

GRANBURY

REGIONAL AIRPORT



Airport Master Plan City Council Briefing

August 17, 2021



WE BUILD PEOPLE WHO BUILD THE FUTURE.

KSA

OVERVIEW

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**OVERVIEW OF BENEFITS OF
GENERAL AVIATION AIRPORTS**

2

CURRENT RUNWAY PROJECT

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**AIRPORT MASTER PLAN
REVIEW**

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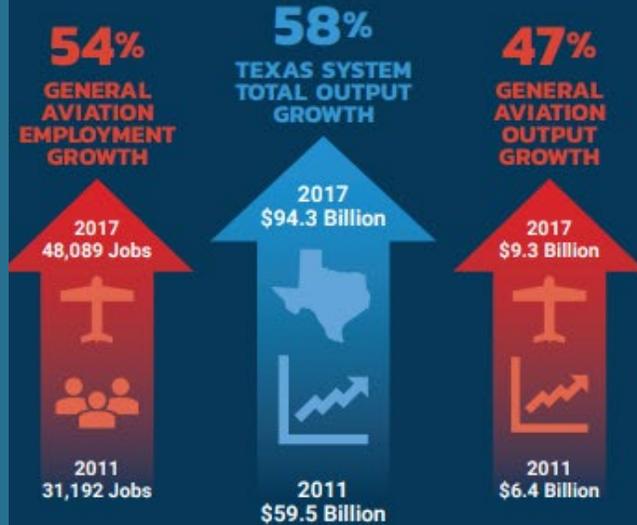
QUESTIONS AND COMMENTS



