



Appendix E  
BASED AIRCRAFT AND  
FUEL SALES COMPARISON

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## Appendix E

*F.A.R. Part 150*

# **BASED AIRCRAFT AND FUEL SALES COMPARISON**

*Noise Compatibility Study*

*Georgetown Municipal Airport*

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The Noise Exposure Maps (NEM) document, which includes the first four chapters of the study, was first published in March 2002. During the August 27, 2002 City Council meeting, the Council voted not to forward the Noise Exposure Maps to the Federal Aviation Administration (FAA) for acceptance and to stop work on the development of the Noise Compatibility Program. Since that time, the City Council has re-authorized efforts to complete the Georgetown Municipal Airport Noise Compatibility Study.

Section 150.21 of Federal Aviation Regulation (FAR) Part 150 outlines the general requirements for NEM documentation. Two NEM maps are required, the existing year and five-year noise conditions. If the existing year condition does not match the year on the submittal letter, the airport operator must verify in writing that data in the NEM documentation are representative of existing and five-year forecast condition. This appendix provides information that indicates the information used to establish the 2001 (existing) and five-year conditions are still representative existing and five-year conditions.

Georgetown Municipal Airport does not have an airport traffic control tower so a direct comparison of aircraft operations data is not possible. Therefore, the only means for determining if a significant change has occurred is a comparison of other factors such as airport facilities, airport tenants, based aircraft, and fuel sales. **Table E1** compares 2001 and 2003 data for these four variables.

<b>TABLE E1</b>			
<b>2001 and 2003 Data Comparison</b>			
<b>Georgetown Municipal Airport</b>			
<b>Variable</b>	<b>2001</b>	<b>2003</b>	<b>Difference</b>
<b>Runway Length</b>			
18-36	5,000	5,000	Unchanged
11-29	4,099	4,099	Unchanged
<b>Hangars</b>			
Conventional	25	25	Unchanged
T-Hangars	113	113	Unchanged
Tie-Downs	33	33	Unchanged
<b>Tenants</b>			
Fixed Based Operators	8	8	Unchanged
Flight Schools	4	4	Unchanged
<b>Based Aircraft</b>	268	256	-4.5%
<b>Fuel Sales</b>			
AVGAS	267,929	228,658	-14.7%
Jet Fuel	402,890	427,940	+6.2%

Source: Georgetown Municipal Airport Staff.

As described in **Table E1**, Georgetown Municipal Airport has not experienced any significant facility changes since 2001. Specifically, there have been no changes to the runways, the number of hangars, or tie-downs at Georgetown Municipal Airport since 2001. There continues to be eight fix-base operators and four flight schools located at the Airport. Based aircraft have declined slightly, 4.5 percent lower than 2001. AVGAS sales have also declined slightly, 14.7 percent, but jet fuel sales have increased slightly (6.2 percent) since 2001.

While these variables are not a perfect indicator of airport activity at Georgetown Municipal Airport, they do provide some insight into the stability of airport activity. Based on this information, it is feasible to assume the 2001 baseline information is a fair representation of 2003 activity and the five-year activity forecast is still valid. Therefore, the 2001 contours will be re-labeled as 2003 and the 2006 contours will be re-labeled as 2008 contours.