



The City of Lago Vista

*To provide and maintain a healthy, safe, vibrant
community, ensuring quality of life.*

**NOTICE OF A SPECIAL MEETING
AIRPORT PLAN ADVISORY COMMITTEE
WEDNESDAY, JUNE 22, 2016, 7:00 PM
LIBRARY CONFERENCE ROOM
LIBRARY – 5803 THUNDERBIRD ST., SUITE 40**

NOTICE IS HEREBY GIVEN that the Airport Plan Advisory Committee of the City of Lago Vista, Texas will hold a meeting on the above date and time for discussion and possible action to be taken on the following:

CONSIDER THE MINUTES OF MAY 18, 2016

BUSINESS ITEM

1. Review of New Airport Action Plan Rough Draft
 - A. Presentation
 - B. Open Optional Public Input
 - C. Close Optional Public Input
 - D. Discussion
 - E. Action

IT IS HEREBY CERTIFIED that the above Notice was posted on the Bulletin Board located in City Hall in said City at _____ on the _____ day of _____, 2016.

Sandra Barton, City Secretary

THE CITY OF LAGO VISTA IS COMMITTED TO COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT. REASONABLE MODIFICATIONS AND EQUAL ACCESS TO COMMUNICATIONS WILL BE PROVIDED UPON REQUEST.

IN ADDITION TO ANY EXECUTIVE SESSION ALREADY LISTED ABOVE, THE AIRPORT PLAN ADVISORY COMMITTEE RESERVES THE RIGHT TO ADJOURN INTO EXECUTIVE SESSION AT ANY TIME DURING THE COURSE OF THIS MEETING TO DISCUSS ANY OF THE MATTERS LISTED ABOVE, AS AUTHORIZED BY TEXAS GOVERNMENT CODE FOR THE FOLLOWING PURPOSES: §551.071: CONSULTATION WITH ATTORNEY; §551.072: DELIBERATIONS REGARDING REAL PROPERTY; §551.073: DELIBERATIONS REGARDING GIFTS AND DONATIONS; §551.074: PERSONNEL MATTERS; §551.076: DELIBERATIONS REGARDING SECURITY DEVICES; §551.087: DELIBERATIONS REGARDING ECONOMIC DEVELOPMENT NEGOTIATIONS

**City of Lago Vista
Airport Plan Advisory Committee (APAC)
Minutes of Special Meeting
Thursday, May 26, 2016**

Committee Members Present	Committee Members Absent
Don Barthlow	None
Linda Bush Warren	
David Harrell	
Melissa Byrne-Vossmer	
Rodney Cox	
James Awalt	
Jim Moss	

Other governmental representatives present
Michelle Hanna, Aviation Planner, TXDOT Aviation.

Committee Member David Harrell, functioning as Chair Pro Tem, called the meeting to Order at 7:06 P.M. with all Members present in the Library Conference Room, Library, 5803 Thunderbird St. Suite 40, Lago Vista, TX.

ELECTION OF CHAIR FOR THE COMMITTEE

The Chair Pro Tem opened the item and asked for a motion. On a motion by Mr. Barthlow, he nominated James Awalt as Chair. Mr. Awalt declined the nomination citing ownership of land within the environs of the Airport and desire to avoid a potential conflict of interest. On another motion by Mr. Barthlow, he nominated Rodney Cox as Chair. Mr. Cox was approved by a unanimous vote. Mr. Harrell turned the meeting over to the new Chair.

The Chair asked all members to introduce themselves and explain their representations on APAC; this was completed in several minutes.

ELECTION OF SECRETARY FOR THE COMMITTEE

The Chair opened the item and asked for a motion. Mr. Harrell told the Committee he would volunteer as Secretary if nominated and approved by the Committee. On a motion by the Chair, he nominated David Harrell as Secretary. Mr. Harrell was approved by a unanimous vote.

TOWN HALL MEETING

1. Discussion, Vision, and Purpose on Proposed Airport Action Plan (AAP)
 - A. Presentation to APAC

The Chair opened the item at 7:12 P.M. and turned it over to Derek Mayo, PMP, P.E. with Parkhill, Smith, and Cooper (Consultant) & Mark McFarland, FASLA, with Mead & Hunt (Sub-consultant). The applicant presented a twenty (20) page power-point presentation covering APAC roles, purpose of AAP, what is an AAP, project components, project schedule, Airport inventory, Vision exercise, Airport needs, Airport Layout Drawing, and next steps.

During the Other Stakeholders slide the Consultant asked if others should be included as stakeholders. Mr. Awalt indicated the owners of the Penn Ranch to the north of the Airport runway be included in this category.

Mr. Awalt also mentioned posting the contract schedule of the future meetings to the City's Website. Ms. Byrne-Vossmer suggested a separate webpage connected to the City's Webpage that would advertise Airport Action Plan information.

Mr. Awalt in discussion with Michelle Hanna suggested there were 93 aircraft based at the Airport.

B. Discussion by APAC

The Chair opened this item at 7:45 P.M. and asked each member to provide input of Airport needs and observations based on their seating arrangement

James Awalt

1. Stated the Airport is moving from the POA Airport to a City run Airport Facility.
2. Ways need to be found for the City to make money on it.
3. Facility is landlocked which inhibits its development, City needs to purchase land to expand Airport particularly T-Hangers, Terminal, and Restrooms.
4. Future fuel farm needs to be owned by the City.
5. Needs LED lighting for the runway, community hangers, and airplane parking expansion.

Don Barthlow

1. Agrees with Mr. Awalt on all statements
2. Needs a loaner car program
3. Needs to acquire land to the east and west of the Airport for expansion
4. Creation of an aviation easement to avoid potential nuisances and issues

Linda Bush-Warren

1. Site needs a terminal building and bathrooms
2. Indicated the facility is being used as a training airport

Rodney Cox

1. Indicated James Awalt gave him a tour of the Airport
2. Indicated a great interest on City's part to improve it
3. In conversation, Michelle Hanna also suggested coordinating with the local fire department for emergency management related uses at the Airport

Mr. Tom Penn (Non-APAC Member) allowed to speak by the Chair offered additional information

1. Look at opportunity to expand Airport onto his land
2. Look at opportunity for expansion of fire/Sheriff in area
3. Indicated there is an upcoming plan to develop his property for a destination resort and he desires to work with the City to develop the area

Mr. Tim Casey (Non-APAC Member) allowed to speak by the Chair offered additional information

1. Indicated development of property could allow the U.S.F.W.S. lands to address potential safety issues
2. Indicated potential land swap between City and U.S.F.W.S. for needed parcels

David Harrell

1. Look at opportunity for helicopter landings
2. Review our 2030 Comprehensive Plan and look how to coordinate this future document with the present Comp Plan document. He cited examples in the Comp Plan document about Airport environ development.

Melissa Byrne-Vossmer

1. Indicated she looked at other similar cities such as Llano, TX and stated they make \$300,000 on fuel sales
2. Need to generate money so it can be reinvested into the Airport
3. Help define/refine Airport as economic generator
4. Develop another access method from 1431
5. Limit residential development near Airport

Jim Awalt asked Melissa Byrne-Vossmer about potential rezoning in the Airport environs. She indicated the City is looking into this item.

C. Open Town Hall Meeting to Public

The Chair opened this item at 8:29 P.M. and asked members of the public if they would like to speak on this item.

Andy Pennington

Asked the Committee to recognize protecting the Rusty Allen Airport Property Owners Association Members so they aren't priced out as the Airport grows under this Plan; indicated a lack of security at the Facility based on viewing people racing cars on runway

Jim Wood

Discussed a Fire/Police Department deal for a place at the Facility under a lease agreement for additional revenue

Rich Piasecki

City needs to figure how much money it will be asking TXDOT and FAA for development purposes, then prioritize items such as land acquisition first; Mr. Awalt stated that \$150,000 is available to the City each year from TXDOT; Michelle Hanna added this amount can be acquired every year; Mr. Cox indicated use of the \$150,000 to fix Airport then find other items to spend it on.

Mark McFarland (Sub-consultant on project) stated it is the task of the Plan to find funds and figure how to pay for it. Further discussion ensued concerning TXDOT grant money and what it can be used for between Michelle Hanna, Mr. Cox, Derek Mayo (Consultant), and Mark McFarland (Sub-consultant)

John Bush

Stated that land acquisition should be a priority

Rich Piasecki

Stated that land acquisition should be a priority; along with Airport repairs; and getting Fire Department presence in that area

Rodney Cox (APAC Chair)

Indicated the City is moving through its budget process and that money already set aside may not cover all of the property acquisition; also will be in touch with property owners; indicated the City has already identified a property appraiser and environmental assessment firms to begin the process.

Michelle Hanna (TXDOT Aviation)

Stated it is a challenge in how the Airport became City property since acquisition roles are reversed with our Facility and that it needs public space; property is an important thing to acquire; needs to find revenue through fuel and hanger space unless the City wants to hire mechanics.

Don Barthlow (APAC Member)

In conversation with Michelle Hanna indicated he would send out information concerning getting the tail numbers and model of planes to determine a more accurate airplane number that use the Airport as a base of operations.

D. Close Town Hall Meeting to Public

The Chair closed this item at 9:10 P.M due to no more members of the public wanting to speak on the item.

ADJOURNMENT

With no other items on the Agenda, the Chair entertained a motion to adjourn. A motion was made by Mr. Harrell, seconded by Ms. Bush-Warren; motion was unanimously approved and the meeting was adjourned at 9:11 P.M.

Rodney Cox, Chair

David Harrell, Secretary

On a motion by _____, seconded by _____ the above and foregoing instrument was passed and approved this 22nd day of June, 2016.



Development Services Department

STAFF REPORT

Review of New Airport Action Plan Rough Draft

Date: June 16, 2016

PRESENTATION SUMMARY

What is an Airport Action Plan

The ultimate goal of the Plan is to provide systematic guidelines for the Airport's overall maintenance, development, and operation. The Plan is intended to be a proactive document which identifies and then plans for future facility needs well in advance of the actual need. It is in way similar to a Comprehensive Plan for the Airport and its environs.

