

INTRODUCTION

This Airport Layout Plan (ALP) Update and Narrative for Center Municipal Airport (F17) serves as an update to the previous ALP that was completed in 1999. The primary focus of this study is to provide the airport sponsor (City of Center, Texas), the Texas Department of Transportation (TxDOT) – Aviation Division, and the Federal Aviation Administration (FAA) with a strategic plan and vision for short-term and long-term operations, as well as any necessary improvements that may be needed over the next 20 years. The report will include an updated ALP set, which serves as a blueprint of the current and future conditions at the airport. The updates to the ALP will focus on the development direction and facility changes that have taken place since the completion and approval of the previous planning study. The development of a height hazard zoning map for the sponsor’s implementation will also be completed with this study.

This study was designed to guide future development and provide updated justification for projects for which the airport may receive funding participation through federal and state airport improvement programs. Coffman Associates, an airport consulting firm specializing in master planning and environmental studies, is preparing this plan.

This ALP Update and Narrative is being prepared in accordance with FAA requirements, including Advisory Circular (AC) 150/5300-13B, *Airport Design*; AC 150/5070-6B, *Airport Master Plans*; and FAA ARP Standard Operating Procedures (SOPs) 2.00 and 3.00 – Appendix A – ALP Review Checklist. The following goals and objectives have been determined for the ALP Update and Narrative.

1. Prepare and update the ALP with Narrative consistent with the most current FAA Advisory Circulars and Standard Operating Procedures;
2. Incorporate FAA Airports Geographic Information Systems (AGIS) requirements and data collection, as needed, including an 18B obstruction survey;
3. Develop a capital improvement plan (CIP), including a recommended phasing plan and a financial overview that considers local, state, federal, and alternative funding sources;
4. Establish phased, attainable goals for airport improvements and development based on forecasts for aviation demand and critical aircraft;
5. Consider the emergence of unmanned aircraft systems (UAS), advanced air mobility (AAM), and the potential inclusion of facilities (i.e., vertiport siting);
6. Develop a height hazard zoning map that incorporates the airport’s Part 77 surfaces; and,
7. Review any existing runway safety area (RSA) determinations and update them as needed or complete a determination for any runway that does not have one. If an RSA study is needed, that study will be conducted as part of this planning effort.

STUDY PARTICIPATION

The ALP Update and Narrative is of interest to many within the local community and region, including local citizens and businesses, community organizations, city officials, airport users and tenants, and aviation organizations. To assist in the development of the study, the city has identified a group of stakeholders to act in an advisory role as the plan progresses. The planning advisory committee (PAC) is comprised of individuals and organizations with a vested interest in the future development of Center Municipal Airport. Members of the PAC will meet at designated points during the planning process to review draft study materials and provide comments to help ensure a realistic and viable plan is developed. A community outreach program will also be established to allow members of the public to review and comment on the study as it develops.

PROCESS

The ALP Update and Narrative is prepared in a systematic fashion pursuant to the scope of services that was coordinated with the City of Center and TxDOT Aviation. The study includes several elements, which are described below and depicted on **Exhibit i**:

- **Study Initiation** includes development of the scope of services, budget, and schedule.
- **Inventory** involves the collection of facility and operational data and wind data. This step establishes existing airfield facility conditions and capacities and identifies existing environmental conditions at the airport.
- **Forecasts** of aviation demand levels at the airport (based aircraft and operations) are prepared to establish the existing and ultimate critical aircraft, per FAA AC 150/5000-17. The forecasting approach utilizes the FAA's *Terminal Area Forecast (TAF)*, as well as regional and local socioeconomic and aviation trends. The forecasts will ultimately be submitted to TxDOT and the FAA for review and approval.
- **Facility Requirements** are determined for the airport for existing, short-term, intermediate-term, and long-term timeframes, based on both the critical aircraft and updated forecasts.
- **Alternatives** involves evaluation of various development alternatives to accommodate current and forecasted facility needs for airside and landside facilities.
- **Airport Plans and Land Use Compatibility** will result in the selection of a recommended development concept through coordination with airport staff and the PAC. Airport layout plans will be developed to depict the recommended development concept. The drawings will meet the requirements of FAA SOP 2.00, *Standard Procedure for FAA Review and Approval of Airport Layout Plans (ALPs)* (effective October 1, 2013). The updated ALP set will be included as an appendix to this study. The airport's noise exposure and land use compatibility will also be evaluated. An environmental overview will identify any potential environmental concerns that must be addressed prior to the implementation of the recommended development program.

- **Airport Development Schedules and Cost Estimates** includes the preparation of development schedules for the recommended concept, and potential federal and state aid for specific projects will be identified. A five-year CIP will be prepared to identify capital funds required by the City of Center to accomplish each proposed stage of improvements for the airport.
- **Final Drawings and Reports** will include a technical report (printed and digital formats) and full-size/full-color copies of report exhibits in final report documentation, as well as drawings produced for the study.