BENEFIT OF AVIATION IN TEXAS

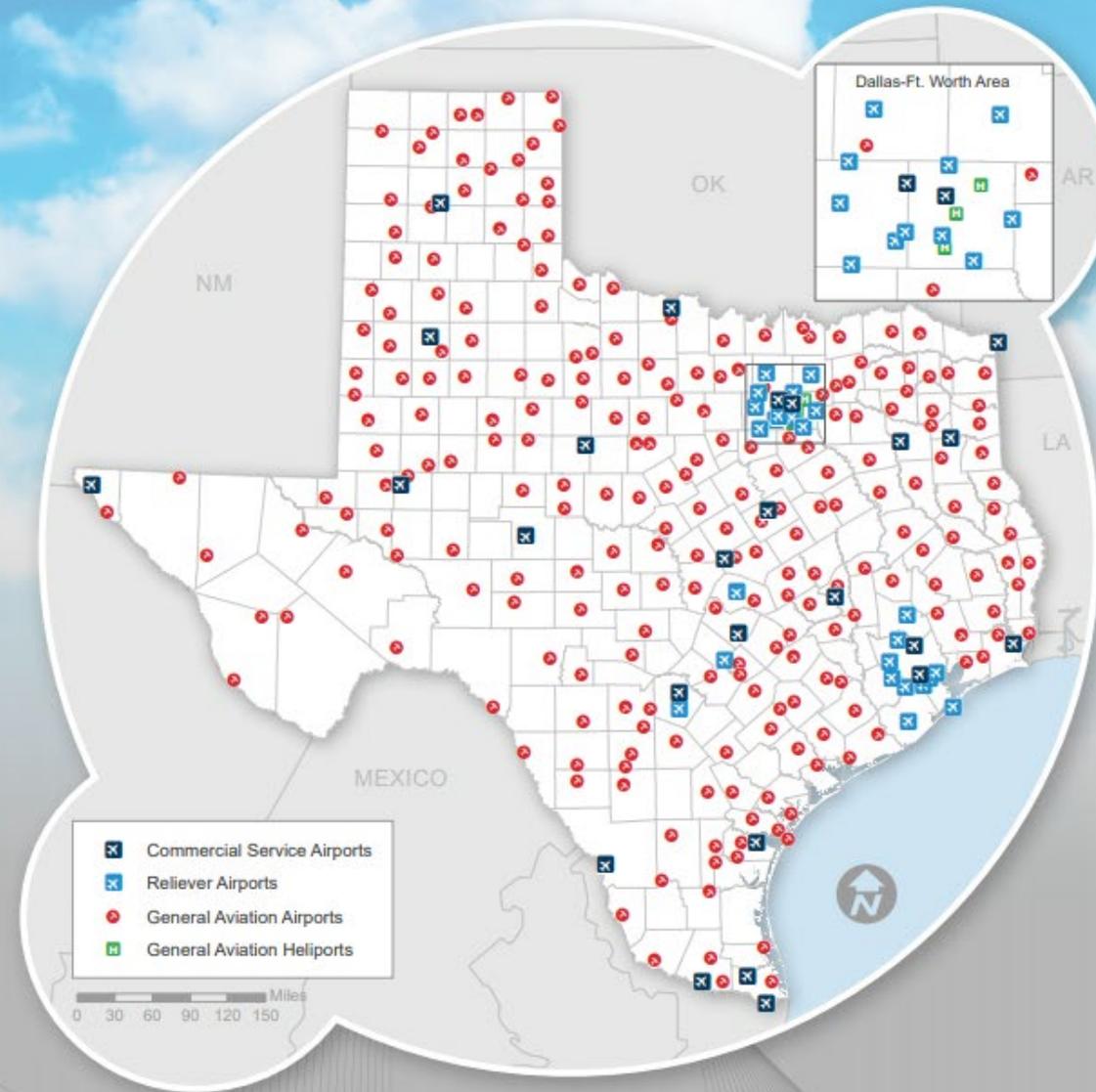
TEXAS AIRPORTS: THE SKY'S THE LIMIT

One of the largest state airport systems is found in Texas. With 289 facilities, Texas has grown and maintained the system to provide a myriad of aviation benefits to the Lone Star State and its residents. This study found aviation benefits have grown significantly since the last study.



ALL TEXAS SYSTEM AIRPORTS

Total Jobs	778,955
Total Payroll	\$30.1 BILLION
Total Output	\$94.3 BILLION



The Texas Department of Transportation's Aviation Division commissioned the Texas Aviation Economic Impact Study to measure the economic benefits provided by the state's airport system. The statewide economic impact study shows how Texas airports serve as important economic engines. While the focus of this study is general aviation airports, the impact from commercial service airports was also calculated to present a complete picture of the tremendous benefit created by Texas's robust airport system.

BENEFIT OF GRANBURY REGIONAL

Economic Impact of GRANBURY REGIONAL AIRPORT (GDJ)

BASIC INFORMATION:

The Granbury Regional Airport is a public-use, general aviation facility that serves the region's air transportation needs. Major facilities at the airport include a 3,603-foot primary runway (Runway 14/32) equipped with medium intensity runway lighting and a full length parallel taxiway. Operations at the airport are supported by VOR/DME and RNAV(GPS) approaches. Other services include avgas and jet fuel services and aircraft storage in T-hangars and tiedowns. Granbury



Regional Airport is included in the National Plan of Integrated Airport Systems, making it eligible for federal Airport Improvement Program grants.

QUALITATIVE BENEFITS:

Granbury Regional Airport is home to several on-airport businesses, which offer services such as FBO amenities, flight instruction, sightseeing, and medical evacuation. The most frequent general aviation operations at Granbury Regional include flight training, recreational flying, medical transport and evacuation, and flights bringing tourists to the region.

The airport supports Granbury High School's Eagle's Nest program, where students learn to construct and fly RV-12 aircraft. Additionally, CareFlight provides round-the-clock air ambulance service, and AirEvac has a regional maintenance office that supports helicopters based in Texas and surrounding states. The airport regularly assists the Texas Forestry Service in combatting forest fire emergencies.

The City of Granbury, aided by TxDOT, funded a new 5,200-foot runway. The increased capacity will encourage larger aircraft to use the airport, which will provide new business opportunities.

IMPACT MEASURES

Employment measures the number of full-time equivalent (FTE) jobs related to airport activity including visitor-supported and on-airport construction jobs. A part-time employee counts as half of a full-time employee.

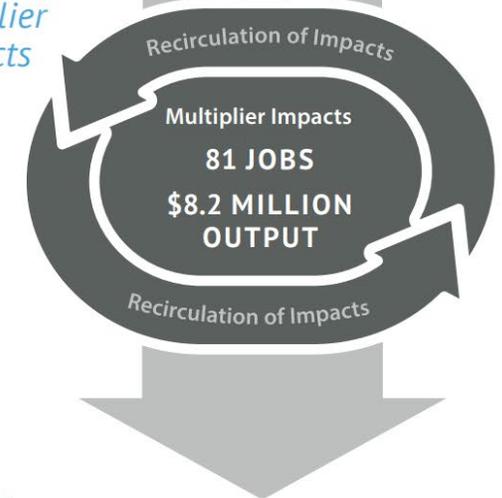
Payroll measures the total annual salary, wages, and benefits paid to all workers whose livelihoods are directly attributable to airport activity.

Output measures the value of goods and services related to airports in Texas. The output of on-airport businesses is typically assumed to be the sum of annual gross sales and average annual capital expenditures.

Direct Impacts



Multiplier Impacts



Total Impacts





AIRPORT EXPANSION PROJECT: NEW 5,200' RUNWAY





PAVING THE RUNWAY

Granbury Regional Airport's current runway is the shortest among similar airports around western DFW airspace. After the expansion, Granbury's runway will be 5,200 feet in length and able to accept larger aircraft.

