



The airport master plan for Gainesville Municipal Airport (GLE) has progressed through a systematic and logical process with a goal of formulating a recommended 20-year development plan. The process began with an evaluation of existing and future operational demand, which aided in creating an assessment of future facility needs. Those needs were then used to develop alternative facility plans to meet projected needs. Each step in the planning process has included the development of draft working papers, which were presented and discussed at previous planning advisory committee (PAC) meetings and public information workshops and have been made available on the project website.

In the previous chapter, several development alternatives were analyzed to explore options for the future growth and development of GLE. The development alternatives have been refined into a recommended concept for the master plan. This chapter describes, in narrative and graphic form, the recommended direction for the future use and development of GLE.

The recommended concept provides the ability to meet the disparate needs of various airport operators. The goal of this plan is to ensure the airport can continue (and improve) in its role of serving general aviation operators. The plan has been specifically tailored to support existing and future growth in all forms of potential aviation activity as the demand materializes.

The recommended master plan concept, as shown on **Exhibits 5A** and **5B**, presents a long-term configuration for the airport that preserves and enhances its role while meeting Federal Aviation Administration (FAA) design standards. The two-phased implementation of the recommended development concept includes a “future” plan and an “ultimate” plan. The future plan is reflective of a scenario in which GLE continues to serve general aviation users primarily, with the potential for accommodating a non-traditional commercial service operator; the ultimate plan is based upon expanded service opportunities that could include large-scale air cargo. ***It is important to note that justification will be necessary before projects are implemented in either scenario.*** Development staging for both scenarios will be presented in Chapter Six. The following sections describe the key details of the recommended master plan concept.

AIRSIDE PLAN

The airfield plan generally considers improvements related to the runway and taxiway system and navigational aids. The following sections provide descriptions of the airfield recommendations.

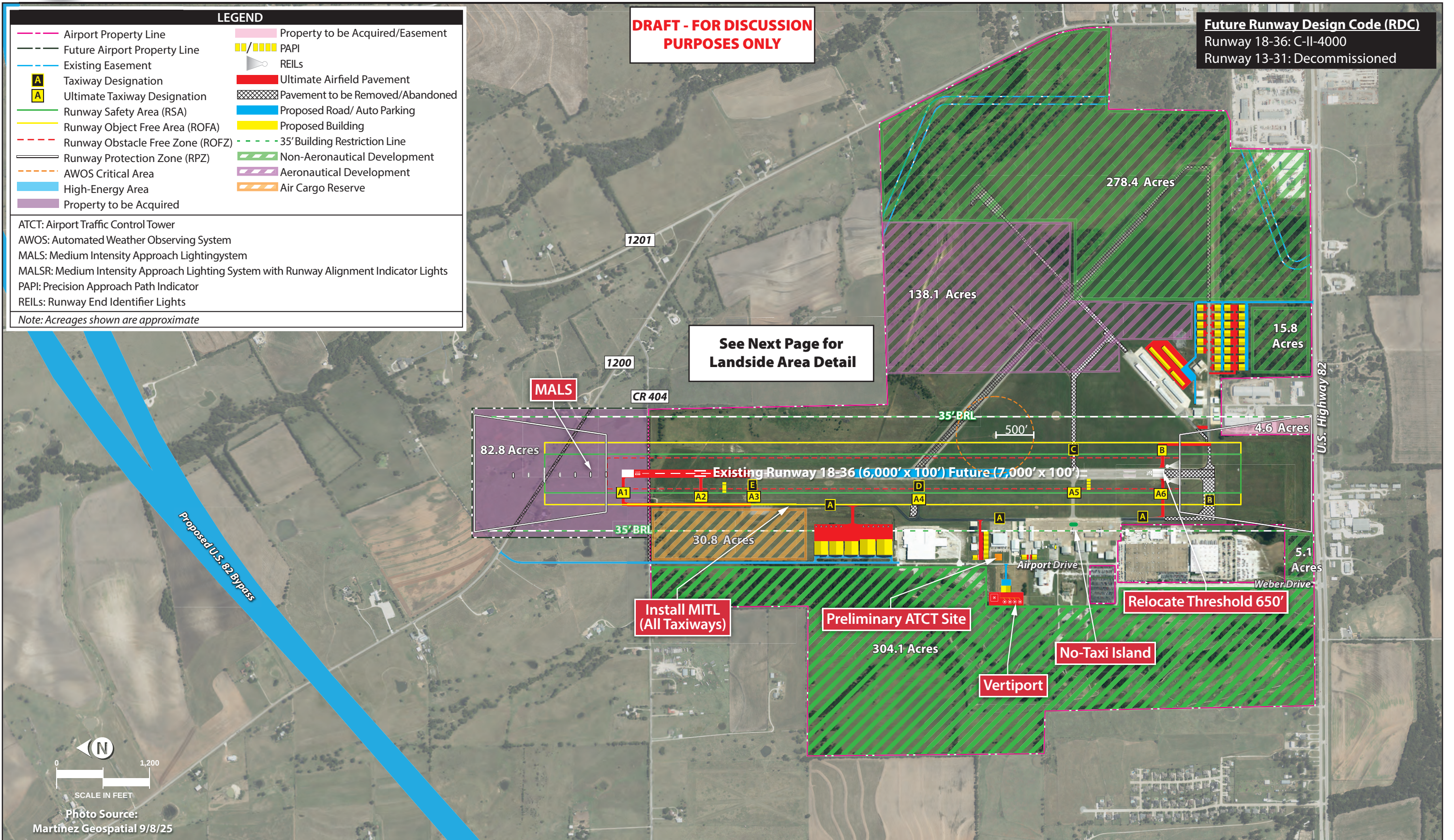
DESIGN STANDARDS

The FAA has established design criteria to define the physical dimensions of runways and taxiways, as well as the imaginary surfaces surrounding them, to enhance the safe operation of aircraft at airports. These design standards also define the separation criteria for the placement of landside facilities.

As previously discussed, the design criteria primarily center on the airport's critical design aircraft. The critical design aircraft is the most demanding aircraft (or family of aircraft) that currently conducts or is projected to conduct 500 or more operations (takeoffs and landings) per year at the airport. Factors included in airport design are an aircraft's wingspan, approach speed, and tail height, as well as the instrument approach visibility minimums for each runway. The FAA has established the runway design code (RDC) to relate these critical design aircraft factors to airfield design standards.

While airfield elements, such as safety areas, must meet design standards associated with the applicable RDC, landside elements can be designed to accommodate specific categories of aircraft. For example, an airside taxiway must meet taxiway object free area (TOFA) standards for all aircraft types that use the taxiway, while the taxilane to a T-hangar area only needs to meet width standards for smaller single- and multi-engine piston aircraft that are expected to utilize the taxilane.

Previous chapters evaluated scenarios in which additional segments of aviation beyond general aviation were served at GLE. This includes the potential for commercial service and/or air cargo activity. Chapter Three outlined the facility modifications that would be necessary to accommodate these activities, while Chapter Four presented various alternatives and layouts to meet those needs. Following discussion with the airport sponsor and TxDOT Aviation staff, it was determined that ***the airfield should be planned to meet those potential needs, should the demand arise, with the understanding that these facility upgrades are not currently justified and will require additional analysis prior to implementation.*** While not currently justified, planning for potential needs will allow the City of Gainesville to take the appropriate steps in protecting future airspace should the plan come to fruition. As such, a two-phased development plan has been prepared, with the future development concept reflecting modifications to the airfield to improve safety and better serve larger corporate jets or potentially a non-traditional commercial service provider, such as JSX. The ultimate development concept is reflective of a scenario in which a large-scale air cargo operator establishes facilities at the airport. The applicable RDC and critical design aircraft for the runway system at GLE in the existing, future, and ultimate conditions are summarized in **Table 5A**.