PLANNING PROCESS

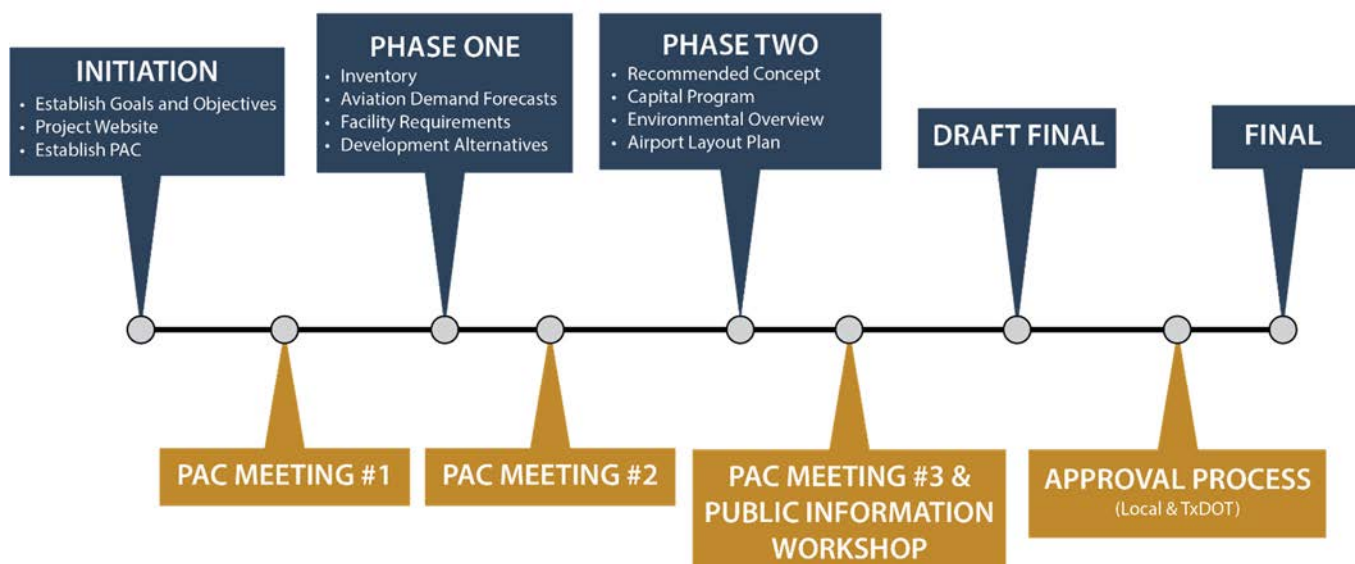


Exhibit i – Planning Process

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. This exercise involves identifying an action, objective, or element, and then identifying the internal and external forces that are positively and negatively impacting it. The internal forces include attributes of the airport and market area that may be considered strengths or weaknesses, while the external forces are those outside the airport’s control, such as the aviation industry as a whole or the economy. These manifest as opportunities or threats.

A SWOT analysis was conducted with the PAC in April 2024. A summary of this exercise and discussion is included in **Table i**. It is important to note that some attributes may fall into more than one category.

TABLE i | SWOT ANALYSIS

<p>S STRENGTHS</p>	<ul style="list-style-type: none"> • 5,500-foot runway is capable of accommodating much of the general aviation fleet, up to and including small to mid-sized business jets • Great airport “team” consisting of the city, the airport board, and airport users • Good city and public support • Airport has the infrastructure necessary to serve a large population • Well-equipped terminal building 	<ul style="list-style-type: none"> • Two courtesy cars are available to transient airport users • Airport experiences frequent turboprop and jet activity • There is good visibility around the airport; obstructions (trees) were recently removed • RNAV GPS approaches to both runway ends • Plenty of apron space with no tiedown fees
<p>W WEAKNESSES</p>	<ul style="list-style-type: none"> • Fuel truck is not operational • Fuel system needs upgrades • Lack of available hangar space • Obstructions to runway approaches • Lack of full-length parallel taxiway requires pilots to back-taxi • Beacon light is dim 	<ul style="list-style-type: none"> • Lack of taxiway lighting; limited lighting, overall • PAPI is intermittent • Pavement markings are old and need to be remarked • The runway is the low point on the airport, so drainage can be an issue during rain events
<p>O OPPORTUNITIES</p>	<ul style="list-style-type: none"> • Transient hangar space • Additional hangars for local tenants • Improved marketing of the airport • Taxiway extensions • Relocate fuel station/new fuel tanks • Perimeter fencing 	<ul style="list-style-type: none"> • Aircraft mechanic school • Nearby flight schools at Letourneau and Nacogdoches could result in more traffic at F17 • Alternate forms of fuel (i.e., unleaded Avgas) • Commercial footprint on airport
<p>T THREATS</p>	<ul style="list-style-type: none"> • Wildlife can access airfield due to lack of fencing • No significant increase in FAA funding pool, combined with increased construction costs 	<ul style="list-style-type: none"> • Airfield pavement needs to be rehabilitated • Drainage issues on airport • Lack of ADS-B tower in area