AIRPORTS NEAR FT. WORTH	RUNWAY LENGTH (IN FEET)
Bridgeport	5,600
Cleburne	5,700
Decatur	4,200
Denton	7,000
Granbury	3,600
Midlothian/Waxahachie	6,500
Mineral Wells	6,000

Source: TxDOT



GRANBURY AIRPORT EXPANSION FAST FACTS

Estimated economic impact: \$3.945 billion over 20 years

Estimated jobs created: 922 over 20 years

Estimated increase in visitors to Granbury: 5%

Source: Impact DataSource, Austin

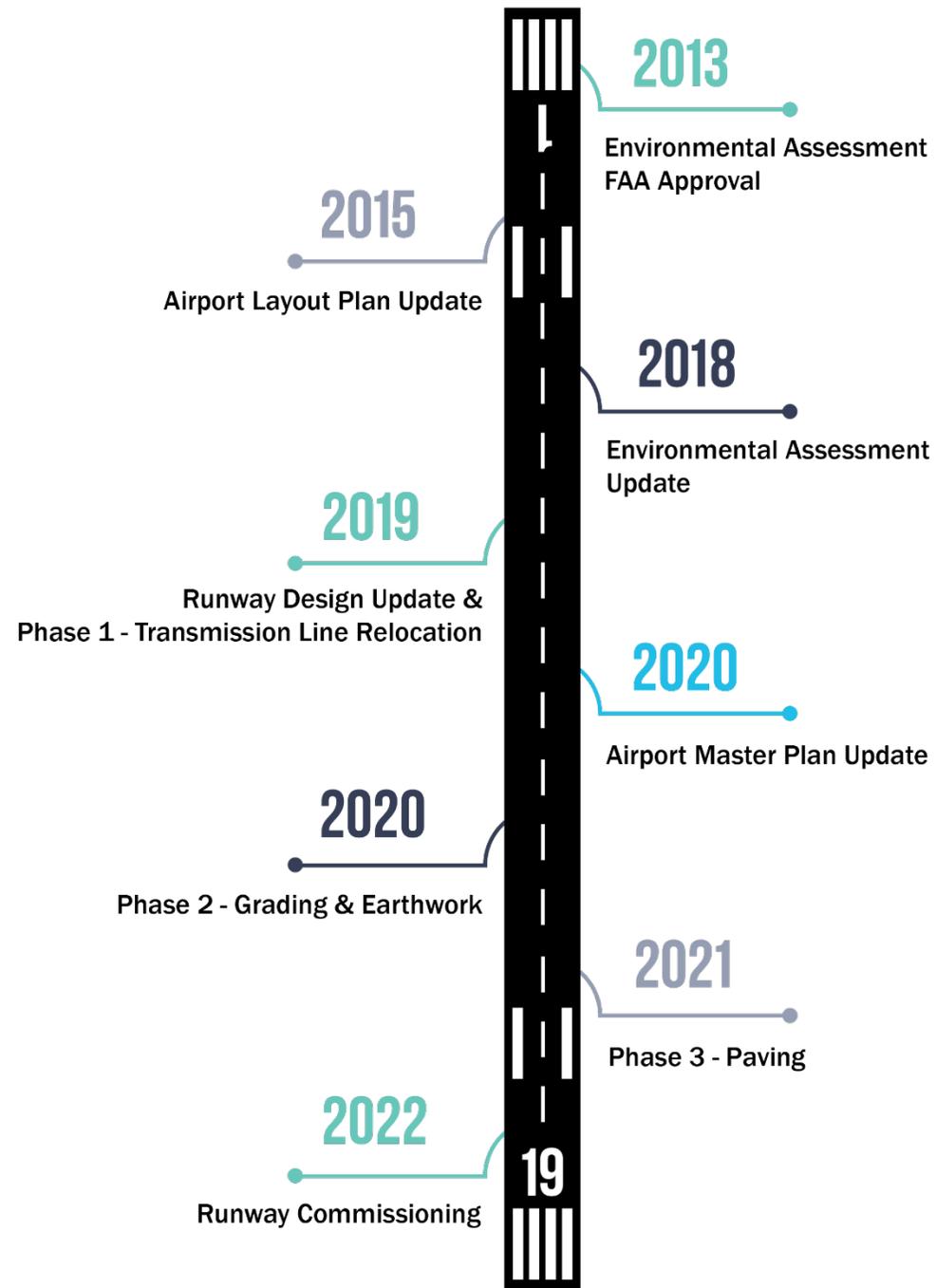


GRANBURY AIRPORT EXPANSION



“The primary draw for business/corporate aircraft in the region ... is the DFW Metroplex. Granbury has the shortest runway for airports that surround the western portion of the DFW Metroplex” — *Bill Macke, TxDOT*

RUNWAY 1/19 PROJECT TIMELINE





Planning Advisory Committee

Membership

- Airport management
- City Staff
- Airport Board
- Economic development
- Tenants
- TxDOT

Responsibilities

- Provide input to inventory tasks
- Communicate local interest and needs
- Review and comment on study products
- Ensure coordination with public and stakeholder interests
- Serve in an advisory role to the project team

Primary Communication

- Four Meetings Complete (Nov./Feb./May/July)
- Public Meeting (July)
- Mail/E-mail
- Two City Council Meetings