Project History

In consultation with TXDOT Aviation in late 2014, they recommended creation of an Airport Action Plan to update the current 1999 Plan. A Resolution committing funding to this project was approved by the City Council in late 2015 for a total of \$8,000 with the State contributing \$72,000 and retaining control over the project. In January, 2016 the State published an RFQ and the City established a Selection Committee consisting of City Staff, Airport Advisory Board Members, Airport residents, and City Council. This Committee determined selection criteria, reviewed qualifications, rated proposals of candidate firms, and recommended the firm of Parkhill, Smith, and Cooper to the State; which the State later signed a contract with the Firm.

In February 2016, the Council established the Airport Plan Action Committee (APAC). This Committee is to assist the Consultant in construction of the Plan and will dissolve once the City Council approves the Plan. The Consultant, State, and City have agreed on a 17 week timetable for completion of the project which began on May 26, 2016 at the first meeting.

Airport Action Plan General Information

This proposed Plan generally consists of the following:

Chapter 1 Airport Study

- 1.1 – Introduction
- 1.2 - Airport Inventory
- 1.3 – Airport Management
- 1.4 – Aviation Demand Forecasts
- 1.5 – Compliance Review

Chapter 2 Future Use and Development

- 2.1 - Future Needs and Development Alternatives
- 2.2 - Development Alternatives Opinions of Probable Costs

2.3 - Land Uses on and near Airport

2.4 - Airport Improvement Program (Preferred Development Plan, Costs, and Timeline)

Appendix A – Airport Layout Plan

The rough draft of the Airport Action Plan is attached with the report. Please review the draft and be prepared to ask questions in regards to it. Our consultant will be there to make a presentation and answer any of your questions.

Future Information

The timetable for future meetings and what these meetings will cover are listed below:

August 3 – Final APAC and AAB Meetings for recommendation of final draft of Plan

August 25 – Final Planning & Zoning Commission Meeting for recommendation of final draft of Plan

September 15- City Council for consideration of final draft of Plan



Lago Vista - Rusty Allen Airport Action Plan

INITIAL DRAFT
6/17/2016

The City Of
Lago Vista

LAGO VISTA - RUSTY ALLEN AIRPORT

DRAFT ACTION PLAN

The following is the initial draft action plan for the 2016 Airport Action Plan for the Lago Vista – Rusty Allen Airport.

Please note, this is a rough initial draft. The intent of sending/publishing a rough draft is to get input from the Airport Plan Advisory Committee (APAC), other stakeholders, and the public on the direction for the action plan before parts of the plan are furthered or finalized. Further data, analysis, pictures, graphics, formatting, and recommendations will be incorporated into the next version of the Action Plan.

This action plan has been set up as an accelerated planning effort as the City needs to make decisions on property acquisitions for potential improvements in relatively short order to ensure opportunities for airport growth.

Please bear with us in the roughness of this draft document.



Airport Action Plan

Lago Vista – Rusty Allen Airport



Chapter 1 - Airport Study

LAGO VISTA - RUSTY ALLEN AIRPORT ACTION PLAN



1.1 INTRODUCTION

This Lago Vista – Rusty Allen Airport Action Plan was initiated to be a tool for the great community of Lago Vista, to get the airport stakeholders together, understand where the airport has come from, where it is now, and develop a plan for where it should be in the future. TxDOT Aviation Division has included this Airport Action plan into the State’s Capital Improvement Program (CIP), using FAA Airport Improvement Program funds. This planning project was publicly advertised through TxDOT Aviation and selection of the consultant was made by representatives determined by the City of Lago Vista, who owns and operates the airport, also known as the Airport Sponsor. TxDOT Aviation Division funded the Action Plan at 90% of the total project and the remaining 10% was funded by the City of Lago Vista. This plan will focus on the next 10 years, but may identify needs that extend beyond.



Airport Action Plan

Lago Vista – Rusty Allen Airport



The City has formed an Airport Plan Advisory Committee (APAC) to be the committee responsible for reviewing materials, providing input and feedback on the airport plan, and to make the final recommendation for implementation to the Airport Advisory Board, the City Planning and Zoning Commission, and to the Lago Vista City Council. The APAC includes representation from the Rusty Allen Airport Property Owners Association (RAAPOA), the Airport Advisory Board, the Planning and Zoning Commission, and City Council. Airport users and neighbors are encouraged to participate in the planning process by attending the public meetings where the planning document will be introduced, reviewed, and discussed. In addition to four PAC meetings, public involvement in the master plan update includes four open houses for the general public.

An initial step in the preparation of this Action Plan (Plan) is to collect data pertaining to the Airport and the area it serves. An inventory of the Airport was accomplished through physical observation of existing facilities, interviews with Airport users, City staff, and a review of previous Airport studies and records.

This chapter summarizes the Airport's background, an inventory of the airfield, a review of airport management, aviation forecasts, and compliance review.

Airport Location and Access

The Airport is situated in the northern part of the City of Lago Vista, in Travis County, Texas. It is northwest of Austin, being about a 35 mile drive downtown to downtown. The City of Lago Vista is adjacent to Lake Travis in the beautiful Hill Country of Central Texas.

Being somewhat removed from the exploding population of the greater Austin area, Lago Vista has maintained a small town feel while enjoying fairly easy access to Austin and the Austin-Bergstrom International Airport (AUS). This access has been increased with the expansion of the 183A Toll road to north of FM 1431, which is the primary arterial through Lago Vista and starts east at I-35 in Round Rock and ends up 55 miles Northwest of Lago Vista at Lake Buchanan.

The existing signage and access to the airport is off of FM 1431, heading Northeast on Bar K Ranch Rd for approximately 1.5 miles. Bar K Ranch Rd is a road with steep grades.

Any public transportation available to the airport

Area Topography

Lago Vista is in the central Texas "Hill Country" and lives up to the name. The City of Lago Vista is full of varying topography which allows for several areas with beautiful views of Lake Travis and rolling hills. The airport is situated on top of a hill, which reduce airspace encroachment concerns and provide for some great views.

Climate

Lago Vista is has fairly mild winters and hot, humid summers. The mean maximum temperature in the hottest month (July) is 98 degrees. The average annual rainfall average for Lago Vista is XX inches. 2016 has been a record setting year of rainfall and as of June 2016, Lake Travis is at 117% capacity, which is a drastic change from recent years. Early in 2015, the lake was approximately 70 feet below current levels.

Community and Airport History



The Rusty Allen Airport started out as Bar K Airport back in 1951 to serve a local dude ranch. In 1994, the Runway and taxiway were conveyed to the City of Lago Vista and the City renamed the airport in memory of Rusty Allen, who contributed significantly to the Lago Vista community. All the hangars and property for potential hangars were privately owned. In 1995, FAA included the airport into the National Plan of Integrated Airport Systems (NPIAS). This allowed the City to use FAA funds through TxDOT Aviation for airport improvements. In 1995, according to aerial images there were 16 hangars on the airfield, now there are 49, more than triple. The City continues to own only the Runway, Taxiways, and the small tiedown apron. Private development has and continues to occur as evidenced by the growth in hangars.

Expand based on articles sent by George Eeeds. Emphasize POA's role in keeping the airport alive and transition into City ownership.



1.2 AIRPORT INVENTORY

Existing facilities at the Airport are divided into three categories: airfield, landside, and support facilities. Airfield facilities include areas such as runways, taxiways, and aprons. Landside facilities include areas such as hangars, airport buildings, and auto parking. Support facilities include emergency services, utilities, and miscellaneous facilities that do not logically fall into either airfield or landside facilities.

Airfield Facilities

Airport Reference Code

According to the existing ALP, the airport is classified as a B-I. The pavement is rated for 12,500 lbs, therefore, the full ARC for the Airport is B-I (small)

Runway.

The existing runway is published as Runway 15-33 and is 3,808 feet long by 50 feet wide. The standard width for a B-I (small) is 60 feet.

Taxiways and Taxilanes.

The existing taxiway system at the Lago Vista – Rusty Allen Airport includes 2 partial parallel taxiways, either side of the runway.

Aprons and Aircraft Parking.

There are currently 11 aircraft tie-downs on the City owned tie-down apron. There is one lot that city owns that is used for vehicle parking, but access is limited as it is accessed through setbacks on private property or by driving on the west side parallel taxiway.





Airfield Lighting.

Airfield edge lighting systems are categorized as low, medium, or high intensity. The color of the lights is also important as it indicates to pilots where they are in the airport environment. For example, runway edge lights are white and taxiway edge lights are blue.

At the Airport, the lighting system is a medium intensity system, which is pilot controlled by keying the microphone inside of the aircraft. Edge lighting is located on the runway. The taxiways, apron, and taxilanes are lined with edge reflectors.

Airport Navigational Aids.

Airport Navigational Aids, or NAVAIDS, provide navigational assistance to aircraft for approaches to an airport. NAVAIDS are classified as visual approach aids or instrument approach aids; the former providing a visual navigational tool and the latter being an instrument-based navigational tool. The types of approaches available at an airport are based on the NAVAIDS provided. The following sections describe existing NAVAIDS at the Airport.

Visual Approach Aids.



The Airport has two forms of visual approach aids. A two-box Precision Approach Path Indicator (PAPI) is located at each runway end and an Airport Beacon located on the west side of the runway at the northwest corner of the tie-down apron. PAPIs give glide slope information to pilots on final approach by displaying sequences of different colored lights to maintain a safe glide slope for landing.



Instrument Approach Aids. The airfield does not currently have instrument approach aids, but Runway 16 does have an instrument approach procedure, which can be used when the visibility and cloud ceiling are below minimums for Visual Flight Rules (VFR) conditions. **Table 1A** details the approaches available at the Airport.

Table 1A. Instrument Approach Procedures

Approach Name ¹	Runway End Served	Approach Minimums	
		Ceiling (feet)	Visibility (statute miles)
RNAV LP MDA	15 (16)	1600	1
RNAV LNAV MDA	15 (16)	1620	1
RNAV Circling	15 (16)	1700	1

Other NAVAIDS. The airport also has a rotating airport beacon on its own dedicated tower and an Automated Weather Observation System (AWOS) providing real-time weather information, located east of the runway.