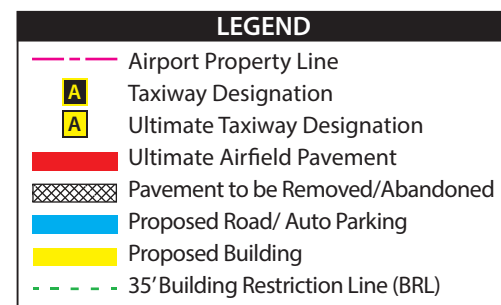
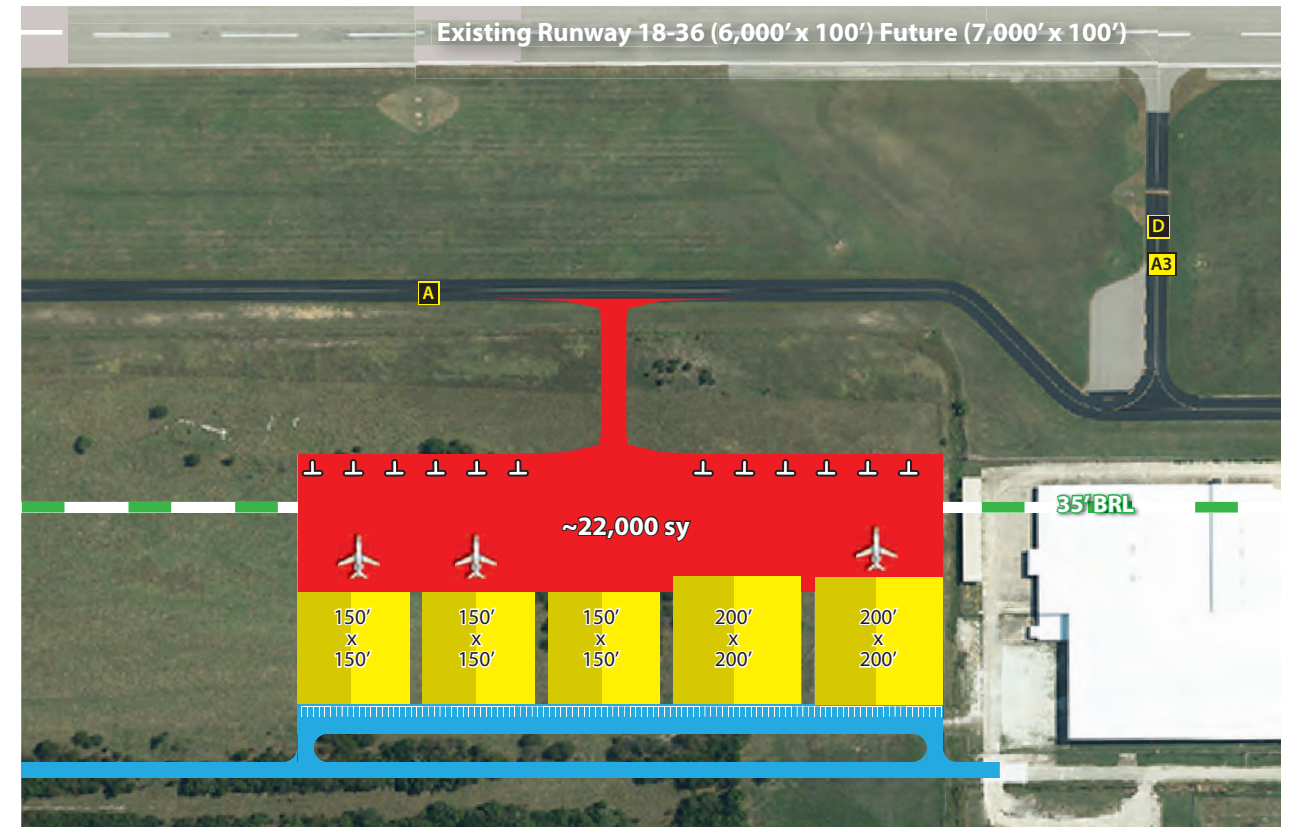
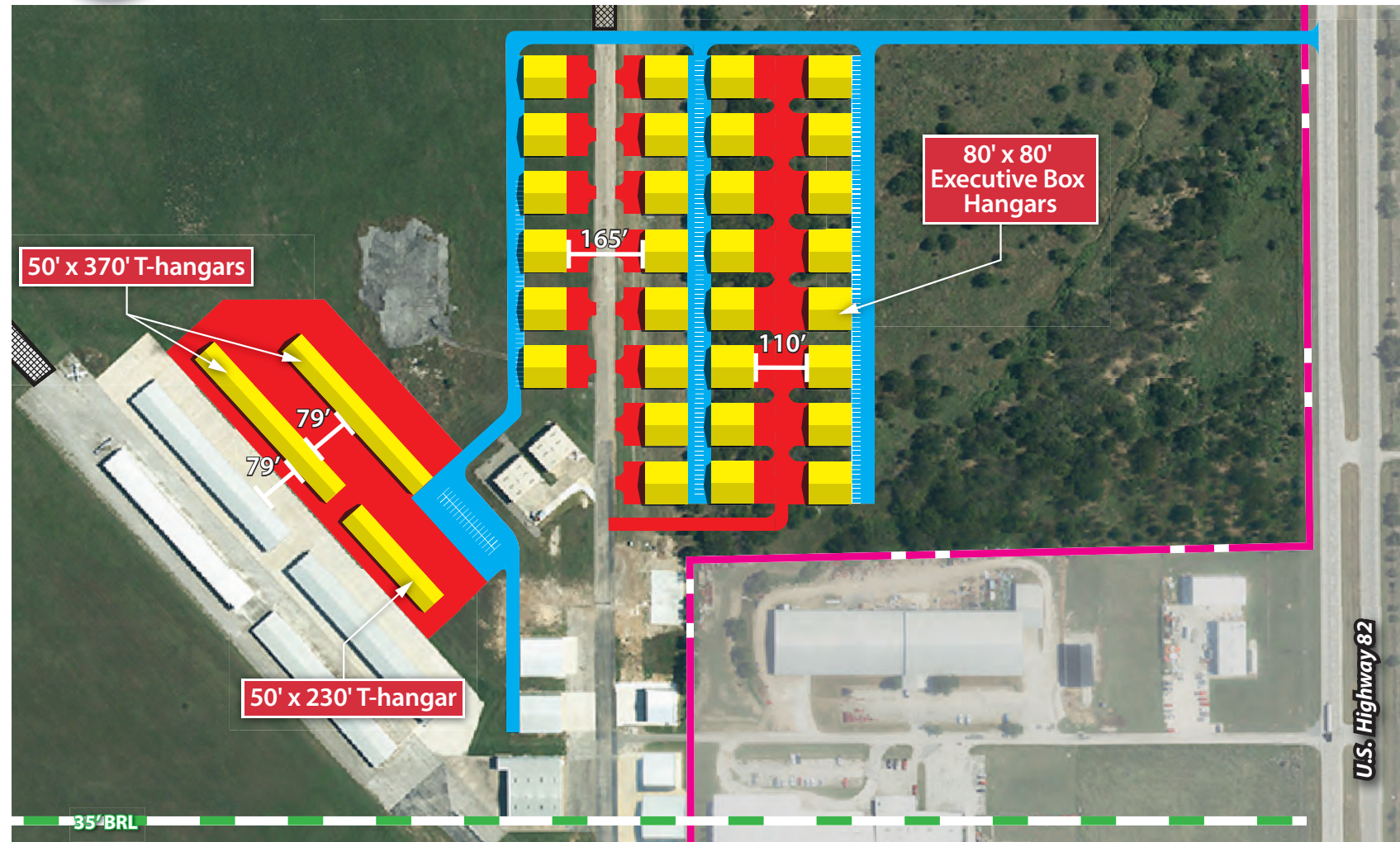
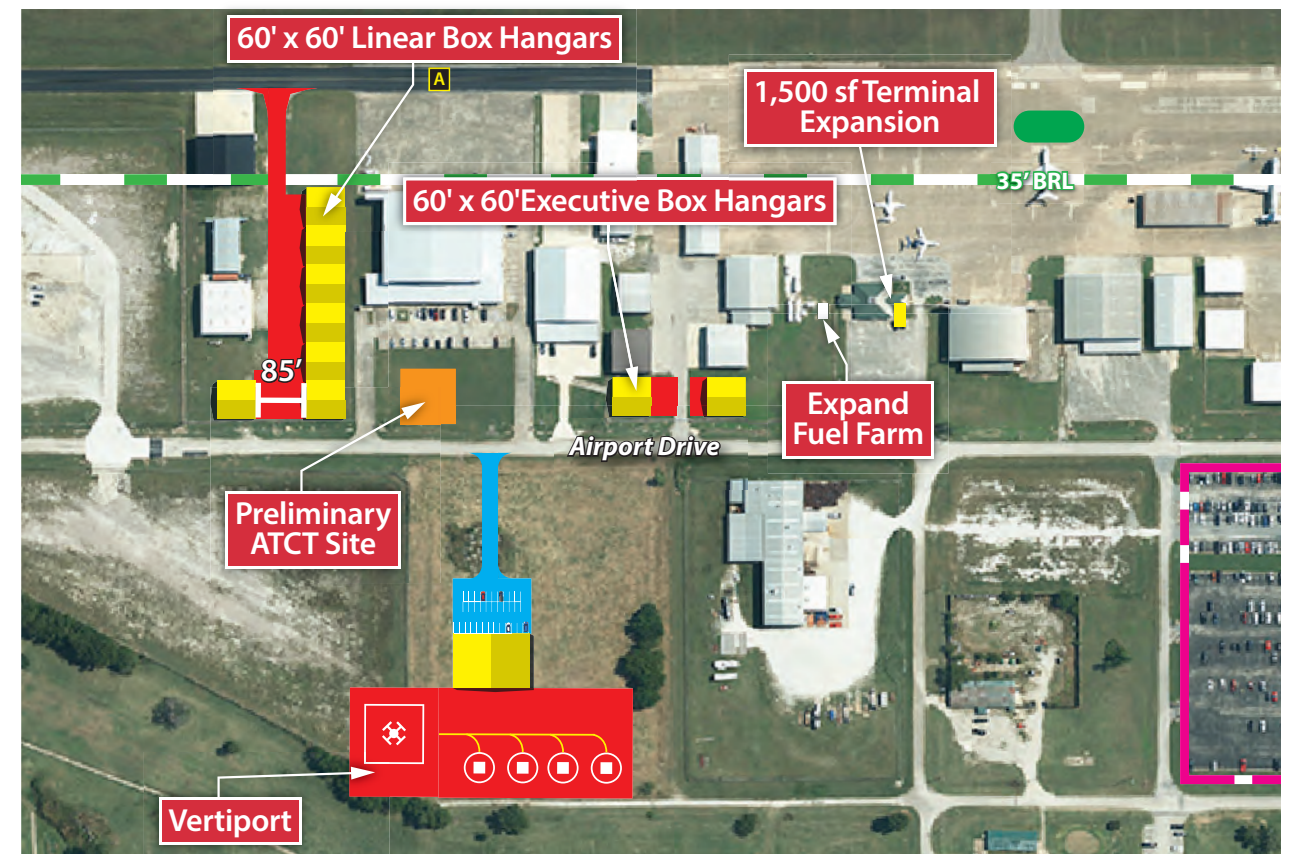
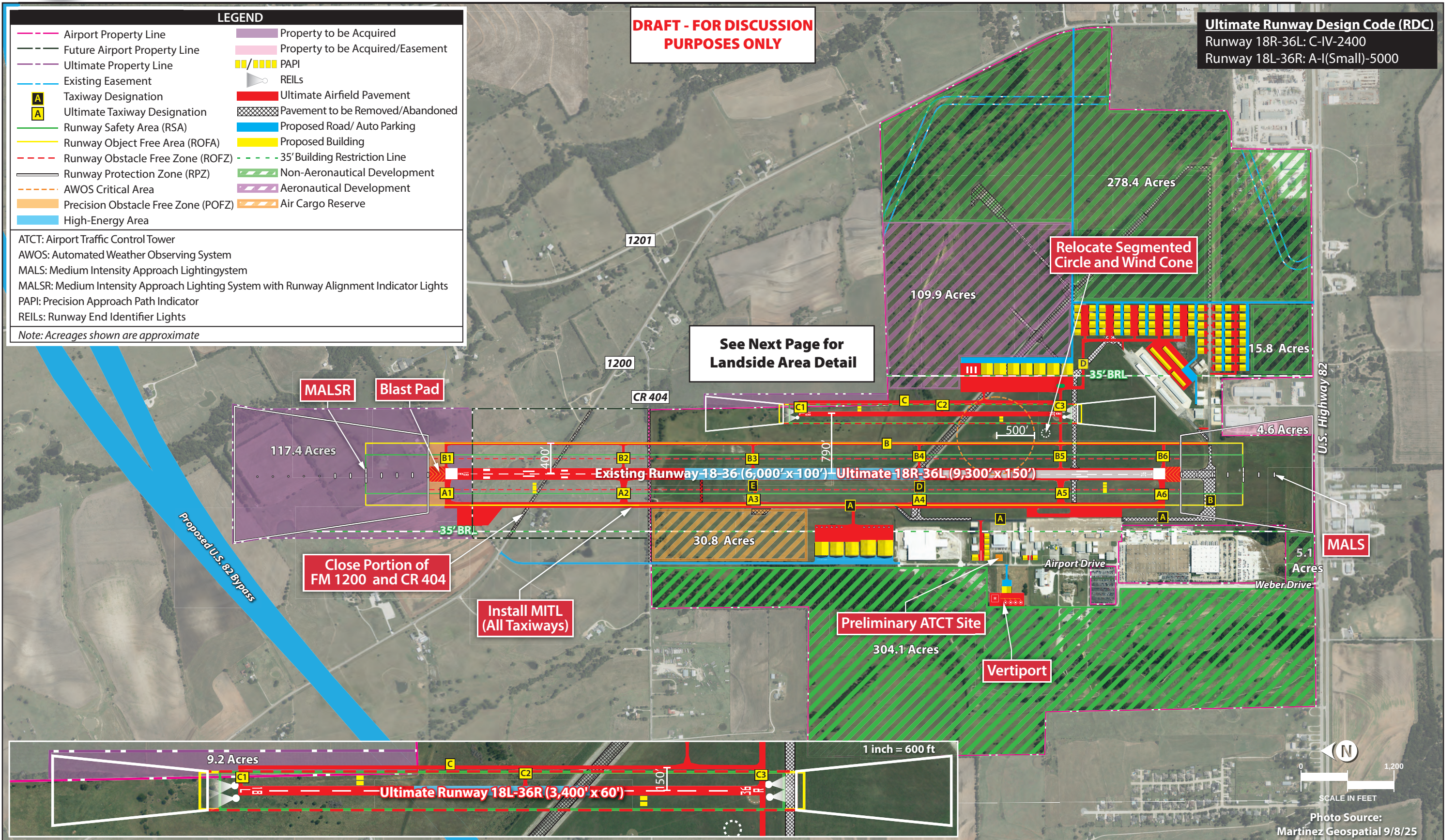
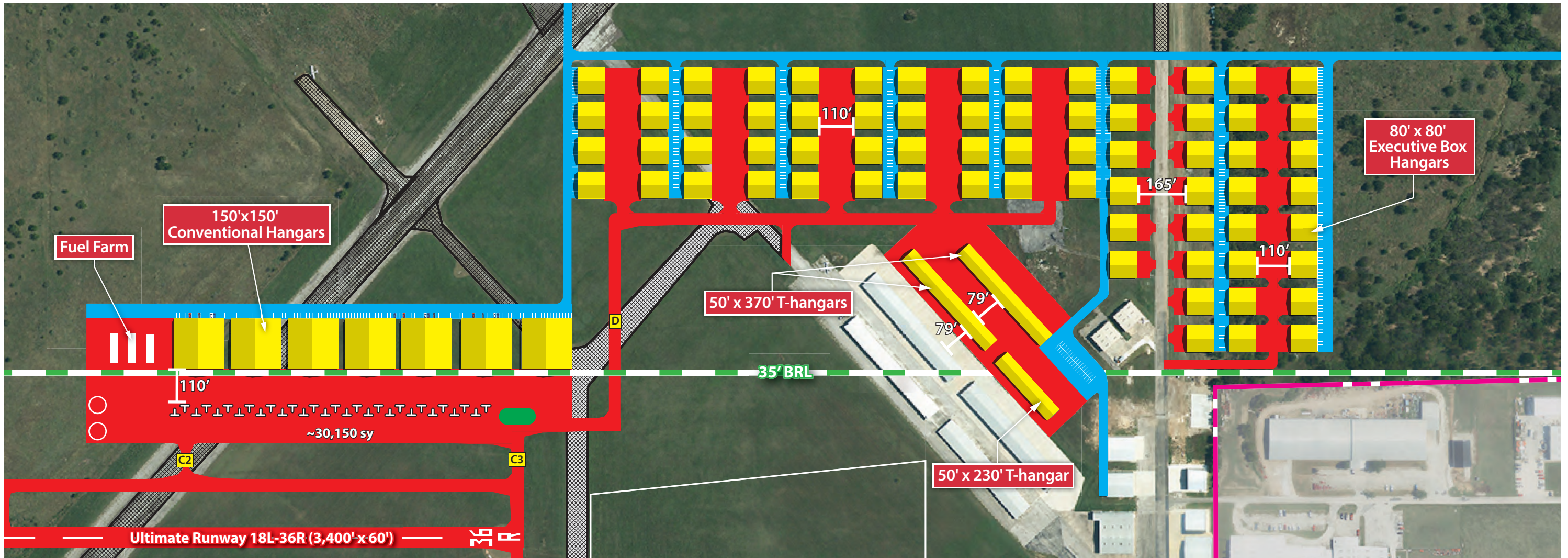