PROJECT TASK ITEMS

- Inventory Existing Facilities
- Forecasts of Aviation Activity (TxDOT approval)
- Facilities Requirements
- Alternatives
 - Terminal Layout Options
 - Hangar Development Options
 - Preliminary Utility Layout
- Airport Layout Plan
- Recommended Plan
- Capital Improvement Plan



RECOMMENDED PLAN

●
Consolidation and refinement of
airside / landside alternatives

●
Development direction of the
airport for the 20-year planning
period

●
Based solely on demand / market
conditions and FAA design criteria

SUMMARY OF DEVELOPMENT

1. Safety Design Improvements (if needed)
2. New runway facility planning
 - Terminal Facilities and Utilities
 - Additional Taxiway Support
 - NAVAID Relocation
3. Operational Capacity and Space Preservation
 - Future Development Areas (aeronautical and non aeronautical)
4. Private Development
 - Hangar development

WEST SIDE REC. PLAN

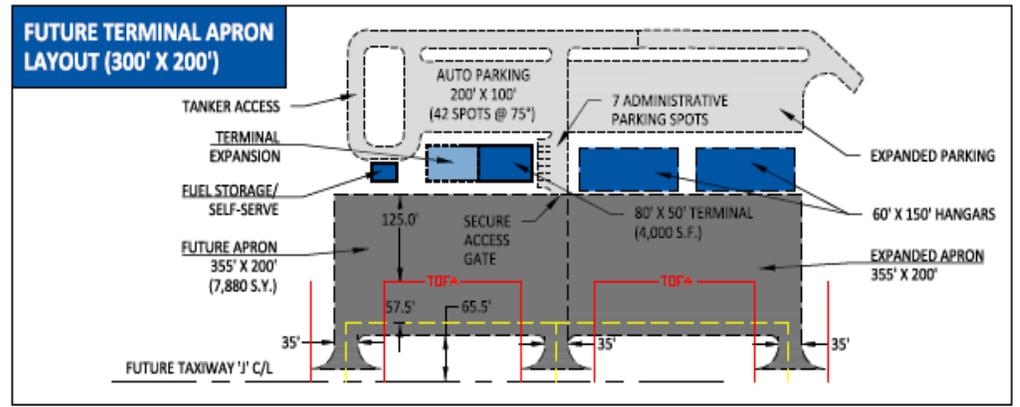
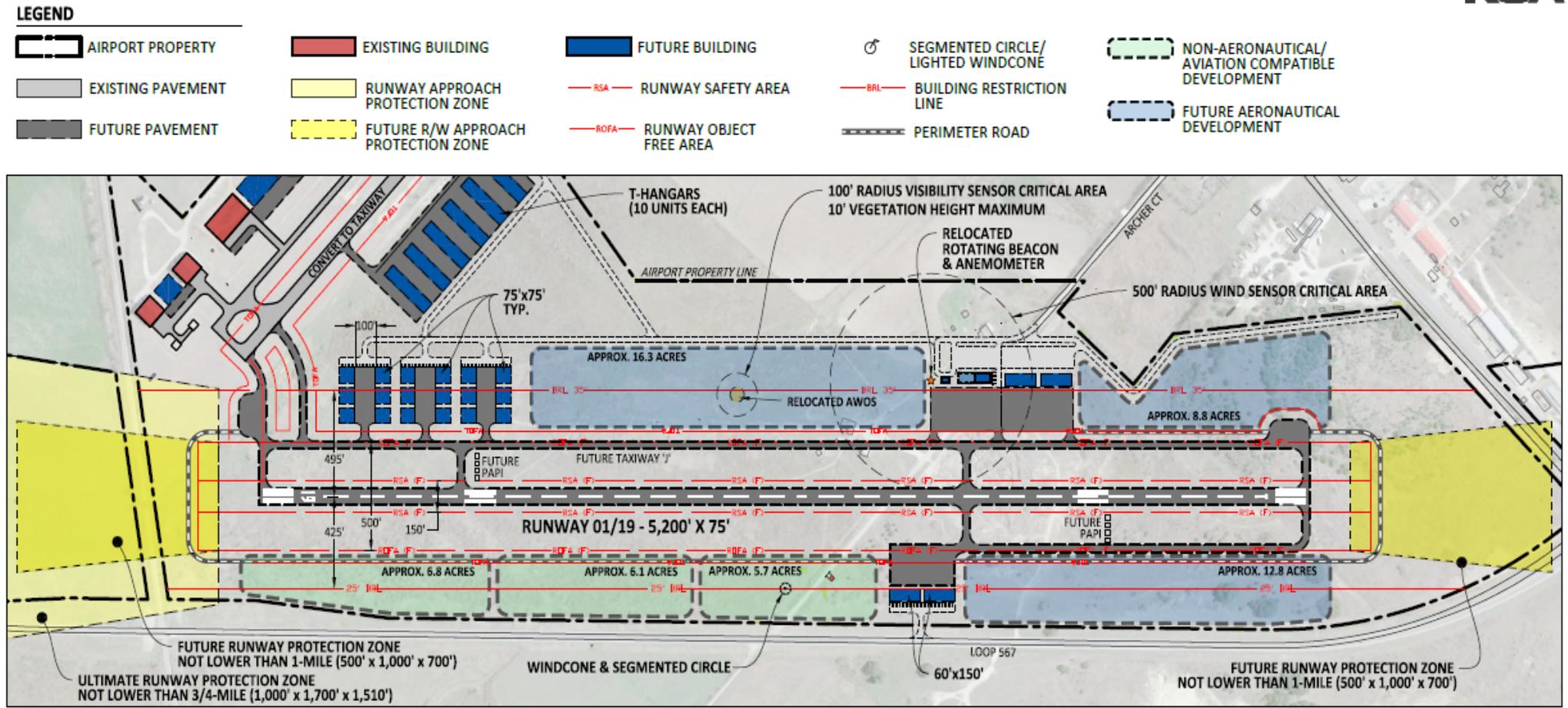
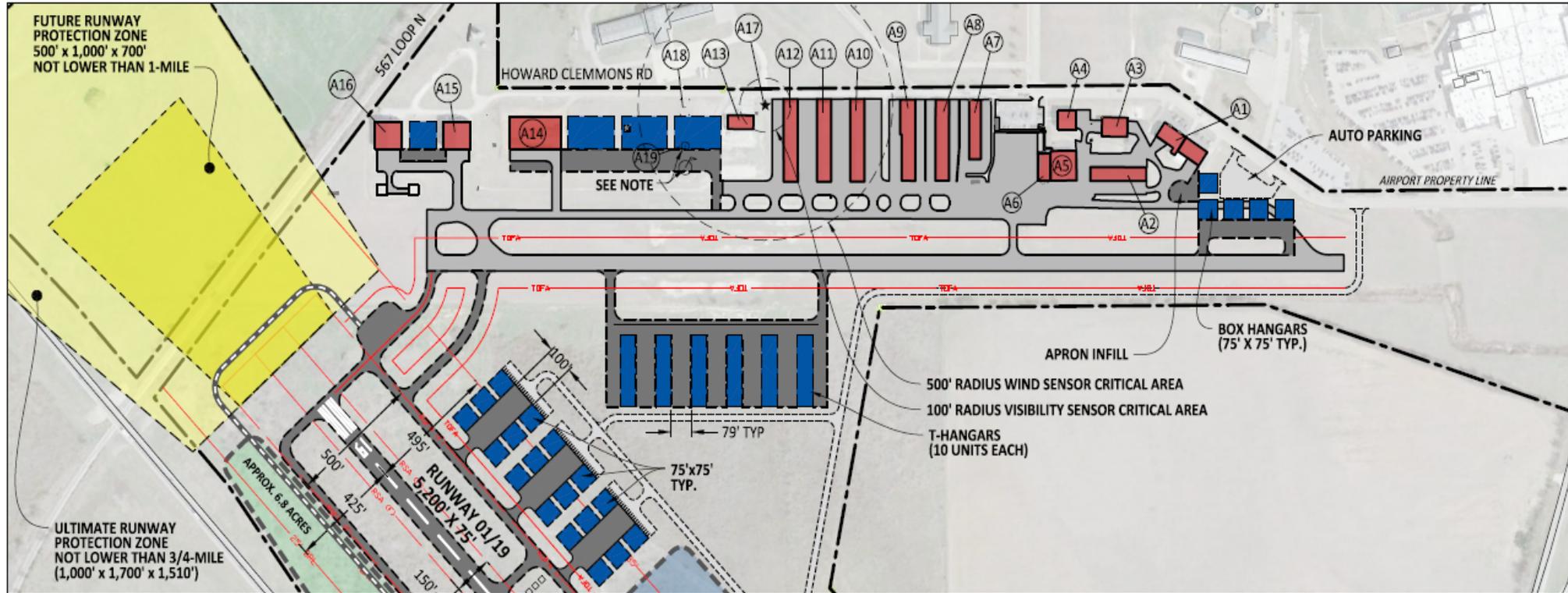