Landside Facilities

Hangars and Other Buildings.

There are no on-airport, City owned hangars. All hangars that use the airport are through the fence operators, private property owners with hangars and access to the airfield. The city has an access agreement with the Property Owners Association for access to the airport.

Aviation Services.

A fixed based operator (FBO) is an individual or a business that offers aviation-related services such as flight instruction, aircraft rental, aircraft maintenance, hangar/tiedown storage, and aircraft fueling to Airport users. Currently there are no FBO services on Airport property, however, through existing through the fence agreements there are some services offered by property owners including XXXXXXXX

Airport Access and Vehicle Parking.

There is one official public entrance and one unpaved access through a vacant lot. There are no designated parking areas on the airfield. Part of the development plan will include showing possible areas for a defined airport entrance with vehicle parking.

Other.

The Balconey Canyonlands, conservation land and trail is north of the airport, with no access from trails to the airport.

Airport Support Facilities

Emergency Services.



Lago Vista Police and Fire currently serve the airport area. The residents of the airport have voiced potential for a partnership with a local fire district to provide service at the airport, possibly developing some permanent use at the airport such as a post or training facility of some sort. The nearest public heliport for medical use is at the Cedar Park Regional Medical Office, approximately 15 miles east of Lago Vista.

The City should contact the local fire authority and see if a possible partnership for access through the Airport or the Airport environ would be needed or useful, and if it's feasible.

Airport Maintenance.

Airport maintenance is provided by the City and the Rusty Allen Airport POA through use of TxDOT Aviation's Routine Airport Maintenance Program (RAMP), which reimburses the City 50% of maintenance costs up to \$50,000. Airport maintenance activities eligible for RAMP would include herbicide, pavement maintenance, drainage, sweeping, lighting bulb replacements, NAVAID repair and maintenance, AWOS maintenance, City owned hangar repairs and maintenance, airport entrance signs and landscaping, fencing, gates and openers, and small capital improvement projects (terminal buildings, utility projects, parking, airfield expansion, etc).

Airport Fencing.

The Airport is currently not fenced. There is an entrance gate at the main entrance. During the kickoff meeting, one of the users mentioned the need for better security as he had seen unauthorized use of airfield pavement by people with no aeronautical purpose. Airport security is an important feature for an airport. FAA standards for airport design intends to minimize mixed pavement used for aircraft and ground transportation. In general terms, aircraft and cars do not mix. Besides allowing direct access to and from hangars by those of aeronautical intent, airfield pavement should be used for landing, departing, and taxiing, only. Exceptions would include airfield inspections, construction and maintenance activities. Keeping a secure airport perimeter with vehicular gates reduces unauthorized use of airfield pavements. Keeping a secure airfield also prevents accidental entrances to the airfield, especially the Runway area, reducing risks of incursions. Airport security also protects the City and TxDOT/FAA's investment in NAVAID's, lighting, and other equipment. At minimum, the City should consider vehicular access gates to prevent unauthorized ground transportation from using airfield pavement, whether accidental or purposeful.

Utilities.

Utilities and public services provided at the Airport include:

- Water – City of Lago Vista provides this service to the airport and its users.
- Sanitary Sewer: The City provides Sanitary Sewer as well.
- Communications:
- Electricity: Perdeneles Electric Cooperative offers electric service to the airport.

Overhead power lines provide much of the electrical power to structures on the airport. Electricity to airfield elements to conducted through a buried connection

Airport Signage. Guidance signs to the Airport are located on FM 1431 at Bar K Ranch Road and at the intersection of Bar K and Timber Trail, and the welcome airport sign is a mounted F-4 Phantom, see figure below.



Airspace

The FAA is responsible for the control and use of navigable airspace within the United States. Aircraft in flight, whether approaching or departing an airport, are subject to varying degrees of FAA control depending on location and meteorological conditions. These levels of control are called airspace classes. The alphabet characters A through G distinguish classes. Each class has its own unique shape and rules that govern such things as visibility minimums and cloud clearances.

The Airport is located in Class **X** airspace. Class **X** airspace is **XXX**. The Airport's airspace is depicted on the **XX** sectional chart.

Traffic flows at the Airport are standard, left-hand patterns. Airport users report that the majority of aircraft land and takeoff from Runway 15.

Land Use Planning and Zoning

The following land use and zoning discussion focuses on four areas:

- Airport Environs zoning and land use.
- Surrounding area zoning and land uses.
- Protection of airport airspace to prevent hazards and land uses that may interfere with the safety of aircraft operations.
- Ownership/control of Airport runway protection zones to enhance the safety of people and property on the ground.

Existing Airport Environs Zoning and Land Use

The property around the airport for those with airport access is currently zoned C4.

Surrounding Area Zoning and Land Use

Protection of Airport Airspace

Ownership/Control of Runway Protection Zones



1.3 AIRPORT MANAGEMENT

Airport Organization

The City of Lago Vista owns and manages the Lago Vista – Rusty Allen Airport. There is not a dedicated airport manager, the City assigns the role of Airport manager to the Director of Development Services. By City code, the City Manager assigns the role of Airport Manager to a department director. The City also has an Airport Advisory Board, which meets bi-monthly, and makes recommendations to the City Council. There is a City Council Liaison assigned to the Airport Advisory Board to allow collaboration and alignment of initiatives. The Rusty Allen Airport Property Owners Association (RAAPOA) has been and continues to be helpful in teaming with the City to address airport issues and move the Airport forward. Chapter 9 of the City Code have been reviewed and the Roles and responsibilities for each of these are summarized below. See Figure 1, below, for an airport organizational chart.

City of Lago Vista City Council

The City Council has ultimate authority for decisions made concerning the airport. This includes, but isn't limited to, approval of the airport budget, airport contracts and agreements, development plans, development projects, receiving grant funds, airport advisory board appointees, and personnel as may be authorized in the annual budget.

Director of Aviation

The City Manager is responsible for appointing the Director of Aviation. Currently, the Director of Development Services is the Designated Airport Director. This is the point of Contact for the airport for the public and for TxDOT in coordination of programming, grants, planning, and engineering. The other responsibilities include management of any airport development, maintenance of the City's facilities, operational continuity of the airport, enforcement of airport rules, suspension or restriction of airport use when necessary, issue Notices to Airmen (NOTAMs) for the airport, act as liaison to the Airport Advisory Board, City manager, and City Council, and supervise and negotiate terms and recommend approval of contracts and regulations for use of Airport property.

The airport also has a "Superintendent", a caretaker who receives minimal funds to be an on-airport resource.

Airport Advisory Board

The Airport Advisory Board is a volunteer board consisting of five members and two alternates. The board's responsibilities are to advise the city council in identifying short and long term needs and their impact on airport development, recommend achievable goals as a basis for long range planning and development programs, and to recommend plans, programs, policies and priorities to help the airport achieve said goals.

Rusty Allen Airport Property Owners Association (RAAPOA)

Historically, the RAAPOA has been actively involved in the management and operation of the airport. Many of its members are on the Airport Advisory Boards and attend the bi-monthly meetings. The official roles of the RAAPOA are to collect the access fee from its members and pay the fee to the City. It is also responsible for collection of tie-down fees. In the event that there are maintenance or repair costs for which the city isn't able to obtain other funding sources, the RAAPOA may also fund at 50% up to an amount of \$2,000 for such repairs. The RAAPOA may also participate financially in capital improvements not funded by a state or federal grant, limited



to 5% of the total project cost, unless both the City and RAAPOA agree to other arrangements. As allowed by city code, the RAAPOA may also recommend 3 members and 1 alternate to the Airport Advisory Board. This information was obtained from Chapter 9 of the City Code and the *Funding Commitment and Access Fee Agreement for the Rusty Allen Airport Between the City of Lago Vista, Tx and Rusty Allen Airport Property Owners Association, Inc* effective July 1st, 2009.