Photo Source: Google Earth 10/2025







LEGEND	
	Airport Property Line
	Taxiway Designation
	Ultimate Taxiway Designation
	Runway Protection Zone (RPZ)
	Ultimate Airfield Pavement
	Pavement to be Removed/Abandoned
	Proposed Road/ Auto Parking
	Proposed Building
	35' Building Restriction Line (BRL)



Photo Source: Martinez Geospatial
9/8/25

TABLE 5A | Airport and Runway Classifications

	Primary Runway			Crosswind Runway		Additional Runway
	Existing Runway 18-36	Future Runway 18-36	Ultimate Runway 18R-36L	Existing Runway 13-31	Future/Ultimate Runway 13-31	Ultimate Runway 18L-36R
ARC	B-II	C-II	C-IV	B-I	Decommissioned	A-I(Small)
Critical Aircraft (Example)	Cessna Excel XLS	Embraer 145	Boeing 767-300	Cessna 421		Cessna 172
RDC	B-II-4000	C-II-4000	C-IV-2400	B-I-VIS		A-I(Small)-5000
TDG	2A	2B	5	2A		1A
ARC = Airport Reference Code RDC = Runway Design Code TDG = Taxiway Design Group						

Source: FAA AC 150/5300-13B, Airport Design, Change 1

PRIMARY RUNWAY

Existing/Future Runway 18-36

Runway Dimensions | Runway 18-36 is currently 6,000 feet long and 100 feet wide, meeting future RDC C-II-4000 design standards for runway width. At these dimensions, the runway is capable of safely accommodating all small general aviation aircraft, as well as 75 percent of the business jet fleet (those less than 60,000 pounds) at 60 percent useful load. Runway takeoff length requirements presented in Table 3H (see Chapter Three) also indicated that some larger aircraft, such as the Global 5000 and Gulfstream 550/650, which have maximum takeoff weights (MTOW) of greater than 90,000 pounds, can operate on the existing runway length at approximately 70 percent useful load. However, roughly half of the aircraft analyzed are weight-restricted to some degree. Notably, the Embraer 135, a C-II aircraft utilized by JSX, requires approximately 5,950 feet of runway to takeoff at 60 percent useful load and would need more than 8,200 feet of runway length to operate at MTOW. As such, the recommended future development concept (**Exhibit 5A**) depicts a plan to extend Runway 18-36 to 7,000 feet, which would increase the utility of the runway for many of these corporate users, or even some non-traditional commercial service providers (i.e., JSX) should those services be implemented.

Connected actions to the runway extension include:

- Relocation of precision approach path indicator (PAPI) and runway end identification lighting (REIL) equipment.
- Taxiway A should be extended to the new runway end once the runway is extended. This includes the addition of a new entrance taxiway (A1) at the Runway 18 threshold.
- MIRL should be added to all new runway pavement to be consistent with the existing system.
- New airfield signage should be updated to reflect new taxiway connectors associated with the runway extension.
- Existing instrument approach procedures should be revalidated once the runway extension is completed.

Instrument Approach Procedures | Currently, each end of Runway 18-36 is equipped with a global positioning system (GPS)-based localizer performance with vertical guidance (LPV) approach, which provides visibility minimums down to $\frac{1}{8}$ -mile on Runway 18 and $\frac{3}{4}$ -mile on Runway 36. The plan provides for the potential for reduced minimums on Runway 18, down to $\frac{3}{4}$ -mile. This does not result in a change in the size of the Runway 18 runway protection zone (RPZ), and no ground-based equipment is required. The airport sponsor should begin coordination with the FAA through the Instrument Flight Procedures (IFP) Gateway to determine if reduced minimums are feasible, and if not, how feasibility can be achieved (i.e., obstruction removal).

Safety Areas | The runway safety area (RSA), runway object free area (ROFA), and runway obstacle free zone (ROFZ) associated with Runway 18-36 generally meet FAA design standards in the existing B-II-4000 condition. As detailed in Chapter Three, the exception to this is the overlap of the Runway 18-36 RSA and Runway 13-31 RSA. This non-standard condition is planned to be mitigated when Runway 13-31 is decommissioned, which will be discussed in a later section of this chapter. In the future C-II-4000 scenario, the dimensions of the Runway 18-36 RSA and ROFA increase and, once combined with the planned runway extension to 7,000 feet, extend beyond the existing property boundary to the north. The plan includes acquisition of property within the future RSA and ROFA north of the Runway 18 threshold and removal/relocation of obstructions, including airport perimeter fencing, County Road (CR) 404, and Farm to Market (FM) 1200. Land within the future RSA is also planned to be cleared and graded, and land within the future ROFA will be cleared of any obstructions.