Figure F2
WEST RECOMMENDED DEVELOPMENT PLAN

LEGEND

- AIRPORT PROPERTY
- EXISTING PAVEMENT
- FUTURE PAVEMENT
- EXISTING BUILDING
- RUNWAY APPROACH PROTECTION ZONE
- FUTURE R/W APPROACH PROTECTION ZONE
- FUTURE BUILDING
- RUNWAY SAFETY AREA
- RUNWAY OBJECT FREE AREA
- PERIMETER ROAD
- NON-AERONAUTICAL/ AVIATION COMPATIBLE DEVELOPMENT
- FUTURE AERONAUTICAL DEVELOPMENT
- SEGMENTED CIRCLE/ LIGHTED WINDCONE
- BUILDING RESTRICTION LINE



NOTE: RECOMMEND TO BE RELOCATED (INSTRUMENTS AND WINDCONE/SEGMENTED CIRCLE)

EAST SIDE REC. PLAN

BUILDING LEGEND		
NO.	DESCRIPTION	ELEVATION
A1	Offices and 2 Attached Hangars	785'
A2	T-Hangar (10-unit)	784'
A3	CareFlite (100'x70')	785'
A4	Private Hangar (60'x60')	
A5	Sport Aviation	791'
A6	General Aviation Terminal	791'
A7	Shade Hangar (10-unit) 45'x220'	778'
A8	T-Hangar 'D' (13 unit) 300'x50'	788'
A9	T-Hangar 'E' (13 unit) 300'x50'	788'
A10	T-Hangar 'F' (13 unit) 300'x50'	785'

BUILDING LEGEND		
NO.	DESCRIPTION	ELEVATION
A11	T-Hangar 'G' (13 unit) 300'x50'	786'
A12	T-Hangar 'H' (13 unit) 300'x50'	786'
A13	Texas A&M Forestry Service (5,200 sf)	805'
A14	Private Hangar (100'x240')	
A15	City Owned Hangar (100'x100')	
A16	City Owned Hangar (100'x100')	
A17	Rotating Beacon/Anemometer	823'
A18	Automated Weather Observing System (AWOS)	808'
A19	Forestry Service Instrumentation	785'



Figure F1
EAST RECOMMENDED DEVELOPMENT PLAN



IMPLEMENTATION PLAN / CIP

●
Summary of long-term cost estimates and funding sources for 20-year planning effort.

●
Guide for implementation of estimates with a phased approach – short-, intermediate-, and long-term.

●
Funding based on priority system – safety, capacity, standards, and environmental.

FUNDING SOURCES

- **Federal Funding**
 - Airport Improvement Program (AIP) Entitlement (90% / 10% cost share)
 - Non-Primary Entitlement (NPE)
 - Airport Discretionary Grants
 - Facilities and Equipment
- **State Funding**
 - State Grants
 - Routine Airport Maintenance Program (RAMP)
- **Local / Sponsor Funding**
 - Economic Development Corporation
 - Landing Fees, Aircraft parking / Tie-down fees
 - Hangar / Commercial / Industrial Leases
 - Enterprise funds and General Revenue Bonds
- **3rd Private and/or Public-Private Partnerships**



ANTICIPATED NEXT STEPS

1. Finalize new runway infrastructure items

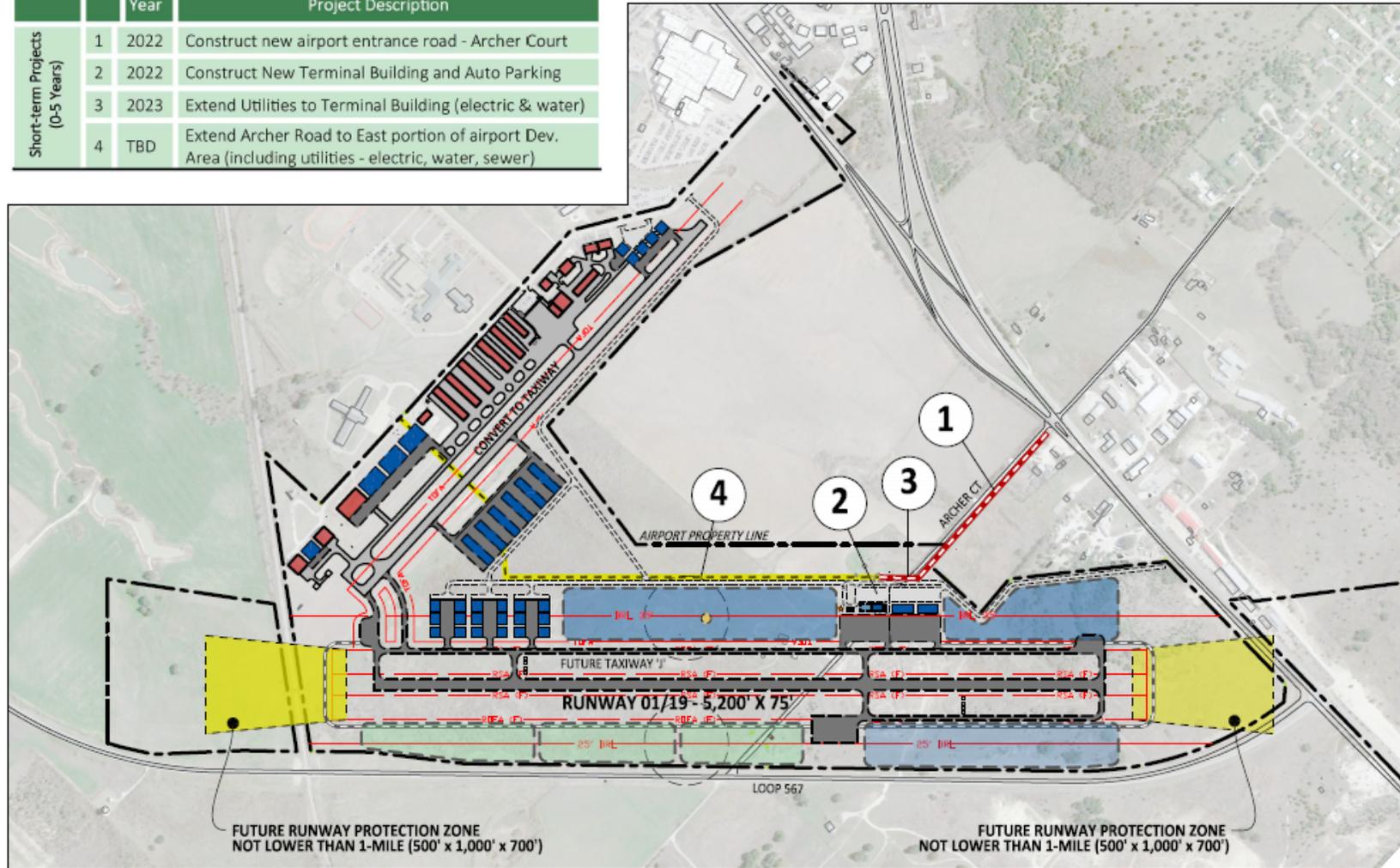
- Runway Paving (2021)
- New Terminal Building
- Utilities
- Airport Entrance Road (Archer Ct.)