Airport Organizational Chart

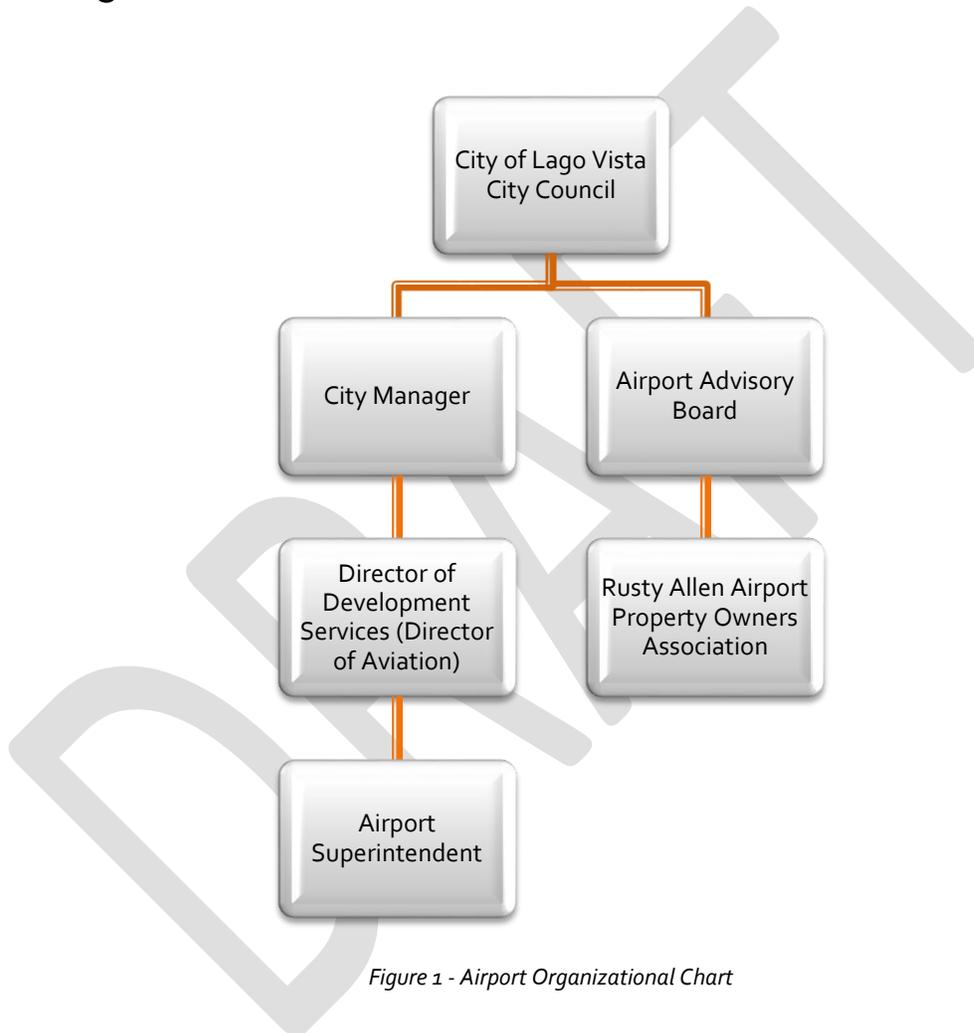


Figure 1 - Airport Organizational Chart

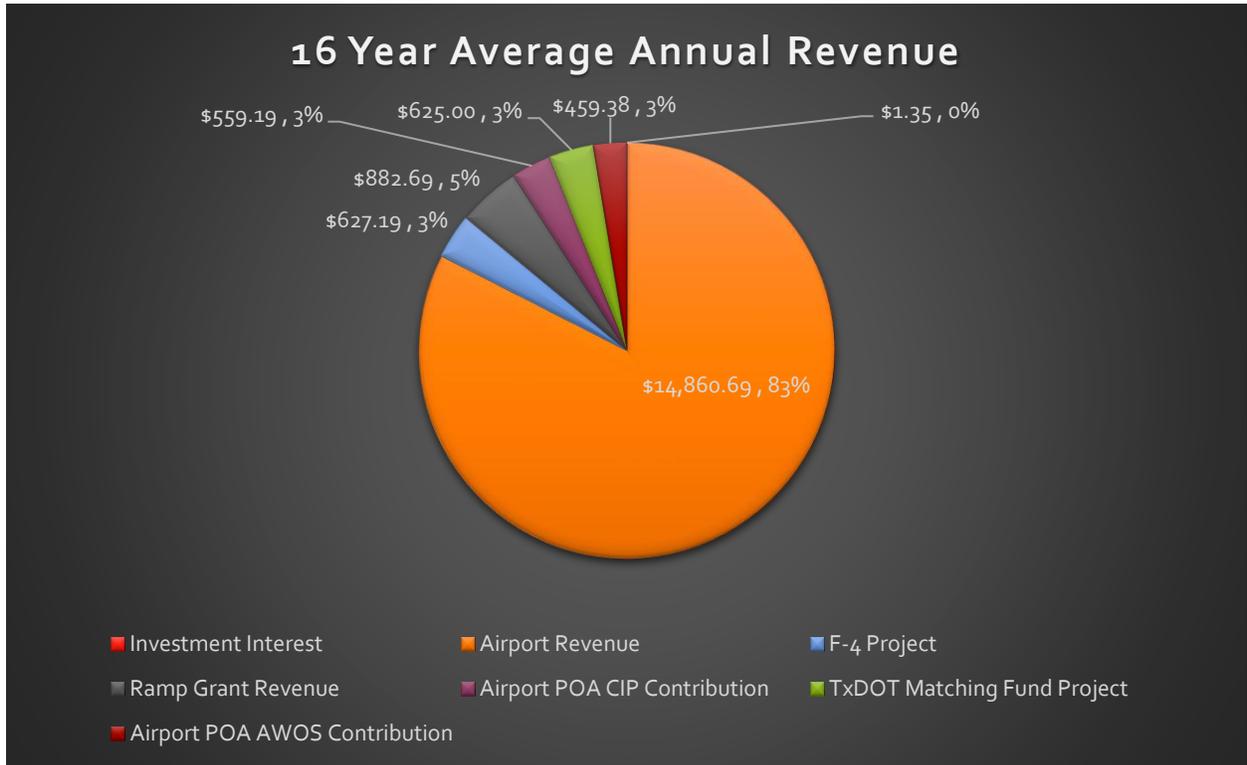


AIRPORT FINANCIAL DATA

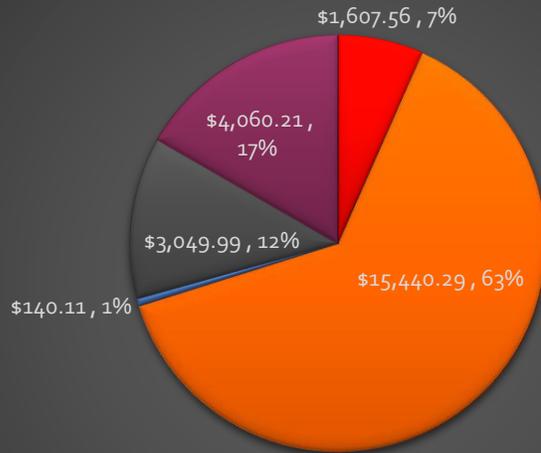
The following subsections provide a brief summary of historical financial information for the Airport.

STILL NEED TO INCORPORATE CITY CIP DATA FOR AIRPORT

Airport Operating Revenues and Expenses



16 Year Average Annual Expenses



- Subtotal Personnel Services
- Subtotal Operations & Maintenance
- Subtotal Supplies
- Subtotal Services
- Subtotal Fixed Assets

STILL NEED TO INCORPORATE CITY CIP DATA FOR AIRPORT



Airport Action Plan

Lago Vista – Rusty Allen Airport



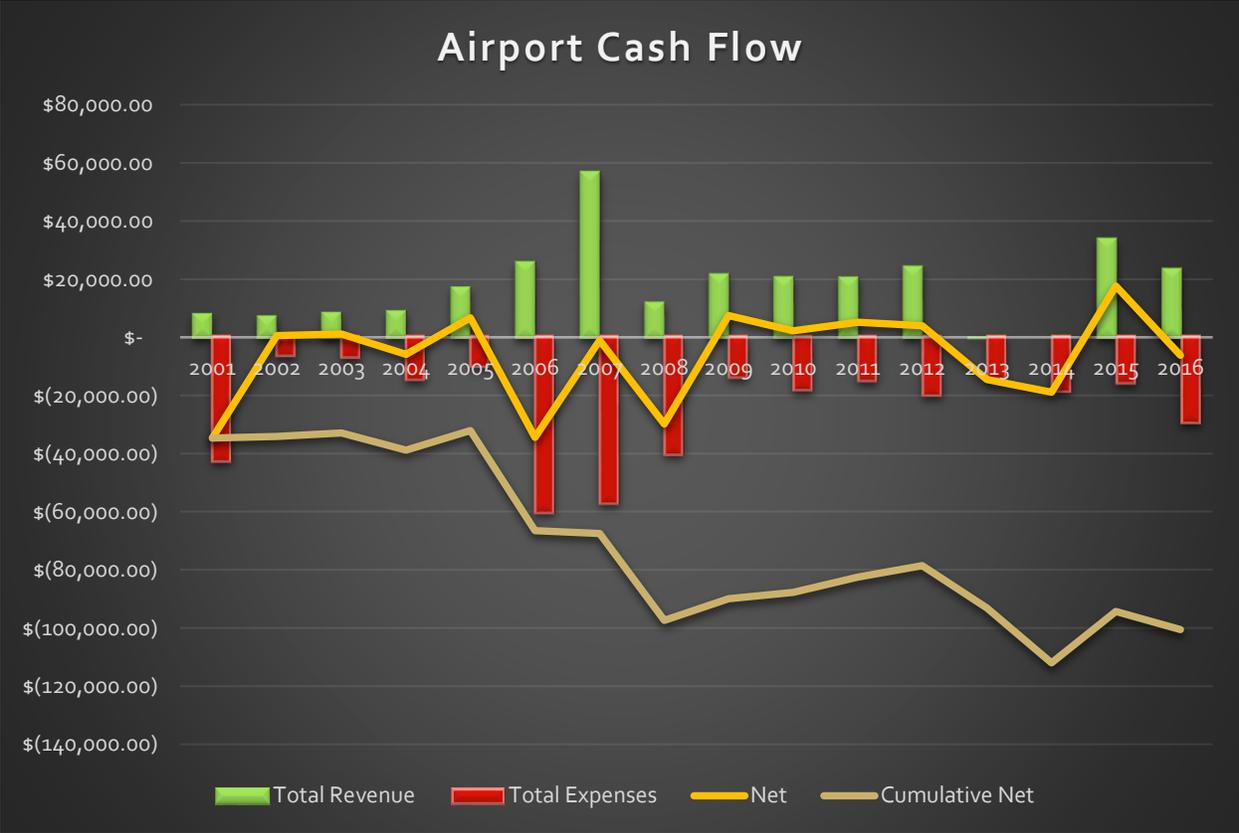


TABLE 1E. REVENUES AND EXPENSES

Source: City of Lago Vista, TX

STILL NEED TO INCORPORATE CITY CIP DATA FOR AIRPORT

TABLE 1F. RECENT FEDERAL GRANT PROJECTS

FY	Total Project Cost	Local	State	Federal	Project Type
2001	\$750,810	\$75,081	\$675,729	\$0	Construction Pavement
2005	\$83,740	\$20,935	\$0	\$62,805	AWOS
2005	\$412	\$206	\$206	\$0	RAMP Maintenance
2006	\$89,467	\$8,947	\$80,520	\$0	Design
2008	\$2,894	\$1,447	\$1,447	\$0	RAMP Maintenance
2008	\$1,178,303	\$117,830	\$0	\$1,060,473	Construction Pavement
2009	\$3,874	\$1,937	\$1,937	\$0	RAMP Maintenance
2010	\$7,080	\$3,540	\$3,540	\$0	RAMP Maintenance
2011	\$415,172	\$41,517	\$373,655	\$0	Property Acquisition
2011	\$9,120	\$4,560	\$4,560	\$0	RAMP Maintenance
2012	\$87,353	\$0	\$4,368	\$82,985	TxDOT Obstruction Survey
2012	\$9,920	\$4,960	\$4,960	\$0	RAMP Maintenance
2013	\$72,403	\$7,240	\$65,163	\$0	Design
2013	\$3,720	\$1,860	\$1,860	\$0	RAMP Maintenance
2014	\$4,672	\$2,336	\$2,336	\$0	RAMP Maintenance
2015	\$6,604	\$3,302	\$3,302	\$0	RAMP Maintenance
2016	\$624,160	\$62,419	\$561,741	\$0	Construction Pavement
2016	\$86,306	\$8,631	\$0	\$77,675	Planning
Total	\$2,725,544	\$366,748	\$1,223,583	\$1,283,938	

Source: TxDOT Aviation

Rates and Charges

Tie-downs, fees from POA



Airport Action Plan

Lago Vista – Rusty Allen Airport



1.4 AVIATION DEMAND FORECASTS

There are two primary measures of aviation activity at a general aviation airport: based aircraft and aircraft operations. Each activity type is discussed below.