The RPZs associated with each end of Runway 18-36 extend beyond airport property. On the south end of the runway, approximately 21.6 acres of the existing/future RPZ are not controlled by the airport and contain incompatible land uses, including U.S. Highway 82 and several buildings, as shown previously on Exhibit 3C (Chapter Three). To mitigate this, the Runway 36 threshold is planned to be relocated approximately 650 feet to the north, with that portion of the existing runway removed. Shifting the runway threshold as shown will move the majority of the RPZ onto airport property and will clear it of most buildings and Highway 82. A small portion of the RPZ (approximately 4.6 acres) that would be located beyond the property boundary is planned to be protected via avigation easement.

Connected actions to the runway threshold relocation include:

- Relocation of the PAPI/REIL equipment.
- Closure of portions of pavement associated with existing Taxiways A and B.
- Construction of ultimate Taxiway B to provide access from Runway 36 to landside facilities on the east side of the airport.
- Updates to new airfield signage to reflect new taxiway connectors associated with the runway relocation.
- Revalidation of existing instrument approach procedures once the runway relocation is completed.

The RPZ associated with Runway 18 is also partially uncontrolled, with approximately 19.0 acres not owned by the airport. To mitigate this, the plan includes property acquisition of the existing/future

Runway 18 RPZ, in conjunction with property acquisition needed for the future runway extension and RSA/ROFA, as discussed. In total, approximately 82.8 acres are planned for fee simple property acquisition, with removal of obstructions that includes trees/vegetation, roads, and one residence and associated outbuildings.

Pavement Strength | Runway 18-36 is currently strength-rated for up to 30,000 pounds for single wheel loading (S) aircraft and 50,000 pounds for dual wheel loading (D) aircraft. These strengths are generally adequate for the general aviation aircraft operating at GLE now and in the future, including the Embraer 135/145; therefore, increased pavement strength is not planned for the future condition.

Runway Lighting/Navigational Aids/Marking | Runway 18-36 is currently equipped with medium intensity runway edge lighting (MIRL), a two-box PAPI (PAPI-2) system at each runway end, and REILs at each runway end. The runway is marked with non-precision runway markings. In the future planning scenario, the PAPI-2s are planned to be upgraded to PAPI-4s, and the REILs serving Runway 18 (the most commonly used runway for landing operations) are planned to be replaced with a medium intensity approach lighting system (MALS). A MALS is an economy approach lighting aid that enhances visual recognition of the runway end for non-precision instrument and visual approaches. The REILs serving Runway 36 are planned to be maintained. Existing lighting equipment is planned to be upgraded to more efficient light-emitting diode (LED) systems, as necessary and at the time replacement is required, and all new equipment is planned to be LED. Holding position markings associated with Runway 18-36 are established at a separation distance of 250 feet from the runway centerline, which meets future design standards and are planned to be maintained in accordance with the future recommended concept.

Ultimate Runway 18R-36L

Runway Dimensions | In the ultimate development concept, as shown on **Exhibit 5B**, Runway 18-36 is planned to be redesignated as Runway 18R-36L. This is due to the planned construction of a new parallel runway located 790 feet to the east of the primary runway (to be discussed in a separate section). Ultimate Runway 18R-36L is planned to be 9,300 feet long by 150 feet wide. At this length, the ultimate critical aircraft (Boeing 767-300) is capable of operating at its maximum takeoff weight, and the 150-foot width corresponds to the ultimate RDC of C-IV-2400.

Blast Pads | Due to the planned increase in jet traffic and, in particular, use by larger, wide-body aircraft that would necessitate a transition to ultimate RDC C-IV-2400, blast pads are planned at each runway end. Blast pads provide resistance to jet blast erosion and are recommended for runways designed to airplane design group (ADG) III and higher. The blast pads, as shown on **Exhibit 5B**, are 200 feet by 200 feet.

Instrument Approach Procedures | The ultimate recommended development concept plans for the implementation of an LPV GPS approach to ultimate Runway 18R with visibility minimums of ½-mile. This type of approach would increase the size of the RPZ and would require an upgrade to the MALS planned in the future concept, with the addition of runway alignment indicator lights (MALSR). The LPV GPS approach currently serving Runway 36 is planned to be maintained for ultimate Runway 36L.

Safety Areas | The RSA and ROFA dimensions increase in the ultimate condition, extending beyond the existing/future northern boundary. The size of the ultimate Runway 18R RPZ also increases due to the planned implementation of an instrument approach procedure with lower visibility minimums than what is offered currently, as discussed above. As depicted on **Exhibit 5B**, approximately 117.4 acres of property beyond the future property boundary shown on **Exhibit 5A** would be necessary to protect the ultimate RSA, ROFA, ROFZ, and RPZ north of Runway 18R-36L. Removal of obstructions to include trees/vegetation and residential and farm structures is also planned.

Ultimate Runway 18R will also have a precision obstacle free zone (POFZ). The POFZ begins at the threshold and extends 200 feet beyond the runway end at a width of 800 feet. The POFZ is in effect when the following conditions are met:

- The runway supports a vertically guided approach.
- The reported ceiling is below 250 feet or visibility is less than ¾-mile.
- An aircraft is on final approach within two miles of the runway threshold.

When the POFZ is in effect, the wing of an aircraft holding on a taxiway may penetrate the POFZ; however, neither the fuselage nor the tail may infringe on the POFZ. POFZ standards do not currently apply to either end of the primary runway, as neither is equipped with instrument approach minimums below ¾-mile; however, the ultimate plan provides for a vertically guided approach with minimums down to ½-mile on Runway 18R, resulting in the introduction of this safety area.

Pavement Strength | Runway pavement associated with ultimate Runway 18R-36L is planned to be increased to 412,000 pounds for dual tandem (2D) wheel configurations to support the ultimate critical aircraft (Boeing 767-300).

Runway Lighting/Navigational Aids/Marking | Runway lighting on ultimate Runway 18R-36L is planned to be upgraded to high intensity runway lighting (HIRL), which is recommended for runways providing an instrument approach with visibility minimums lower than ¾-mile. Runway 18R is also planned to be equipped with a MALSR, as mentioned previously. A MALSR is planned to replace the REILs that serve Runway 36 currently and in the future scenario. PAPI-4s are planned for each runway end. Precision markings are planned for ultimate Runway 18R, while non-precision markings are planned to be maintained on ultimate Runway 36L.

CROSSWIND RUNWAY

Existing/Future/Ulimate Runway 13-31

Runway 13-31 currently serves as GLE's crosswind runway. Wind analysis detailed in Chapter Three indicated that primary Runway 18-36 provides 97.3 percent coverage during 10.5-knot crosswind conditions, and greater than 98.0 percent coverage during 13-knot and higher conditions. FAA Advisory Circular (AC) 150/5300-13B, Change 1, indicates that a crosswind runway should be made available when the primary runway orientation provides for *less* than 95.0 percent; however, more recent guidance states that an existing crosswind runway that is depicted on an approved Airport Layout Plan (ALP) and

has been constructed or maintained using federal grant funds is eligible to be maintained, should the airport sponsor desire to do so.

Crosswind Runway 13-31 at GLE is in poor condition, with extensive cracking and faded markings. Based on data collected from Virtower, the runway is used less than 10 percent of the time (see Table 3B in Chapter Three). In its current location, the runway's RSA also overlaps with the RSA associated with primary Runway 18-36, which is a non-standard condition and a safety risk. For these reasons, it is recommended that crosswind Runway 13-31 be decommissioned, along with associated taxiways, the timing of which will be discussed in the next chapter.

ADDITIONAL RUNWAY

Ultimate Runway 18L-36R

In the ultimate scenario, a parallel runway designated 18L-36R is planned. This runway is planned to meet RDC A-I(Small)-5000, meaning it is intended to serve small aircraft only (aircraft less than 12,500 pounds). Generally, when a parallel runway is planned at an airport, it is often due to capacity constraints, where substantial levels of activity result in significant delay. An airfield capacity analysis was conducted as part of this master plan (see Chapter Three), with the results indicating that GLE has not reached its annual service volume (ASV), or maximum level of operations that can be accommodated without significant delay, nor is it projected to reach the ASV during the 20-year planning period. However, if the ultimate plan for the primary runway becomes a reality and that runway is utilized by larger commercial service or air cargo aircraft, there is a benefit in separating those operators from smaller general aviation operators, particularly those conducting touch-and-goes during training operations. As such, the airport sponsor has elected to depict ultimate Runway 18L-36R in order to plan for this potential.

Ultimate Runway 18L is planned to be constructed at 3,400 feet long and 60 feet wide. This is the minimum length needed to accommodate 95 percent of small aircraft with fewer than 10 passenger seats, according to the FAA's runway length calculator. The 60-foot width corresponds to the design standard for an RDC A-I(Small)-5000 runway. The runway is planned to be separated from ultimate Runway 18R-36L by 790 feet centerline-to-centerline. As discussed in the previous chapter, the minimum separation requirement for parallel runways is 700 feet in visual flight rules (VFR) conditions. The additional 90 feet provides an added safety margin and allows for a potential west side parallel taxiway serving the runway without needing to relocate the automated weather observation system (AWOS). The runway is planned to be constructed with a pavement strength of 12,500 pounds for single wheel configuration (S) aircraft and painted with basic markings. MIRL and PAPI-2 and REIL systems serving each runway end are also planned, along with the potential for instrument approach procedures with visibility minimums not lower than 1-mile. Approximately 9.2 acres of property is planned to be acquired fee simple to support the runway and its safety areas.

TAXIWAY IMPROVEMENTS

The taxiway system associated with Runway 18-36 is planned to meet airplane design group (ADG) II and taxiway design group (TDG) 2B design standards in the future condition, and ADG IV and TDG 5 in the ultimate condition. Taxiways serving crosswind Runway 13-31 are planned to be maintained to ADG I and TDG 2A standards until they are decommissioned. Ultimate Runway 18L-36L is generally planned to be supported by taxiways meeting ADG I and TDG 1A standards. Improvements and modifications related to the taxiway system at GLE are summarized as follows.

