUNICIPAL AIRPORT
GEORGETOWN, TEXAS (KGTU)



SHEET 3 OF 5



LAND USE LEGEND

	Existing Property Boundary
	Existing 65 DNL Contour
	Ultimate 65 DNL Contour
	Existing Runway Visibility Zone
	Ultimate Runway Visibility Zone
	Airfield Operations
	Aviation Development High Activity
	Aviation Development Low Activity
	Aviation Development Revenue Support
	Aviation or Non-Aviation Revenue Support
	Aviation or Non-Aviation Revenue Support

GENERAL NOTES

TXDOT RECORDS INDICATE AN EXISTING HEIGHT HAZARD ZONING ORDINANCE FOR THIS AIRPORT WAS ADOPTED APRIL 13, 1976. RWY 18-36 5000' x 100', ZONED 6100', OTU, NPI; RWY 11-29 4009' x 150', ZONED 4100' OIU, NPI.

HORIZONTAL DATUM NAD 83 STATE PLANE, TEXAS CENTRAL FIPS 4203 SURVEY FEET;
VERTICAL DATUM NAVD 88. DO NOT APPLY CORRECTION FACTOR.

Georgetown Tennis Center

Grace Bible Church

The Church
of Jesus Christ
of Latter Day Saints

TEXAS DEPARTMENT OF TRANSPORTATION
AVIATION DIVISION

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DRAFT

DAVID FULTON, DIRECTOR, AVIATION DIVISION

DATE

SIGNATURE DATE

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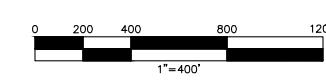
PT JULY 2018

DESIGNED BY DATE

DP JULY 2018

DRAWN BY DATE

MAGNETIC DECLINATION
(DECEMBER 2016)
03° 56' E
ANNUAL RATE OF CHANGE
0° 07' W



NO.	REVISIONS	BY	CHK'D	DATE



AIRPORT LAND USE DRAWING
GEORGETOWN MUNICIPAL AIRPORT
GEORGETOWN, TEXAS (KGTU)



TRACT 13		
NO.	BEARING	DISTANCE
L1	S 68°37'57" W	35.41'
L2	N 10°43'16" E	94.43'
L3	N 68°37'57" E	35.41'
L4	N 10°43'16" E	130.71'
L5	N 02°11'26" E	197.35'
L6	N 68°52'28" E	11.03'
L7	S 11°56'35" E	295.59' (Called 294.73)
L8	N 68°37'57" E	73.37'

TRACT 13					
NO.	RADIUS	LENGTH	DELTA	CHORD	CHORD BEARING
C1	1340.00'	198.79'	08°30'00"	198.61'	N 81°09'39" W

TRACT 14					
NO.	RADIUS	LENGTH	DELTA	CHORD	CHORD BEARING
C1	934.61'	39.21'	02°24'13"	39.20'	S 67°19'41" W

TRACTS 16 and 17					
NO.	RADIUS	LENGTH	DELTA	CHORD	CHORD BEARING
C1	1168.76'	512.07'	25°06'11"	507.98'	N 08°48'19" W
C2	425.00'	68.48'	09°13'57"	68.48'	N 08°48'19" W
C3	1098.76'	785.33'	40°57'06"	768.72'	S 17°39'14" E
C4	25'	39.92'	91°29'08"	35.81'	S 83°52'21" E

ULTIMATE PROPERTY DATA TABLE				
TRACT	ACRES	TYPE OF INTEREST ACQUIRED	PURPOSE OF ACQUISITION	REMARKS
A	23.5±	Fee	Aeronautical Use	
B	9.0±	Fee	Aeronautical Use	

EXISTING PROPERTY DATA TABLE							
TRACT	ACREAGE	GRANTOR	GRANTEE	DATE RECORDED	VOLUME, PAGE/ID#	TYPE OF INTEREST	INSTRUMENT
1	485.88	J.F. HAUSENFLUCK, ET AL	CITY OF GEORGETOWN	02/02/1942	VOLUME 312, PAGE 121	FEESIMPLE	WARRANTY DEED
2	5.37	W.H. NUNN	CITY OF GEORGETOWN	02/14/1942	VOLUME 312, PAGE 304	FEESIMPLE	WARRANTY DEED
3*	9.94	BLANCHE PERRIRAZ ESTATE	CITY OF GEORGETOWN	12/02/1988	VOLUME 1732, PAGE 339	UNKNOWN	-
4	3.24	LOUISE H. WARD	CITY OF GEORGETOWN	02/02/1942	VOLUME 1965, PAGE 867	JUDGEMENT	-
5	14.36	FRANCIS P. HAVINS	CITY OF GEORGETOWN	09/13/1991	VOLUME 2056, PAGE 194	FEESIMPLE	WARRANTY DEED
6	3.28	FRANCIS P. HAVINS	CITY OF GEORGETOWN	09/13/1991	VOLUME 2056, PAGE 194	FEESIMPLE	WARRANTY DEED
7	4.1	FRANCIS P. HAVINS	CITY OF GEORGETOWN	09/13/1991	VOLUME 2056, PAGE 194	UNKNOWN	-
8	2.93	FRANCIS P. HAVINS	CITY OF GEORGETOWN	09/13/1991	VOLUME 2056, PAGE 194	ROW	-
9	1.06	WEST GEORGETOWN DEV. CORP.	CITY OF GEORGETOWN	09/15/1988	VOLUME 1707, PAGE 287	ROW EASEMENT	-
10	0.19	ELIZABETH COCKE	CITY OF GEORGETOWN	09/17/1991	VOLUME 2057, PAGE 509	ROW EASEMENT	-
11	1.64611	ELIZABETH COCKE	CITY OF GEORGETOWN	09/17/1991	VOLUME 2057, PAGE 514	FEESIMPLE	WARRANTY DEED
12	3.461	FRANCIS P. HAVINS, ET AL	CITY OF GEORGETOWN	10/25/2011	2011072293	FEESIMPLE	WARRANTY DEED
13	3.783	FRANCIS P. HAVINS, ET AL	CITY OF GEORGETOWN	10/25/2011	2011072293	FEESIMPLE	WARRANTY DEED
14	3.984	JEFFREY D. HUSTON & LISA A. HUSTON, MICHAEL WAYNE HUSTON & SUE ELLEN HUSTON	CITY OF GEORGETOWN	02/24/2014	2014025432	FEESIMPLE	WARRANTY DEED
15	0.641	JEFFREY D. HUSTON & LISA A. HUSTON, MICHAEL WAYNE HUSTON & SUE ELLEN HUSTON	CITY OF GEORGETOWN	02/24/2014	2014025432	FEESIMPLE	WARRANTY DEED
16	2.944	RAYMOND J. AND GWYNNE B. JOSEPH	CITY OF GEORGETOWN	09/18/2014	UNKNOWN	FEESIMPLE	WARRANTY DEED
17	5.203	RAYMOND J. AND GWYNNE B. JOSEPH	CITY OF GEORGETOWN	09/18/2014	UNKNOWN	FEESIMPLE	WARRANTY DEED

* FROM GRW Willis, Inc. Airport Property Map dated October 2004.

The Georgetown airport property map was developed as defined by the Georgetown project Scope Version 2. The consultant has made every effort to reconcile the existing available property data from sources as provided by TxDOT which include mapping and property boundaries, and the 2004 airport property map created by grw willis, inc. Additional property data incorporated is limited to several available deeds. Property data was not available to accurately identify and describe all existing property boundaries.

PROPERTY LEGEND		
	Existing Property Boundary	
	Ultimate Property Boundary	
	Tract Boundary	