Based Aircraft

Based aircraft are the number of aircraft that use a specific airport as a home base. The existing based aircraft for the airport are 90. Of the aircraft based at the Airport, they can be further broken down into the following categories:

Table 2 Based Aircraft

Aircraft Category	Number Based at Lago Vista – Rusty Allen Airport
Single Engine	0
Jet	0
Multi-engine	0
Helicopter	0
Ultralight	0
Total	90

Aircraft Operations

Annual operations are the total number of aircraft takeoffs and landings occurring at the Airport in a year. A touch-and-go, which occurs during pilot training, counts as two operations. Touch-and-go operations are categorized as local, along with other operations that remain within 20 miles of the Airport. Operations not categorized as local are categorized as itinerant. Airport users conducted an operational survey several years ago, which estimated an average daily operations of 78. TxDOT’s method for calculating operations for planning efforts is 300 operations per based aircraft. The existing Airport Master Record, 5010 form, apparently is an underreported number for both based aircraft and annual operations. We would recommend the City update the airport master record in parallel with this planning effort. Estimates from both sources are shown in Table 3.

Table 3. Airport Operations

	Lago Vista Estimate (2015)	Previous Traffic Count Estimate
General Aviation	27,000	28,470
General Aviation		
Military	0	
Total	27,000	

Operational Forecasts

Need to solidify based aircraft, then establish estimated growth rate



1.5 COMPLIANCE REVIEW

The Lago Vista – Rusty Allen Airport is a federally-obligated airport, because it has received Federal Aviation Administration (FAA) funding. This has been through TxDOT Aviation Division through the Texas Aviation System Plan (TASP). As an obligated airport, the City is contractually bound to comply with FAA’s Airport Sponsor Grant Assurances. These are part of the funding agreements signed for each grant the City receives from TxDOT Aviation Division. With few exceptions, these assurances are in place for 20 years from the funding agreement.

This section will address each of these grant assurances and this plan will take a proactive approach to achieving compliance and avoiding noncompliance.

Guidance for the preparation of this chapter comes from FAA’s Airport Sponsor Grant Assurances (dated 03/2014) and FAA Order 5190.6B, *Airport Compliance Manual* (2009, September).

Airport Sponsor Grant Assurances

There are thirty-nine grant assurances that are part of the agreement at the acceptance of a TxDOT Aviation Division grant. Below are brief summaries² of each assurance and an examination of the current airport in regards to each assurance.

- 1. General Federal Requirements.** The City will comply with all applicable Federal laws, regulations, executive orders, policies, guidelines, and requirements as they relate to the application, acceptance, and use of Federal funds.
 - To the best of its ability, it appears the City has, and will continue to, comply with all applicable Federal guidance.
- 2. Responsibility and Authority of the Sponsor.** Verifies the City has the legal authority to apply for, finance, and administer the TxDOT Aviation grant, which may include FAA funds.
 - The City, as acknowledged by the State of Texas, is the local discretionary authority for the Airport.
- 3. Sponsor Fund Availability.** The City must have sufficient funds for their match portion of the AIP grant³.
 - As part of the forthcoming Capital Improvement Plan, the City will identify funding sources for the local match prior to applying for federal assistance.
- 4. Good Title.** According to Order 5190.6B, the City is required “to assure that good title exists or that the sponsor will acquire good title for any property where federal funds will be used. For airport development programs, the sponsor must assure that the sponsor, another public agency, or the federal government holds good title to the airfield or airport site.”

² Full text of the Airport Sponsor Assurances can be found in **Appendix D**.

³ As of February 14, 2012, the City’s local match for AIP-funded projects is 10%.



- The city currently owns a limited amount of property at the airport, including a Tie-down apron, all taxiways, and most of the runway. The north 1/3rd of the runway is owned by the United States of America, controlled by the US Fish and Wildlife as the Balcones Canyonlands. The City has an easement through this property “for constructing, operating, and maintaining an airport runway.” This easement is centered on and in-line with the runway, 300 feet wide, extending from the northernmost City owned airport property line to the boundary between the Fish and Wildlife Property and the neighbor’s property to the north. While it would be ideal for the City to own this portion of property, this existing arrangement does meet the intent of the grant assurance. .
5. **Preserving Rights and Powers.** The City will not take or permit any action that would deprive it of the rights and powers necessary to perform any of the grant assurances, nor will it sell, lease, encumber, or transfer any part of its title or interests in the Airport property.
- The existing City owned airport property is limited. To this point, there have been no actions or non-action which would violate this grant assurance..
6. **Consistency with Local Plans.** The proposed project is reasonably consistent with Local, County, and State plans, to include the area surrounding the Airport.
- There are no indications that past projects undertaken at the Airport are inconsistent with Local, County, and State Plans. The property the airport operates on mostly within the Lago Vista City limits, the easement within the US Fish and Wildlife property is within Travis County. The City has recently completed a Comprehensive City Plan, and the proposed plan will be consistent with the recommendations of that plan.
7. **Consideration of Local Interests.** The City will give fair consideration to the local community’s interests.
- The City has complied with this guidance. In fact, the City has inherited the airport from the local community. The City has created and maintain an Airport Advisory Board which includes a liaison to the City Council and airport users. The board allows input and guidance from the airport users and the local community. This action plan will consider public input and local interests in proposed developments and recommendations.
8. **Consultation with Users.** Consultation with affected parties using the Airport will be conducted prior to, and during, the proposed project.
- The City not only consults users, but also truly relies on airport users to guide developments at the airport.



9. **Public Hearings.** For major projects involving airport location, a new or relocated runway, or a major runway extension, the City will give the community an opportunity for a public hearing to consider economic, social, and environmental effects of the proposed project.
- No major projects are anticipated at the airport. If, in the future a major project is considered, the City should coordinate with TxDOT to verify public hearing procedures and publishing requirements.
10. **Metropolitan Planning Organization.** For major projects involving airport location, a new or relocated runway, or a major runway extension, the City will make available to the metropolitan planning organization in the area in which the airport is located, if any, a copy of the amended airport layout plan to depict the proposed change along with a copy of the current airport planning document. A major runway extension for this airport is assumed to be any extension over 500 feet.
- This current project is not anticipated to be or to plan a major change to the runway. The Capital Area Metropolitan Planning Organization (CAMPO) covers several counties including Travis County, which includes the City of Lago Vista and all of the airport environ. Although no major change to the runway is anticipated at the airport, it is recommended that if any future major change to the runway is to take place that the City coordinate with CAMPO early in the process to obtain buy in.
11. **Pavement Preventative Maintenance.** The City will implement an effective airport pavement maintenance-management program for the useful life of any pavements construction with TxDOT/FAA grant assistance.
- The City currently maintains the airport pavement through the TxDOT Routine Airport Maintenance Program (RAMP) and recently completed a pavement rehabilitation project. It is recommended that the airport continue to conduct a yearly inspection of city owned airfield pavement and keep records of the inspections and maintenance that is conducted. Some airports choose to implement a more detailed pavement maintenance program, but for the size of Lago Vista and its airport, yearly inspections and regular preventative maintenance and repair, along with good record keeping, is all that is needed to satisfy this assurance.
12. **Terminal Development Prerequisites.** If the City were to develop a public-use commercial service passenger terminal (for aircraft designed for at least 31 passenger



seats), it must certify that all safety and access equipment required by rule or regulation is provided to all passengers.

- A passenger terminal is not planned for Lago Vista. The airfield features would likely preclude use by any aircraft intended for passenger service of at least 31 seats.

13. Accounting System, Audit, and Record Keeping Requirements. The City will keep all project accounts and records relative to any grant project in accordance with the Single Audit Act of 1984. Additionally, the City will make all records available for the purpose of audit and examination.

- Currently, it appears the City's recordkeeping satisfies FAA's requirements. However, the City should periodically evaluate their accounting system to ensure future compliance. Project documentation should be readily accessible and include such items as fund transfers, income received, expenditures, and any other information pertinent to the project.

14. Minimum Wage Rates. For all contracts in excess of \$2,000 that involve labor, the City shall establish minimum wage rates in accordance with the Davis-Bacon Act (40 U.S.C. 276a-276a-5).

- The City has, and will continue to, establish minimum rates of wages consistent with the Davis-Bacon Act for all federally-assisted contracts meeting this requirement.

15. Veteran's Preference. Contracts for work involving TxDOT/FAA grants will ensure that preference shall be given to available and qualified veterans.

- TxDOT administers construction contracts and they include veteran's preference clauses in the contract documents.

16. Conformity to Plans and Specifications. The City will execute the AIP projects per the plans, specifications, and schedule approved by TxDOT and ultimately the FAA; who authorizes TxDOT administration of the grants.

- TxDOT Aviation division contracts directly with engineers and contractors to complete projects according to the plans and specifications and by doing so has assumed responsibility in assuring conformity. The City should still take an active role in construction projects and be forthcoming with any apparent non-conformity issues.