Taxiway Nomenclature

The FAA recommends using the guidelines in Engineering Brief 89, *Taxiway Nomenclature Convention*, when developing or revising airport plans, such as this master plan. Following the standards presented in the brief, the taxiway system at GLE has been given alphanumeric designations to improve the situational awareness of pilots and enhance safety at the airport. **Exhibits 5A and 5B** reflect the updated taxiway designations based on FAA guidance.

Taxiway A

Taxiway A is a 35-foot-wide parallel taxiway that extends the entire length of Runway 18-36 on its west side, with four connectors providing entry/exit points along the runway. On the north end, the taxiway is separated from the runway by 400 feet, and it is separated from the runway by 600 feet on the south end. The only changes to this taxiway in the future concept (**Exhibit 5A**) are the addition of three new connectors (A1, A2, and A3), which are all a result of the runway extension to the north and the relocation of Runway 36 on the south end. A no-taxi island is planned at the entrance to Taxiway A5 to mitigate the direct access that exists from the terminal apron to Runway 18-36.

In the ultimate concept (**Exhibit 5B**), Taxiway A and its connectors on the west side are planned to be increased in width to 75 feet, in accordance with TDG 5 standards. The southern portion of the taxiway is also planned to be relocated to a separation of 400 feet from the runway to match the northern portion. This distance meets the separation standard for ultimate RDC C-IV-2400 and allows for a clear taxiway object free area (TOFA), which would be obstructed by existing hangars and aircraft parking on the terminal apron if the taxiway were to remain at a 600-foot separation.

Taxiway B

Taxiway B (35 feet wide) currently serves as a threshold connector to Runway 36 and provides access to landside facilities on the east side. In the future concept, this taxiway is planned to be closed and the pavement removed when the Runway 36 threshold is shifted to the north. Taxiway B will be reconstructed to provide access to the runway from the east side.

In the ultimate concept, Taxiway B is extended to the north to serve as a full-length parallel taxiway serving the east side of ultimate Runway 18R-36L. Ultimate Taxiway B is planned at a 400-foot

separation. Several connectors are also planned at various points to serve as entrance/exit taxiways. Taxiway B5 is planned to extend east, crossing Taxiway B to provide access to ultimate Runway 18L-36R and planned east side facilities. These taxiways are planned to meet TDG 2B standards (35 feet wide) to support general aviation users.

Ultimate Taxiways C and D

To support new developments planned for the east side of the airfield, new taxiway infrastructure is needed. This includes the extensions of ultimate Taxiway B5, as mentioned; ultimate parallel Taxiway C to serve ultimate Runway 18L-36R; and ultimate Taxiway D to provide access to planned hangar developments on the east side. Ultimate Taxiway C and its connectors are planned to meet TDG 1A standards (25 feet wide), with the parallel taxiway separated by 150 feet to meet RDC A-I(Small)-5000 standards. Ultimate Taxiway D is planned to meet TDG 2B standards (35 feet wide) to accommodate a larger variety of general aviation aircraft basing in planned east side hangars.

Taxiway Lighting

Taxiways at GLE are not currently equipped with taxiway lighting. Rather, taxiways are distinguished by centerline reflectors. The future/ultimate plans include the addition of LED medium intensity taxiway lighting (MITL) on all existing and planned taxiways.

Holding Aprons

GLE offers two holding aprons for aircraft to perform engine checks and run-ups prior to departure. These are located on Taxiway A near Runway 18 and on Taxiway D near Runway 13. In the future concept, the holding apron on Taxiway A is planned to be maintained, while the holding apron on Taxiway D is planned to be removed due to the closure of Runway 13-31. In the ultimate concept, the existing holding bay serving Runway 18 is planned to be removed, and a new, larger holding bay based on ADG IV and TDG 5 standards is planned near the end of ultimate Runway 18R. This holding bay is planned to be marked to provide visual cues to pilots for positioning on the holding bay. Consideration was given to the construction of a similarly sized holding bay near ultimate Runway 36L; however, the spacing requirements and TOFA clearances could not be met due to existing infrastructure adjacent to the airport.

Weather-Reporting Equipment

Existing weather-reporting equipment at GLE includes a lighted wind cone with a co-located segmented circle and an AWOS. No changes to either of these units are planned in the future concept. In the ultimate plan, however, the wind cone and segmented circle are planned to be relocated approximately 300 feet to the northwest due to the planned construction of ultimate Runway 18L-36R and associated taxiway pavement.

ADVANCED AIR MOBILITY

Advanced air mobility (AAM), also known as urban air mobility (UAM), is an emerging industry that involves next-generation aviation technologies designed to move people and goods more efficiently using innovative aircraft, such as electric vertical takeoff and landing (eVTOL) vehicles, autonomous drones, and hybrid systems. AAM aims to create new transportation options that reduce congestion, improve connectivity, and enhance sustainability by leveraging cleaner propulsion methods, advanced automation, and smart air traffic management systems. While still in the development stages, AAM is being implemented in various ways across the nation's airport network, including regional initiatives, such as the AllianceTexas Mobility Innovation Zone, which is centered around the Perot Field/Fort Worth Alliance Airport (AFW). AllianceTexas is advertised as an "AAM ecosystem" with intermodal corridors and a flight test center supporting drone delivery businesses. Dallas-Fort Worth International Airport (DFW) has also entered into agreements with AAM developers to explore vertiport infrastructure and integration with passenger eVTOL operations across the region.

While still in the early development phase, AAM is a significant growth opportunity for the aviation industry and should be carefully considered for the future of GLE. This master plan has considered the potential impacts of developing a vertiport on airport property. Following discussions with city and airport staff, the recommended development plan includes reserving a 5.4-acre site for the potential development of a vertiport and supporting facilities (taxilane, apron, terminal, vehicle access and parking, and aircraft rescue and firefighting facilities) on the west side of airport property, which will be accessible via Airport Drive. This site is approximately 1,600 feet west of the existing Runway 18-36 centerline, which exceeds the minimum separation distance recommended by the FAA for runways supporting small, large, and heavy aircraft operations during VFR conditions¹. It should be noted that the FAA recommends a separation of 2,500 feet between the vertiport and a runway centerline to provide the greatest potential for independent flight paths and minimal disruption to runway operations. However, at this distance, the vertiport and associated facilities would be located on the far west or far east sides of airport property, which have been reserved for future non-aeronautical use and are less accessible to the surrounding road network.

LANDSIDE CONCEPT

The primary goal of landside facility planning is to provide adequate space to meet reasonably anticipated needs of the various users while optimizing operational efficiency and land use. Achieving these goals yields a development scheme that segregates functional uses while maximizing the airport's revenue potential. The landside development plan reflects a potential build-out scenario in which depicted hangar and apron facility growth may be beyond the forecasted 20-year need identified in the facility requirements. Planning for more capacity than the forecast shows is intentional because not every identified development site will necessarily be viable, or development may be delayed. Factors like financing and environmental constraints, regulatory changes, leasing issues, or engineering challenges can make developing on some sites impractical. Building extra capacity into the plan ensures

¹ Table 6-1, FAA Engineering Brief 105A, Vertiport Design, Supplemental guidance to AC 150/5390-2D, Heliport Design

the airport can meet demand even if certain sites are ultimately removed from the development program.

All landside development should occur only as dictated by demand. The locations and sizes of aprons and hangars proposed in the recommended plans are conceptual and may not reflect the needs of future developers and their customers. The recommended concept is strictly intended to be used as a guide for GLE staff when considering new developments.

Recommended landside developments are depicted on **Exhibits 5A** (future concept) and **5B** (ultimate concept). The second page of each exhibit includes a detailed view of the planned facilities.

GENERAL AVIATION FACILITIES

Terminal

General aviation terminal services are provided from a 3,500-square-foot (sf) terminal building, which includes a lobby, a flight planning area, offices for airport staff, a pilot's lounge, a kitchen, and restrooms. It is projected that additional space may be needed over the next 20 years to serve anticipated growth in general aviation operations. **Exhibits 5A and 5B** depict a 1,500 square foot (sf) expansion to the existing terminal building to support this additional demand. It should be noted that this expansion is based on growth in general aviation only and does not account for potential terminal needs related to commercial service. However, if an operator (such as JSX) were to initiate service, passenger needs could be accommodated in the existing terminal building, or the operator could elect to develop their own facility on available airport property. Additionally, various specialty aviation service operators (SASOs) on the airport will develop new facilities or modernize and/or expand existing general aviation services facilities to better serve their customers and the users of the airport, providing additional space to accommodate airport users.

Aprons

GLE has one primary apron that serves the terminal building and provides approximately 30,000 square yards (sy) of aircraft parking and circulation area. The projected apron requirements indicate additional capacity is needed within the existing west landside area and to support new developments at the airport.

The future plan (**Exhibit 5A**) depicts construction of a new aircraft parking apron north of the terminal apron. This apron is planned to provide approximately 22,000 sy of additional aircraft movement and parking area, with tiedowns for fixed wing aircraft. The ultimate plan (**Exhibit 5B**) depicts an 8,150-sy expansion to the existing terminal apron, due to the realignment of the southern portion of Taxiway A, as well as a new apron on the east side of the airport, intended to support ultimate Runway 18L-36R and general aviation users on the east side. This apron is planned at approximately 30,150 sy and includes tiedowns for both fixed wing and rotorcraft. With these expansions, the aircraft parking apron capacity at GLE would total approximately 90,300 sy, including the existing terminal apron.

Hangars

Existing hangars at GLE include a variety of T-hangars, corporate/box hangars, and conventional hangars that total 290,200 sf of storage capacity. Strong demand exists for new hangars; as such, the plan reflects new hangar developments on what remains of the airport's undeveloped property on the west side, while new developments on the east side of the airfield are planned to support smaller GA aircraft.