2. Build New CIP Projects with TXDOT

Aviation



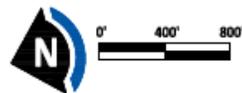
	Year	Project Description	
Short-term Projects (0-5 Years)	1	2022	Construct new airport entrance road - Archer Court
	2	2022	Construct New Terminal Building and Auto Parking
	3	2023	Extend Utilities to Terminal Building (electric & water)
	4	TBD	Extend Archer Road to East portion of airport Dev. Area (including utilities - electric, water, sewer)



- LEGEND**
- AIRPORT PROPERTY
 - EXISTING PAVEMENT
 - FUTURE PAVEMENT
 - EXISTING BUILDING
 - RUNWAY APPROACH PROTECTION ZONE
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 - RSA - RUNWAY SAFETY AREA
 - ROFA - RUNWAY OBJECT FREE AREA
 - SEGMENTED CIRCLE/LIGHTED WINDCONE
 - BRL - BUILDING RESTRICTION LINE
 - PERIMETER ROAD
 - NON-AERONAUTICAL/AVIATION COMPATIBLE DEVELOPMENT
 - FUTURE AERONAUTICAL DEVELOPMENT
 - ARCHER COURT PAVING AND UTILITY EXTENSION
 - UTILITY EXTENSION ON AIRPORT PROPERTY

Figure F3
LOCAL / CITY PHASING PLAN

SHORT-TERM LOCAL PROJECTS PHASING



SHORT-TERM LOCAL PROJECT COST ESTIMATES

TABLE F.3 – LOCAL / CITY PROJECT COST ESTIMATES

		Year	Project Description	Total Project	Local Share
Short-term Projects (0-5 Years)	1	2022	Construct new airport entrance road - Archer Court	\$2,100,000	\$2,100,000
	2	2022	Construct New Terminal Building and Auto Parking	\$2,700,000	\$2,700,000
	3	2023	Extend Utilities to Terminal Area (electric & water)	\$2,700,000	\$2,700,000
	4*	TBD	Extend Archer Road to East portion of airport Dev. Area (including utilities - electric, water, sewer)	\$2,345,298	\$2,345,298
			TOTALS	\$9,845,298	\$9,845,298

Source: KSA, Granbury Regional Airport

**Demand Driven*

Note: These are opinion of probable construction costs and are budgetary only. Costs may change through design and bidding phases.

SHORT-TERM GRANT PROJECT COST ESTIMATES

TABLE F.4 – PROJECT SHARE COST ESTIMATES

		Year	Project Description	Total Project	Federal / State Share	Local Share
Short-term Projects (0-5 Years)	1	2022	Commission Runway 01/19	\$10,000	\$9,000	\$1,000
	2	2022	Relocate AWOS, Rotating Beacon, and Wind cone/Segmented Circle	\$347,875	\$313,088	\$34,788
	3	2023	Construct Runway 01/19 Taxiway System Run-Up Areas	\$645,125	\$580,613	\$64,513
	4	2024	Construct Additional Connecting Taxiway to Eastside of Airport	\$497,856	\$448,070	\$49,786
	5	2025	Construct Fuel Farm – 100LL	\$512,819	\$461,537	\$51,282
	Sub-total – Short-Term				\$2,013,675	\$1,812,308
Intermediate-term Projects (6-10 Years)	8		Expand Terminal Aircraft Apron	\$1,250,299	\$1,125,269	\$125,030
	9		Construct Apron Infill Area (Eastside)	\$238,265	\$214,439	\$23,827
	10		Construct New Eastside Apron for Hangar Development	\$816,874	\$735,187	\$81,687
	Sub-total – Intermediate Term				\$2,305,438	\$2,074,894