17. Construction Inspection and Approval. Competent and technical supervision will be provided by the City throughout the grant funded construction projects to assure the work conforms to the plans, specifications, and schedule approved by TxDOT/FAA.

- This assurance has been and will continue to be satisfied by TxDOT, since TxDOT contracts directly with the engineers and contractors.

18. Planning Projects. For planning projects, the City will execute the project as approved in the TxDOT/FAA approved scope of work, report on project progress, acknowledge the project was grant funded, make material available to the public and the FAA/TxDOT, allow FAA/TxDOT to publish final material, and grant TxDOT/FAA authority to disapprove employment of a consultant, subcontractor, or employee to do all or any part of the project. In addition, the City will understand and agree that TxDOT/FAA's approval of any planning material "does not constitute or imply any assurance or commitment on the part of the Secretary [TxDOT/FAA] to approve any pending or future application for a Federal airport grant."

- The City has worked with the consultant and TxDOT in scoping this planning effort and the process is open to public involvement, and documents will be made available. The City should understand that approval of a development plan as a result of this action plan does not guarantee funding for such developments from TxDOT. Any future planning projects should follow the same approach to maintain compliance with this assurance.

19. Operation and Maintenance. The Airport and all facilities will be operated at all times in a safe and serviceable condition and in accordance with minimum standards by the City. Any temporary closure for non-aeronautical purposes must be approved by the FAA. The City will promptly mark and/or light hazards and will notify airmen of any condition affecting aeronautical use of the Airport.

- It appears the City meets the criteria of this grant assurance. All facilities are operational, in safe and operable conditions.

20. Hazard Removal and Mitigation. The City will take appropriate action to assure the Airport's airspace will be adequately cleared and protected.

- The City has and continues to clear obstructions. The Airport Advisory Board, prior to this Action plan, has initiated installing overhead power line marking balls for some power lines in the airport vicinity. The City is also pursuing obstruction removal on the US Fish and Wildlife. The City should continue to pursue removal of any existing obstruction that is identified, but should also take a proactive



approach to preventing potential obstructions through zoning efforts. This Action Plan did not include survey to identify obstructions, but known obstructions from previous data will be included in the updated Airport Layout Plan.

21. Compatible Land Use. To the extent reasonable, the City will include the adoption of zoning laws to restrict the use of land adjacent to or in the immediate vicinity of the Airport to activities and purposes compatible with normal airport operations.

- The City has zoning in place to keep land use compatible in the airport environ. The City also recently completed their Comprehensive Plan, which recommends an expansion of their current Aviation compatible use zone. In addition, the City should consider implementing an Airport Hazard Zoning ordinance, which would be superimposed. This practice is allowed by the Texas Airport Zoning Act (AZA).

22. Economic Nondiscrimination. The City will make the Airport available as an airport for public use on reasonable terms and without unjust discrimination to all types, kinds, and classes of aeronautical activities. Any agreement the City enters with a third party must outline and enforce provisions that 1) services will not be unjustly discriminatory; 2) charges will be reasonable and just; 3) each Fixed-Based Operator (FBO) shall be subject to the same rates and charges; and 4) the City will not grant any right which operates to prevent any person, firm, or corporation operating aircraft from performing any services on its own aircraft that it may choose to perform. The City may prohibit or limit any given type, kind or class of aeronautical use of the airport if such action is necessary for the safe operation of the airport or necessary to serve

- There are no existing concerns of economic discrimination at the Airport. Any future violations of this grant assurance are not anticipated.

23. Exclusive Rights. The City will not permit exclusive right for the use of the Airport by any person providing aeronautical services to the public. Services by a single FBO are not considered an exclusive right if it would be unreasonably costly or impractical for more than one FBO to provide the services and if allowing more than one FBO would require the reduction of the first FBO's lease area.

- Right now the City only has one agreement with a self-service fuel provider. From available information and general airport knowledge, the City appears to be in compliance. The City plans to cancel the existing contract and pursue new methods of providing fuel.



24. Fee and Rental Structure. The fee and rental structure for Airport facilities and services will be maintained by the City, to help the Airport become as self-sustaining as possible, taking into account such factors as the volume of traffic and economy of collection.

- The City charges a tie-down fees and an access fee from a master through the Fence Agreement with the Rusty Allen Airport Property Owners Association. The City desires to change the arrangement for providing fuel. The existing FBO is leasing space to provide fuel at a low rate of \$1 per year. The City will be able to increase revenue with fuel. The City is in compliance with this assurance as it does receive revenue through rentals and fees to make the airport as self-sustaining as possible. This action plan will evaluate other methods of collecting revenue such as City-owned hangars and additional tie-downs.

25. Airport Revenues. All revenues generated by the Airport and any local taxes on aviation fuel will be expended by the Airport for the capital or operating costs of the Airport, the local airport system, and other facilities owned by the City which are directly and substantially related to the actual air transportation of passengers or property.

- **Review Financials.**

26. Reports and Inspections. The City will submit annual financial and operations reports to the FAA, and make the reports available to the public. All Airport records for development projects must be available to the FAA upon request.

- The City keeps records of airport finances and operation. Development project records are maintained by TxDOT Aviation as they administer the grants and contract directly with consultants and contractors.

27. Use by Government Aircraft. The City will make available all of the facilities of the Airport developed with Federal financial assistance and all those usable for landing and takeoff of aircraft to the United States for use by Government aircraft at all times without charge. However, if the use by Government aircraft is substantial, charge may be made for a reasonable share, proportional to such use, for the cost of operating and maintaining the facilities used.

- The City has and will make facilities available for government use, as appropriate, under this grant assurance.



28. Land for Federal Facilities. The City will furnish real estate, without cost to the Federal Government, for use in connection with any air navigation, weather reporting, or communication activities.

- The existing facilities, including PAPIs and the AWOS are owned and operated by the City, supported by maintenance funds through TxDOT's RAMP program. The City should be aware that if the federal government asked to install such equipment at the airport, that the City would be obligated to offer available land at no cost to the federal government.

29. Airport Layout Plan. The Airport Layout Plan will be kept up-to-date at all times.

- The current Airport Layout Plan is being updated as part of this project.

30. Civil Rights. The City will take necessary measures to ensure that no person is excluded from participation in, be denied the benefits of, or be subject to discrimination in any activity conducted with, or benefiting from, funds received from grant funds on the basis of race, creed, color, national origin, sex, age, or disability. See grant assurances for further detail.

- From review of airport documents, indications are the City is compliance with this assurance.

31. Disposal of Land. When land purchased with grant funding is no longer needed for the original intended use, the funds shall be used for other eligible airfield development or transferred to another eligible airport for eligible development. The funds for the sale of property no longer needed may not be used for operating expenses or to supplement the sponsors other needs.

- The City is in compliance as they have not sold land.

32. Engineering and Design Services. The City use a qualifications-based selection.

- The City relies on TxDOT Aviation to conduct Engineering and Design services solicitations and procurement and TxDOT uses appropriate procurement methods.

33. Foreign Market Restrictions. The City will not allow funds provided under this grant to be used to fund any project which uses any product or service of a vforeign country during the period in which such foreign country is listed by the US Trade Representative as denying fair and equitable market opportunities for products and suppliers of the US in procurement and constructions.

- There are no indications of non-compliance.



34. Policies, Standards, and Specifications. The City will carry out projects funded by the grant in accordance with applicable FAA advisory circulars, policies, and standards.
- While there are existing non-standard airport features, under TxDOT Aviation’s supervision, the previous developments have been conducted in accordance with applicable standards and so will future projects.
35. Relocation and Real Property Acquisition. The City will be guided by Subpart B of 49 CFR Part 24 in property acquisition causing displacement, providing relocation assistance and reimbursement for necessary expenses.
- There are no such previous or planned instances.
36. Access by Intercity Buses. Intercity buses, if applicable, will have access to the Airport.
- No bus service is available at the Airport, but the city does not prohibit access to public transportation to the airport.
37. Disadvantaged Business Enterprises (DBE). No discrimination on the basis of race, color, national origin, or sex will be tolerated in the award and performance of any FAA-assisted contract or in the administration of the DBE Program.
- TxDOT administers the grant and DBE programs and therefore the City is in compliance..
38. Hangar Construction. If a third party constructs a hangar at their own expense, the City will grant the third party a long-term lease subject to such terms and condition on the hangar as the City may impose.
- There are no such instances. All hangars that use the airport are on private property.
39. Competitive Access. This assurance only applies to medium or large hub airports.

Through the Fence Compliance

The City of Lago Vista owns the Airport and is responsible to maintain the airport components to maintain access as a public-use airport. The Airport is used primarily by Through the Fence (TTF) Operators. The only “on-airport” users/tenants include aircraft owners leasing tie-down space on a permanent basis, and the fuel service provider, who currently pays \$1 per year. This makes the Lago Vista - Rusty Allen Airport is very unique. All of the existing hangars that use the airport and the land they occupy are privately owned, with several of these being hangar homes, residential use. These property owners are organized into the Rusty Allen Airport Property Owners Association (RAAPOA). The use of the existing privately owned hangars include residential hangar homes, commercial activities, and aircraft storage. All existing hangar access is granted to the RAAPOA through one master “Through the Fence” (TTF) agreement. The existing agreement includes fees that are collected by the RAAPOA and the fee is set based on capital costs for general infrastructure as allowed by FAA. Currently, the



RAAPOA pays the City \$20,000 per year for an access fee and may pay additional amounts for maintenance and repairs not covered by TxDOT Grants (50% share up to \$2,000) and for Capital Improvements not funded by grants (up to 5% of total project costs). This agreement was last executed in 2009 and expires in 2019.