The west side includes a variety of planned hangar developments, including six linear (connected) box hangar units, three individual 3,600-sf box hangars, and five conventional hangars ranging in size from 22,500-sf to 40,000 sf. On the east side, given the amount of undeveloped property, there is significant potential for hangar development. The future plan (**Exhibit 5A**) depicts additional T-hangars adjacent to the existing T-hangars east of Runway 36, along with four rows of 6,400-sf box hangars. In the ultimate plan (**Exhibit 5B**), further build-out of the 6,400-sf box hangars is planned, accessible via ultimate Taxiway D. The new apron adjacent to ultimate Runway 18L-36R is planned to support 22,500-sf conventional hangars, intended to house aviation service providers, such as a fixed base operator (FBO) or a SASO (i.e., flight school, aircraft maintenance, etc.).

Fuel Storage

The existing fuel farm is planned to remain and be expanded as needed. The facility requirements analysis identified a need for additional Jet A fuel storage capacity over the course of the planning period as turbine traffic grows. As such, the recommended development concept includes the addition of two more 12,000-gallon fuel tanks, with one intended for Jet A fuel and the second for unleaded (UL) aviation fuel. Ultimately, it is up to the City of Gainesville to make the business decision about when to add more fuel storage capacity. The plan also identifies the need for a fuel farm to be added to the east side of the airfield as new facilities begin to develop in that area to avoid the need to send refuel trucks across the active airfield.

Vehicle Parking

Generally, new or expanded parking lots and vehicle access roads are planned with most of the new hangar developments on the east and west sides. In the existing core terminal area, Airport Drive is planned to be extended north to connect with FM 1200, providing access to new airport facilities and an alternate route for drivers due to the partial closure of FM 1200. On the east side, an access road is planned to extend north from U.S. Highway 82 to provide vehicular access to planned hangar developments. A second road extending west from FM 1201 is planned to provide a secondary access point to these facilities. It should be noted that the location of this road may change, depending on if and when facilities are developed in the aeronautical/non-aeronautical reserve areas, and what types of facilities these are.

Building Restriction Line (BRL)

The BRL identifies suitable building area locations on the airport. It encompasses the RPZs, the OFA, navigational aid critical areas, areas required for terminal instrument procedures, and other areas necessary for meeting airport line-of-sight criteria. Two primary factors contribute to the determination of the BRL: type of runway (“utility” or “other-than-utility”) and the capability of the instrument approaches. The BRL is the product of Code of Federal Regulations (CFR) Part 77 transitional surface clearance requirements. These requirements stipulate that no object be located in the primary surface, which is defined as being 1,000 feet wide for instrument runways with $\frac{3}{4}$ -mile and lower visibility minimums. From the primary surface, the transitional surface extends outward at a slope of one vertical foot to every seven horizontal feet.

At GLE, the 35-foot BRL for Runway 18-36 is set at 745 feet from the centerline, as depicted on **Exhibits 5A** and **5B**. This applies to both the future and ultimate conditions for the primary runway. In the ultimate development plan that includes parallel Runway 18L-36R, the 35-foot BRL is positioned 495 feet from the runway centerline, due to a narrower primary surface associated with this runway.

The BRL is intended to as a guide for vertical construction, and structures should generally be planned beyond the BRL, farther from the runway, to ensure clearance of safety area and imaginary surfaces.

AIRPORT TRAFFIC CONTROL TOWER

GLE is not currently served by an airport traffic control tower (ATCT). Analysis in Chapter Three indicated that the airport may be eligible for an ATCT at some point in the future, and Chapter Four evaluated different locations on the airport that may be suitable for a tower. As stated previously, additional coordination with and analysis by the FAA, including a siting study, will be necessary prior to development of an ATCT. For planning purposes, the recommended development concept depicts an area north of the terminal building that is reserved for potential construction of an ATCT. This site assumes a footprint of $\frac{1}{4}$ -acre and an observer eye height of approximately 104 feet, with a 1,100-foot setback from the primary runway centerline.

AERONAUTICAL RESERVE

In the event demand arises for expanded landside facilities beyond what is depicted on the development concept, an additional parcel of property has been set aside for future aeronautical use. As shown on **Exhibit 5B**, approximately 138.1 acres is recommended to be reserved for ultimate development. This recommendation assumes some level of development has been made on the airside to connect the runway system to undeveloped land on the east side. This area, shaded in purple, has aeronautical development potential and could support additional aircraft parking aprons, hangars, and aviation-related businesses if the taxiway system, at a minimum, is expanded.

NON-AERONAUTICAL RESERVE

Airports often have property areas that are inaccessible to the airfield and offer limited utility for aviation operations. These areas are typically reserved for non-aeronautical related uses that provide opportunities to diversify and expand revenue streams for an airport. The recommended development plan for GLE includes identification of a non-aeronautical use designation for the Gainesville Municipal Golf Course, as well as non-aeronautical reserve for adjacent undeveloped land on the west side of the airport. This amounts to approximately 304.1 acres of land that is currently being used or could potentially be used for development unrelated to aviation. A 5.1-acre parcel east of Weber Drive and along U.S. Highway 82 is also reserved for future non-aeronautical development. On the east side of the airport, two areas are identified for non-aeronautical reserve: approximately 15.8 acres along U.S. Highway 82 and approximately 278.4 acres that abuts Highway 82 to the south and FM 1201 to the east.

AIR CARGO RESERVE

Currently, GLE does not accommodate air cargo activities; however, given the development potential afforded by the Tax Increment Reinvestment Zone (TIRZ) and local interest in pursuing this segment of aviation, it is prudent to plan for this potential, as evidenced by the ultimate recommended development concept (**Exhibit 5B**) This concept plans for the potential for a large-scale air cargo operator to begin regular service at the airport. As discussed in previous chapters, the inclusion of air cargo services at GLE would likely require significant investments in the construction of cargo facilities, infrastructure, and handling equipment, along with a potential need for U.S. Customs facilities. The specific needs and scale of these facilities are unknown at this time and would be determined through discussions with specific operators. For this reason, the plan includes a dedicated, 30.8-acre air cargo reserve area that is located north of existing and planned aeronautical facilities and accessible via an extension to Airport Drive.

LAND USE COMPATIBILITY – OFF AIRPORT

Land use planning around GLE occurs through regulatory and non-regulatory means. The primary regulatory tool for directing land use is the zoning ordinance, which limits the type, size, and density of land uses in various locations. Examples of land use types include residential, commercial, industrial, and agricultural. Non-regulatory means of land use control include the comprehensive or strategic land use plan. These documents can be adopted for the greater municipality or for specific areas. In most states, including Texas, zoning ordinances are required to be created in accordance with the City or County's comprehensive plan.

It is important to note the distinction between primary land use concepts used in evaluating development with the airport environs and existing land use, comprehensive plan, and zoning land use. Existing land use refers to property improvements as they exist today, according to city records.

The comprehensive plan land use map identifies the projected or future land use, according to the goal and policies of the locally adopted comprehensive plan. This document guides future development within the city planning area and provides the basis for zoning designations.

Zoning identifies the type of land use permitted on a given piece of property, according to the city zoning ordinances and maps. Local governments are required to regulate the subdivision of all lands within their corporate limits. Zoning ordinances should be consistent with the comprehensive plan, where one has been prepared. In some cases, the land use prescribed in the zoning ordinance or depicted in the comprehensive plan may differ from the existing land use.

The following sections describe the applicable land use policies for the area within the vicinity of the airport. Specifically, these sections pertain to the lands within the 65 day-night noise level metric (DNL) contours and the FAA Title 14 Code of Federal Regulations (CFR) Part 77 Approach Surface restricted to one mile from runway ends.

EXISTING LAND USE

As discussed in Chapter One, GLE is located within the city limits of Gainesville, TX. The existing, future, and ultimate runway approach surfaces for both runways, clipped to one mile, lie partially within the City of Gainesville jurisdiction; however, portions of all approach surfaces extend into unincorporated Cooke County to the north.

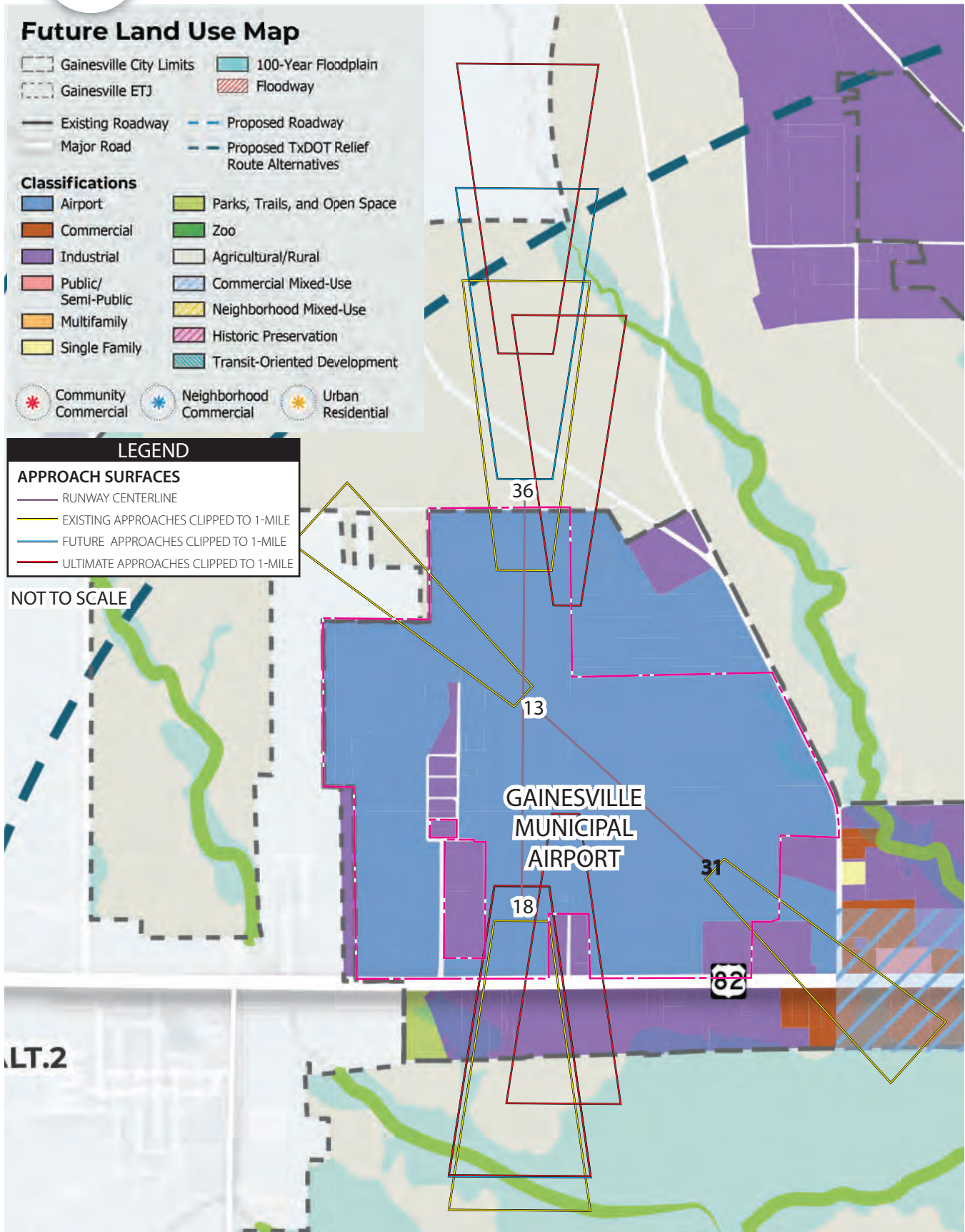
Exhibit 5C depicts the existing land use designations within the airport approach surfaces out to one mile for the existing, future, and ultimate conditions. The airport is located on the western boundary of Gainesville city limits. The area surrounding the airport is largely undeveloped, except for industrial and commercial land uses to the south along the U.S. Highway 82 corridor, one residential subdivision to the west, and scattered residences on large lots and farmsteads to the north. The existing approach surfaces for both runways include airport property, industrial and commercial land uses, and open/vacant lots. The future and ultimate approach surfaces include the same land uses but extend farther to the north and south of airport property into largely undeveloped, unincorporated Cooke County.