SUMMARY OF ESTIMATED DEVELOPMENT COSTS

1. Short-term (0-5 Years) = **\$11.8M Total**

- **\$10M Local**
- **\$1.8M Federal**
 - Higher priority projects
 - Includes all local funded projects

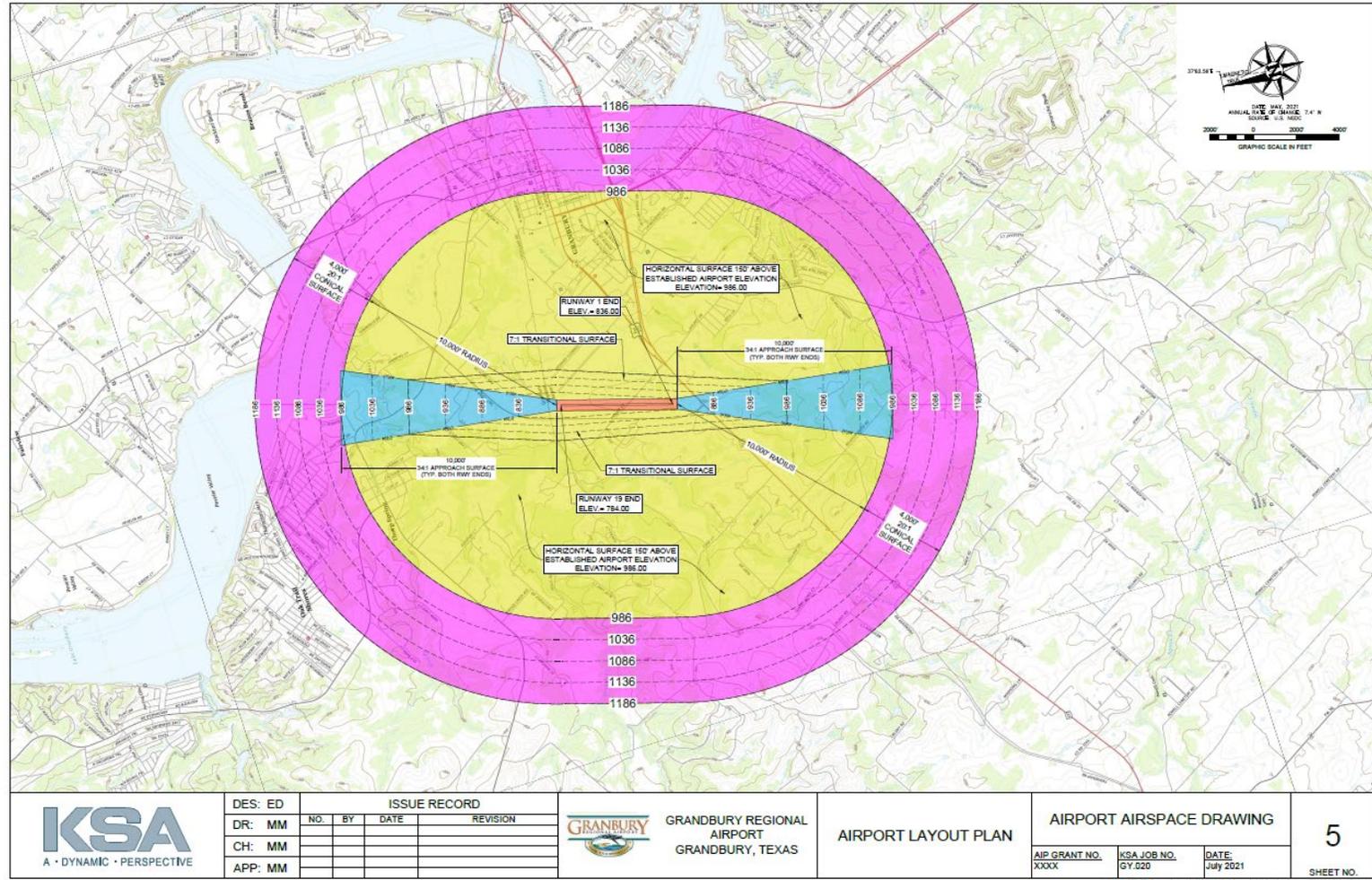
2. Intermediate-term = **\$2.3M**

- Roll-over projects
- 90% Federally Funded



OTHER IMPLEMENTATION ACTIONS

1. Implement Height Hazard Zoning to reflect new runway and airspace
2. Work with TXDOT Aviation to get projects in Capital Improvement Program
3. Get approved Airport Layout Plan
4. Work with private developers to build new hangars etc.



The KSA logo is rendered in a bold, white, sans-serif font. The letters are thick and closely spaced, with the 'K' and 'S' having a distinctive, slightly irregular shape. The background of the entire image is a blurred photograph of a brick building with a dark awning, featuring the KSA logo on the awning.

WE BUILD **PEOPLE** WHO BUILD THE **FUTURE.**

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