In recent years, TTF operations have been under scrutiny based on the FAA Modernization and Reform Act of 2012. The Act precluded commercial service airports from entering into new Residential Through the Fence (RTTF) agreements and if there was a triggering event, those agreements would need to be reviewed and updated. For General Aviation airports, such as Rusty Allen Airport, RTTF access agreements are allowed by the act as they will not result in non-compliance. As part of the compliance review, the existing agreement was reviewed and evaluated based on the FAA *Compliance Guidance Letter 2013-01 FAA Review of Existing and Proposed Residential Through-the-Fence Access Agreements*. There are no limits or requirements as to the length (term) of the agreement. This guidance letter requires that the TTF access be shown on the updated ALP and that these agreements be written and meet the following requirements:

Residential TTF only agreements must require property owners to:

- Pay access charges that the sponsor determines to be comparable to those fees charged to tenants and operators on-airport making similar use of the airport
- Bear the cost of building and maintaining the infrastructure the airport sponsor is necessary to provide access to the airfield from property located adjacent or near the airport
- Maintain the property for residential, noncommercial use for the duration of the agreement (noncommercial is interpreted as aeronautical noncommercial, commercial use of the property which would not compete with aeronautical commercial activities is allowed).
- Prohibit access to the airport from other properties through the property of the property owner; and
- Prohibit any aircraft refueling from occurring on the property (this is interpreted as selling fuel on personal property accessing the airfield).

Commercial TTF Use Requirements

- A separate Commercial TTF agreement is required for aeronautical commercial access to the airport.
- The intent of the guidance for through the fence commercial activity is to allow fair competition between a through the fence commercial operator and a commercial tenant operator. However, as stated by the Compliance Guidance Letter Section III.D., if there are existing aeronautical commercial use agreements, they must not "result in unjust economic discrimination for on-airport aeronautical service providers."

Upon review, it appears that the City of Lago Vista is within compliance of the intent of the FAA Compliance Guidance Letter. The potential concerns would come as the City develops the airport and more "on-airport" users are introduced. The intent of the grant assurances and the TTF Compliance Guidance Letter are to require that the sponsor keep fees and charges justifiable for all users of comparable use. Use of federal and state funds should not result in inequitable treatment of those benefitting from use of those funds. Rates set for future "on-airport" commercial users, land leases, and hangar leases must be justifiable using this guidance.



Chapter 2 – Future Use and Development

LAGO VISTA - RUSTY ALLEN AIRPORT ACTION PLAN



2.1 AIRPORT PRIORITIES AND NEEDS

In the initial kickoff meeting and APAC members expressed their vision for the airport. Through this exercise, other conversations with those in the community, and observations the overall vision for the airport is to provide a safe, self-sustaining airport, with maximum access to and from the Lago Vista community. This helps establish the following priorities for the City of Lago Vista and the Lago Vista – Rusty Allen Airport:

1. Safety
2. Community
3. Financial Sustainability



Airport Action Plan

Lago Vista – Rusty Allen Airport



Thorough analysis of existing conditions and deficiencies, input from the City and airport users through several discussions with individuals along with input provided at the Public Meetings for this project, the following are identified airport needs:

Public Input on airport needs

- Tie-downs
 - Purpose to increase access to and from community, increase revenue
 - Priorities Alignment: Community, Financial Sustainability
- City take over fuel operations, move fuel station
 - Purpose to increase revenue
 - Priorities Alignment: Financial Sustainability
- City-owned hangars
 - Purpose to increase access to and from community, increase revenue
 - Priorities Alignment: Community, Financial Sustainability
- More City owned property
 - Purpose to increase development options by the city
 - Priorities Alignment: All
- Helicopter area
 - Purpose to increase access by helicopters
 - Priorities Alignment: Community
- Vehicle Parking
 - Access to and from community, to feel like a real public airport.
 - Priorities Alignment: Safety, Community
- Terminal Building
 - Increased community access, feel like a real public airport
 - Priorities Alignment: Community
- Zoning changes for airport expansion, aviation compatible light industrial use surrounding airport
 - Priorities Alignment: Community, Financial Sustainability
- Runway extension to the North
 - Priorities Alignment: Community, Financial Sustainability
 - Runway Capacity: According to FAA 150/5325-4B, *Runway Length Requirements for Airport Design*, to get to 100% coverage of existing "B" aircraft, runway would need to be extended 400 feet to 4,200 feet.
 -
- Runway Lighting Replacement (LED)
 - Existing lighting is reaching end of its useful life, needs replacement. New LED runway lighting could introduce cost savings
- Security increase needed, unauthorized use by ground transportation has been observed
 - Needed for safety, possibly install gates for any vehicle access point
 - Priorities Alignment: Safety



- Perimeter road
 - Increase safety by minimizing runway crossings by ground transportation
 - Priorities Alignment: Safety
- Increased Weight Capacity of Runway
 - To provide more access and to increase future fuel revenue by not excluding larger aircraft
 - Currently at 12,500 lbs
 - Increase in published weight would increase Runway OFA to 400 feet, many buildings would need to be removed to clear the OFA. This would not be feasible, see figure below.



- Non-aviation commercial development areas
 - Cars and aircraft do not mix. Any areas that are designated for future non-aviation industrial/commercial use
- Zoning changes for Airport hazard height zoning



FAA Standards Review

In addition to the airport needs identified by the sponsor and users, an analysis of the existing airfield shows that there are existing non-standard features that at minimum should be identified and discussed, and where possible, mitigated. For some non-standard items, there may not be a feasible approach to mitigation. In that case, the approach should be to not make matters worse. In the case of new development, TxDOT/FAA will not fund new developments which are non-standard.

- Runway Centerline to Parallel Taxiway Centerline Separation, West Side and Holdline
 - Separation requirement 150 feet. West side parallel is currently at 120-125'. Holdline requirement 125 feet, west side hold lines are at 60 feet.
 - Possible Mitigation
 1. Abandon west side parallel taxiway, build entrance taxiways, perpendicular to the Runway for each
 2. Stop treating the west side parallel taxiway like a parallel taxiway. This is the alternative shown on the development plan.
 - Paint Holdline at standard distance. All "Taxiing" would be on pavement within the Runway OFZ, similar to back-taxi operation on runway
 - Build additional connector taxiways on east side to minimize required use of the West side taxi route
 - Construct parallel taxiway
- Grading. Some areas taxiway system appear to not meet standard FAA grading criteria, but without accurate survey, there is no proof of this. Deficiencies in grade of the existing Taxiway system are less of a concern in regards to safety, but can make it troublesome for taxiing. With the topography constraints of the area, it is not expected that mitigation would be possible.
- RPZ – FAA guidance for the Runway Protection Zone is for the Sponsor to own the property within the RPZ, whenever possible. The City should seek ownership of existing and ultimate RPZ areas.
 - North End: Possible Land swap with US Fish and Wildlife and possible donation of RPZ land from property to the north.
- Taxiway OFA penetrations
 - On the west side of the runway, there are some hangars that impede on the Taxiway Object Free Area (OFA).
- Runway Capacity: According to FAA 150/5325-4B, *Runway Length Requirements for Airport Design*, to get to 100% coverage of existing "B" aircraft, runway would need to be extended 400 feet to 4,200 feet.
- Runway width standard is 60', currently 50'
- Imaginary Surface Penetrations.
 - Part 77 Imaginary Surfaces:
 1. Part 77 surfaces are used to identify obstructions. Best practices are for Part 77 surfaces to be clear of obstructions, but according to FAA AC 150/5300-13, *Airport Design*, section 306, "the airport operator [City of Lago Vista] is not required to prevent or clear the penetrations to the Part 77, Subpart C, imaginary surfaces when the FAA determines these penetrations are not hazards."
 - FAA determines if an obstruction to the part 77 surfaces is a hazard. Obstructions in the approach surfaces are treated more
 - Threshold Siting Surface:
 1. These are off the ends of the runway and must be cleared.
-



ROUGH DRAFT



Airport Action Plan

Lago Vista – Rusty Allen Airport



2.2 DEVELOPMENT PLAN AND COSTS

See "AIRPORT DEVELOPMENT PLAN" for a depiction of the proposed development plan.

ROUGH DRAFT



Airport Action Plan

Lago Vista – Rusty Allen Airport



2.3 LAND USES ON AND NEAR AIRPORT

Guidelines:

ROUGH DRAFT



Airport Action Plan

Lago Vista – Rusty Allen Airport



2.4 PROPOSED AIRPORT IMPROVEMENT PROGRAM

Development plan including project scope, costs, funding, and timeline

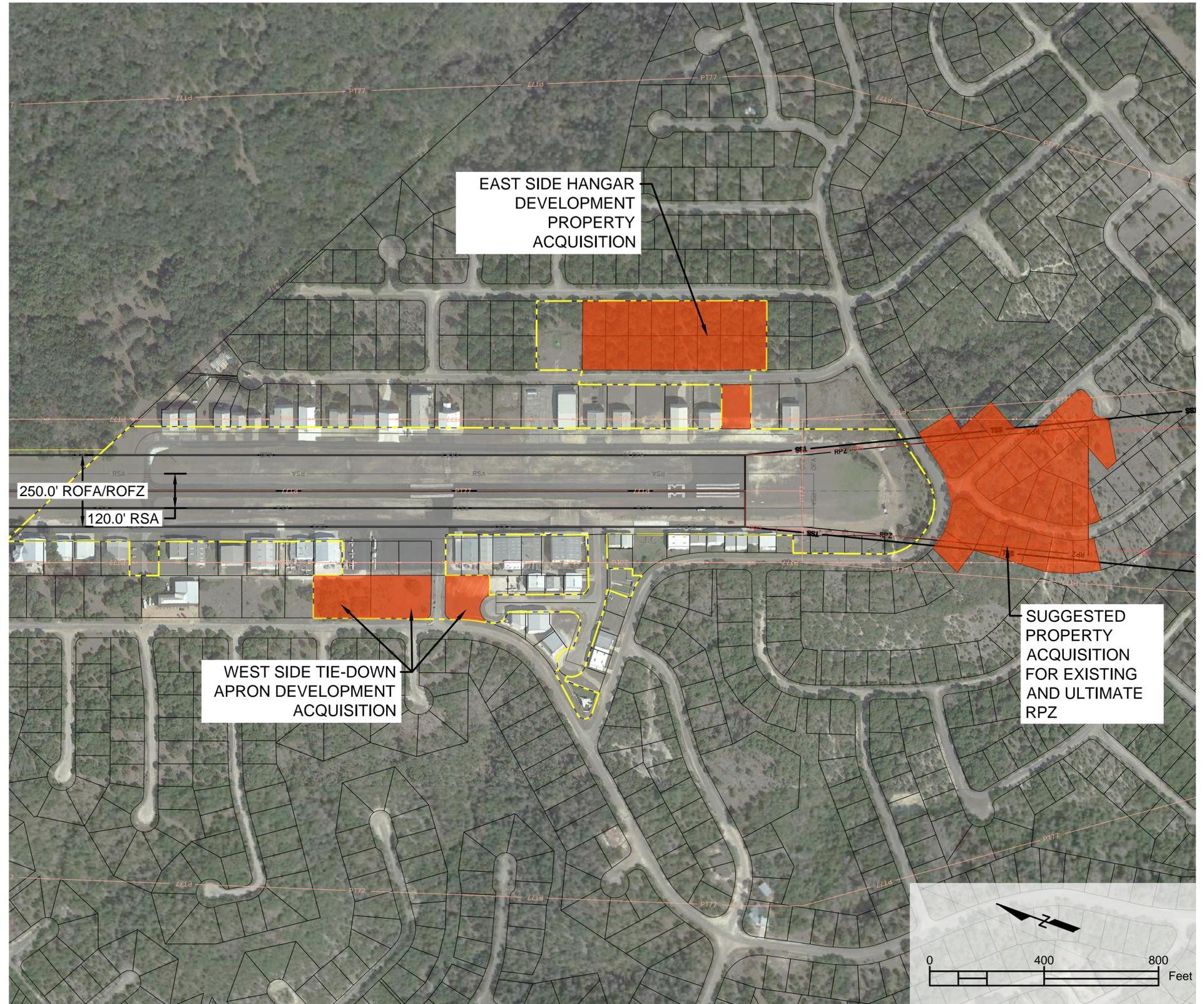
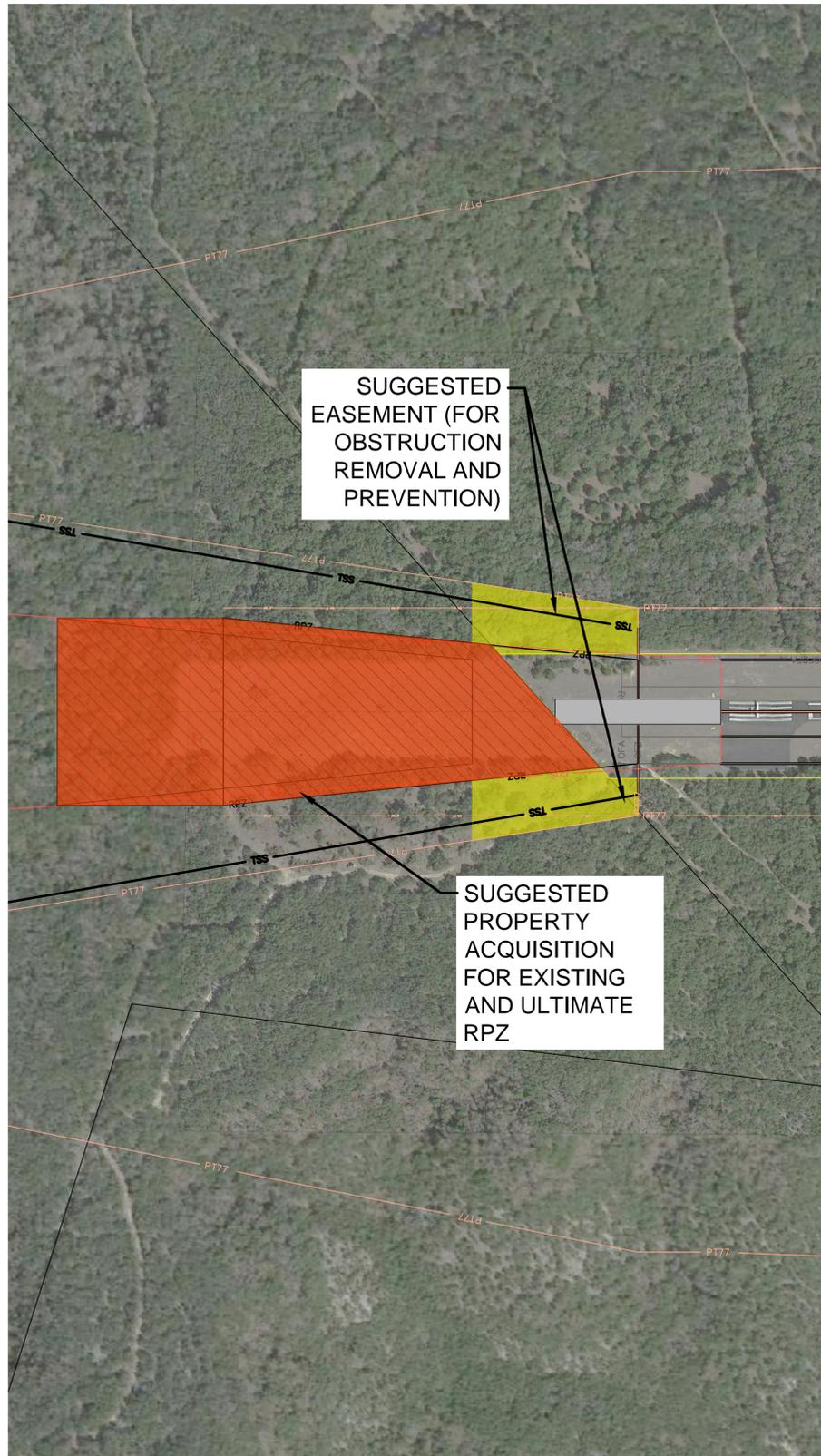
ROUGH DRAFT



Airport Action Plan

Lago Vista – Rusty Allen Airport

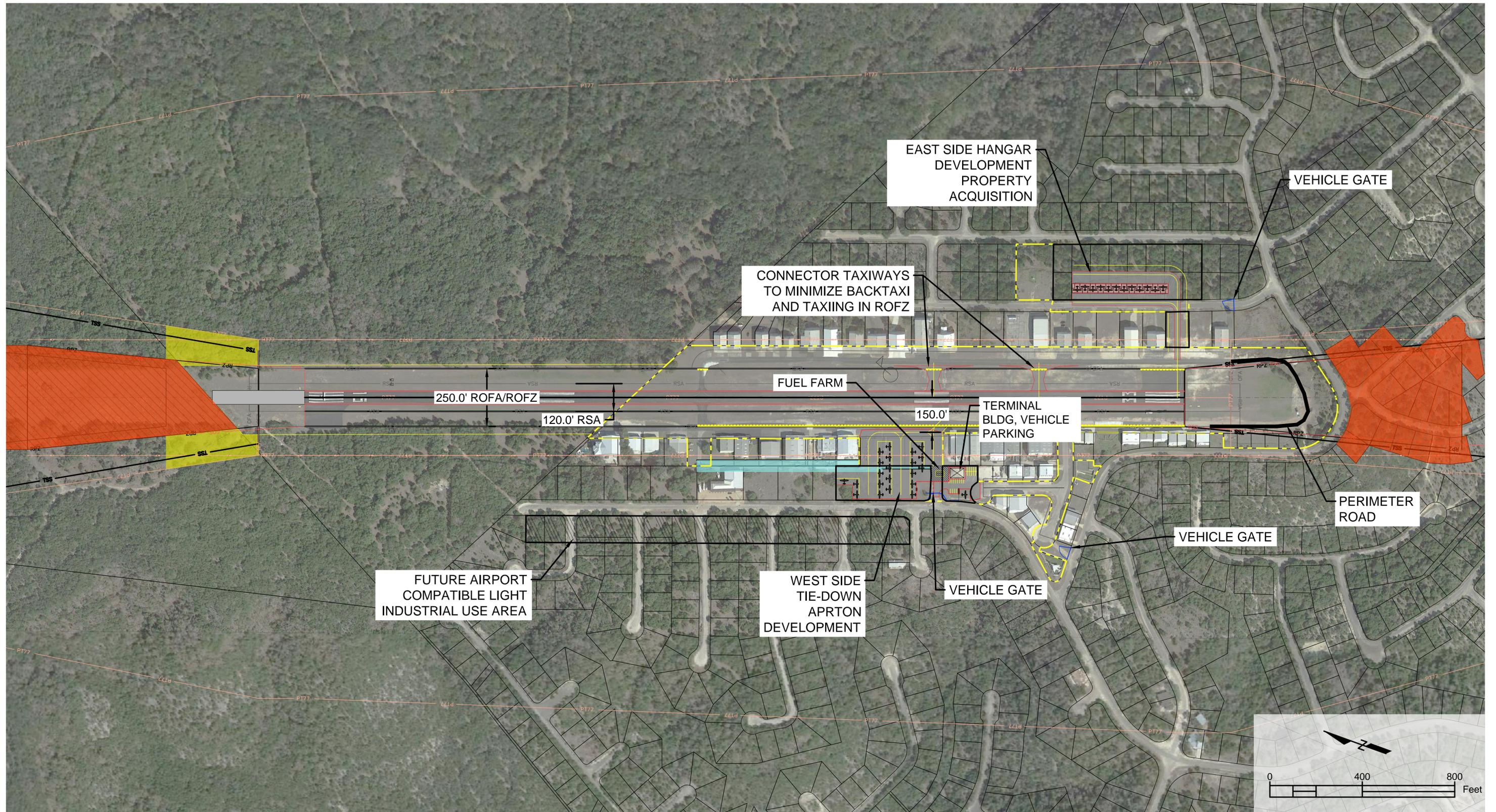




AIRPORT PROPOSED PROPERTY ACQUISITION

CITY OF LAGO VISTA, TX
RUSTY ALLEN AIRPORT
2016 AIRPORT ACTION PLAN

PARKHILL **SMITH**&COOPER





PARKHILL SMITH & COOPER

The City Of
Lago Vista