FUTURE LAND USE PLAN

The future land use plan is a general policy document used by a government agency to identify and describe the community's characteristics, articulate goals and policies, and explore alternative plans for future growth, which, in turn, will be used to produce zoning ordinances and subdivision regulations to carry out the plan's goals. Often, a municipality will incorporate goals and policies for their airports in the future land use plan, typically separate from an airport master plan. Generally, the future land use plan assists local decision-makers regarding complicated issues during the development process or maintenance issues. The most current planning document of this type for the land near the airport is the *Gainesville 2040 Comprehensive Plan*, adopted in January 2026.



Source: Guiding Gainesville 2040 Comprehensive Plan (2026); Coffman Associates analysis.



Source: Guiding Gainesville 2040 Comprehensive Plan (2026); Coffman Associates analysis.

Guiding Gainesville 2040 (GG2040)

The City of Gainesville’s comprehensive plan, adopted in January 2026 under authority granted to it by the State of Texas², serves as the policy guide for the city in making decisions regarding land use, capital improvements, infrastructure investment, and other matters affecting the physical development of the city. The comprehensive plan establishes a high-level growth concept regarding land development, as depicted on the city’s Future Land Use Map (FLUM). It is important to note that land use planning efforts for the future extend beyond the existing city limits into its extraterritorial jurisdictions (ETJ), which broadens the city’s land use planning authority to one mile outside of the existing city limits, as established by Texas Local Government Code.³

Airport property is identified as Airport on the Guiding Gainesville 2040 Future Land Use Map. The plan identifies the airport as a key asset to be leveraged for economic competitiveness. Additionally, it is noted that the facility supports regional connectivity and business operations. The airport land use is defined as “land used for aviation-related commercial and industrial purposes, including air transportation and associated operations (e.g., Gainesville Municipal Airport; hangars).”⁴

The airport is surrounded by Industrial land uses on all boundaries. The Industrial land use is designated for “manufacturing, warehousing, distribution, and other industrial operations (e.g., logistics centers, manufacturing plants, storage facilities).”⁵

The second page of **Exhibit 5C** depicts the future land use designations within the airport’s existing, future, and ultimate Part 77 approach surfaces (clipped to one mile). Future land uses identified within the one-mile approach surfaces include open space, single-family residential, light industrial, and airport property. **Table 5B** presents the runway approach location where each land use is planned and the purpose of each land use designation as stated in the comprehensive plan.

TABLE 5B | Future Land Use Designations Within the Ultimate Approach Surfaces Clipped to 1-Mile

Future Land Use Designation	Description	Location
Airport	Land uses for aviation-related commercial and industrial purposes, including air transportation and associated operations (e.g., Gainesville Municipal Airport; hangars).	Airport property; Approach to Runways 18R, 18L, 36R, 36L, 13 & 31
Industrial	Land designated for manufacturing, warehousing, distribution, and other industrial operations (e.g., logistics centers, manufacturing plants, storage facilities).	Approach to Runways 18R, 18L & 31
Commercial	Land used for retail, dining, entertainment, and service-oriented businesses that serve the community and the surrounding region (e.g., shopping centers, gas stations).	Approach to Runway 31
Commercial Mixed-Use	Land that combines commercial, office, and medium-intensity residential uses within major commercial corridors like I-25 or US 82.	Approach to Runway 31

Sources: Guiding Gainesville 2040 (January 2026); Coffman Associates analysis.

² TX Loc Govt Code § 213.002 (2024) <https://statutes.capitol.texas.gov/Docs/LG/htm/LG.213.htm>

³ <https://statutes.capitol.texas.gov/Docs/LG/htm/LG.42.htm>

⁴ Guiding Gainesville 2040 (January 2026). <https://www.gainesville.tx.us/DocumentCenter/View/12186>

⁵ Guiding Gainesville 2040 (January 2026). <https://www.gainesville.tx.us/DocumentCenter/View/12186>

ZONING

Used in conjunction with subdivision regulations and an essential tool to achieve goals and policies outlined in the comprehensive plan, zoning regulations divide land into districts, or zones, and regulate land use activities in those districts, specify permitted uses, intensity and density of each use, and the bulk sizes of each building. Traditional zoning ordinances separate land into four basic uses: residential, commercial (including office), industrial, and agricultural.

The current City of Gainesville Zoning Ordinance was published in December 2008 by the City Council of the City of Gainesville, Texas, under authority granted to it by the State of Texas⁶. As previously mentioned, the City of Gainesville's extraterritorial zoning jurisdictions (ETJ) extend one mile beyond the city limits. The majority of the land within the runway approach surfaces out to one mile are within the jurisdiction of the City of Gainesville and subject to Appendix A – Zoning of the city's municipal code, except for portions of the approach surfaces to ultimate Runways 36R and 36L to the north.

As shown on **Exhibit 5D**, the zoning districts present within the existing, future, and ultimate runway approach surfaces out to one mile are limited to industrial and commercial.

Table 5C summarizes the types of land uses allowed in each zoning district, maximum allowable height for structures, maximum building coverage for lots, and overall minimum lot areas.

TABLE 5C | Zoning Classifications Within the Ultimate Approach Surfaces Clipped to 1-Mile

City of Gainesville, TX Zoning Classifications	Approach Surface Location	Residential Allowed?	Maximum Building Height ¹	Maximum Lot Coverage	Minimum Lot Area	Maximum Density
Industrial (I)	Runways 18R, 18L, 36R, 36L, 13 & 31	No ¹	45 feet	80%	7,500 sf	None
Outdoor Commercial (C3)	Runway 31	No ¹	45 feet	80%	7,500 sf	None

¹ Heights of up to 80 feet are allowed in the Gateway Industrial Park Building Height Overlay District

² Except for existing residential land uses present on the effective date of the ordinance, which have legal conforming status. .

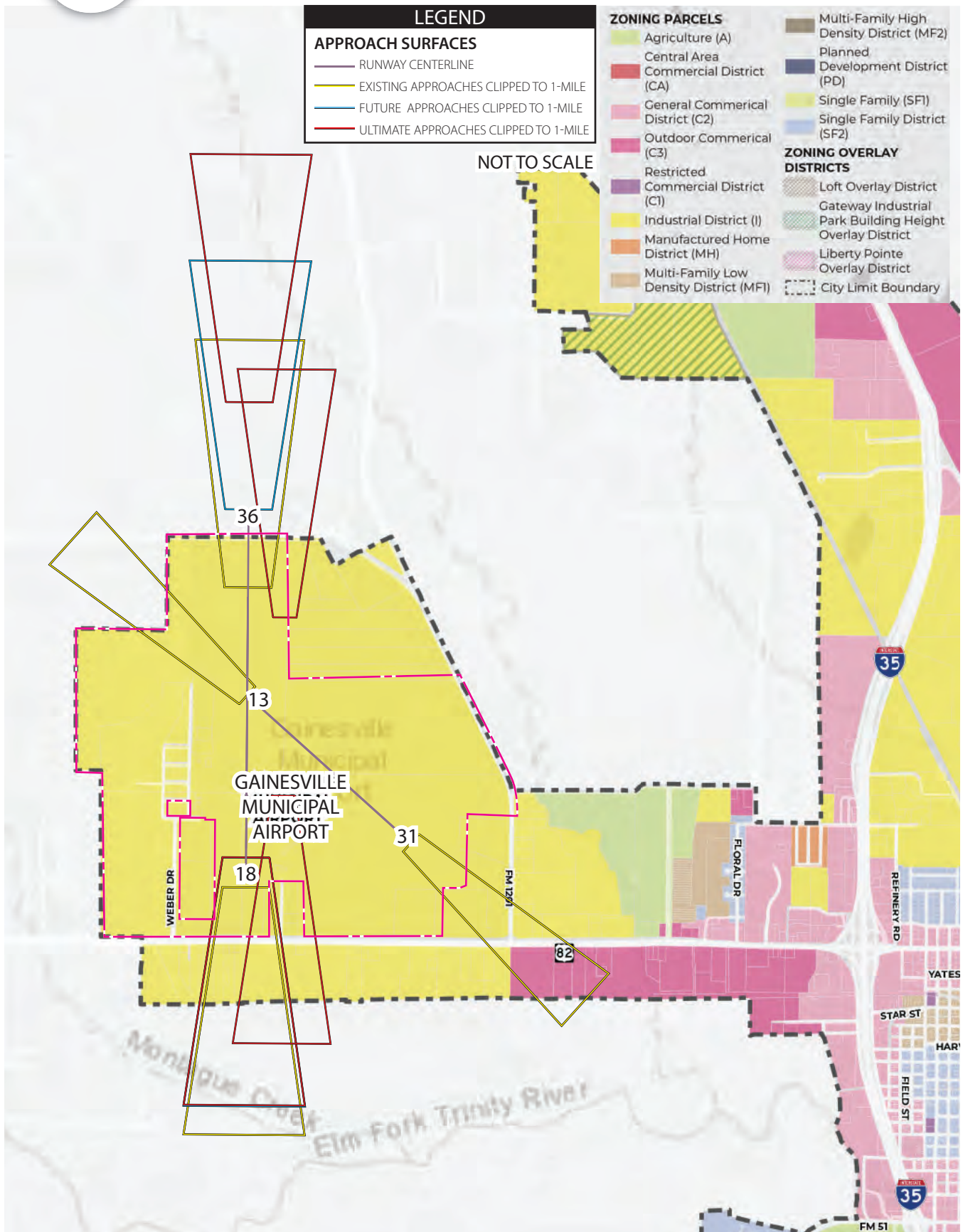
Sources: City of Gainesville, TX, Zoning Ordinance; Coffman Associates analysis

In addition to the requirements of the above-listed underlying zoning designations above, the City of Gainesville has adopted the *Gateway Industrial Park Building Height Overlay District*, which permits building heights of 80 feet and allows appurtenances, such as silos and vents, to reach heights up to 150 feet tall. City Council may approve building heights over 80 feet and appurtenance heights over 150 on a case-by-case basis. All buildings at the Gainesville Municipal Airport are required to comply with the FAA's regulations related to flight paths, including height requirements.⁷

In 1982, the City of Gainesville and Cooke County established a Joint Airport Zoning Board, known as the Gainesville-Lindsay-Cooke County Joint Airport Zoning Board, with the powers and exercise the duties set forth in Tex. Local Gov't Code, Chapter 241. The Gainesville-Lindsay-Cooke County Joint Airport Zoning Board has the same powers as a single political subdivision to adopt, administer, and enforce zoning

⁶ TX Loc Govt Code § 211 (1987) <https://statutes.capitol.texas.gov/?tab=1&code=LG&chapter=LG.211&artSec=>

⁷ Section 3.2.04 - Gateway Industrial Park Building Height Overlay District, Gainesville Texas Zoning Ordinance. https://library.municode.com/tx/gainesville/codes/code_of_ordinances?nodeId=PTIICOR_APXAZO_ARTIIIUSLAPR_S3.3SPUSPE



Source: Guiding Gainesville 2040 Comprehensive Plan (2026); Coffman Associates analysis.

regulations for hazard areas or compatible land uses around the Gainesville Municipal Airport. However, existing regulations do not indicate that there is an Airport Hazard Overlay District in place currently.

SUBDIVISION REGULATIONS

Subdivision regulations are legal devices employed to administer the process of dividing land into two or more lots, parcels, or sites for the building, location, design, and installation of supporting infrastructure. The subdivision regulations are one of two instruments commonly employed to carry out the goals and policies outlined in the comprehensive plan. The land subdivision ordinance of the City of Gainesville is codified within Appendix B - Subdivisions of the Gainesville, Texas Development Code.⁸

Subdivision regulations can be used to specify requirements for airport-compatible land development by requiring developers to plat and develop land to minimize noise impacts or reduce noise exposure to new development. Subdivision regulations can also be used to protect the airport proprietor from litigation for noise impacts at a later date. The most common requirement is the dedication of a noise or aviation easement to the airport sponsor by the land developer as a condition of the development approval. Easements typically authorize overflights of property, with noise levels attendant to such operations.

BUILDING CODE

Building codes were established to provide minimum standards to safeguard life, limb, health, and public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all buildings and structures. Building codes may be required to provide sound insulation in new residential, office, and institutional buildings when warranted by existing or potential high aircraft noise levels.

The current City of Gainesville Building Code, adopted in 2016, consists of the International Building Code (IBC), 2015 edition, with specific amendments. The IBC generally does not include noise attenuation requirements in the building code. Jurisdictions can pass additional regulations in their building code to require additional building requirements, such as reacting to unique threats of regional natural disasters, in an effort to assist in building structures “right” at the beginning of construction when it matters most, as it can be expensive and difficult to change. For new construction near an airport, incorporating noise attenuation can be especially important. Noise attenuation measures can include increasing the thickness of windows or implementing sound-absorbing building materials.

⁸ Appendix B – Subdivisions, Gainesville Texas, Development Code (2010)
https://library.municode.com/tx/gainesville/codes/code_of_ordinances?nodeId=PTIICOR_APXBSU

NON-COMPATIBLE DEVELOPMENT ANALYSIS

In addition to evaluating areas with the potential for non-compatible development based on future land use plans and zoning, the airport's noise exposure contours have been evaluated in comparison with the recommended height restrictions within the Part 77 approach surfaces out to one mile. This was accomplished by evaluating city-adopted land use plans and zoning designations for those parcels encompassed by the noise contours to determine if noise-sensitive land uses could be developed in those areas. Both noise contours and height restrictions within the Part 77 approach surface area are addressed below.

Noise Exposure Contours

The standard methodology for analyzing noise conditions at airports involves the use of a computer simulation model. The purpose of the noise model is to produce noise exposure contours that are overlain on a map of the airport and vicinity to graphically represent aircraft noise conditions. When compared to land use, zoning, and comprehensive plan maps, the noise exposure contours may be used to identify areas that are currently, or have the potential to be, exposed to aircraft noise.

To achieve an accurate representation of an airport's noise conditions, the noise model uses a combination of industry-standard information and user-supplied inputs specific to the airport. The software provides noise characteristics, standard flight profiles, and manufacturer-supplied flight procedures for aircraft that commonly operate at GLE. As each aircraft has different design and operating characteristics (number and type of engines, weight, and thrust levels), each aircraft emits different noise levels. The most common way to spatially represent the noise levels emitted by an aircraft is by developing a noise exposure contour.

Airport specific information, including runway configuration, flight paths, aircraft fleet mix, runway use distribution, local terrain and elevation, average temperature, and numbers of daytime and nighttime operations, are also used in modeling inputs.

Based on assumptions provided by the user, the noise model calculates average 24-hour aircraft sound exposure within a grid covering the airport and surrounding areas. The grid values, representing the DNL at each intersection point on the grid, signify a noise level for that geographic location. To create noise contours, an isoline similar to those on a topographic map is drawn, connecting points of the same DNL noise value. In the same way that a topographic contour represents the same elevation, the noise contour identifies areas of equal noise exposure.

DNL is the metric currently accepted by the FAA, U.S. Environmental Protection Agency (EPA), and Department of Housing and Urban Development (HUD) as an appropriate measure of cumulative noise exposure. These three agencies have each identified the 65 DNL noise contour as the threshold of incompatibility.

The guidelines summarized in Table 1 of 14 CFR Part 150 indicate that all land uses are acceptable in areas below 65 DNL.⁹ At or above the 65 DNL threshold, residential uses (including RV parks and campgrounds), educational and religious facilities, health and childcare facilities, and outdoor sport, recreation and park facilities are all incompatible. Educational, healthcare, and religious facilities are also generally considered to be incompatible with noise exposure above 65 DNL. As with residential development, communities can make a policy decision that these uses are acceptable with appropriate sound attenuation measures. Hospitals and nursing homes, places of worship, auditoriums, and concert halls are structures which are generally compatible if measures to achieve noise level reduction are incorporated into the design and construction of structures. Outdoor music shells and amphitheaters are not compatible and should be prohibited within the 65 DNL noise contour. Additionally, agricultural uses and livestock farming are generally considered compatible, except for related residential components of these uses, which should incorporate sound attenuation measures.

As part of this master plan, noise exposure contours were prepared for GLE for a baseline condition (2025) and two long-range conditions (2045), future and ultimate. The fleet mix utilized for noise modeling is based on the aviation demand forecast presented in Chapter Two of this document. The resulting contours are shown on **Exhibit 5E**. As shown on the exhibit, noise contours out to the 65 DNL largely remain on airport property for both the existing and future forecast conditions. In the ultimate condition, the 65 DNL contour extends off-airport over undeveloped land and agricultural farmsteads to the north of the airport and includes one residential dwelling unit.

Height Restrictions

To analyze the potential for non-compatible development of land off airport property, zoning within the Part 77 approach surface area out to one mile from the end of the runways were evaluated. **Table 5C** above notes the maximum height limit for zoning of the underlying permitted land uses, which range from 45 feet normally to up to 80 feet in the Gateway Industrial Park Building Height Overlay District.

RECOMMENDATIONS

Based on the information presented above and the non-compatible development analysis, the following recommendations are provided to maintain airport land use compatibility in the vicinity of GLE. The recommendations below are in accordance with the FAA's recently published Advisory Circular 150/5190-4B, which identifies compatible land use development tools, resources, and techniques to protect surrounding communities from adverse effects associated with airport operations.¹⁰

Adopt Airport Hazard Zoning Overlay | An Airport Hazard Zoning Overlay Ordinance could be adopted, either by the City of Gainesville or the Joint Airport Zoning Board, which references GLE's existing, ultimate, and/or future approach surfaces, as well as descriptions of the approach, transition, horizontal, and conical zones, which may change from time to time as the Part 77 airspace drawing for the airport

⁹ 14 CFR Part 150 <https://www.ecfr.gov/current/title-14/chapter-I/subchapter-I/part-150>

¹⁰ Federal Aviation Administration, Advisory Circular 150/5190-4B – Airport Land Use Compatibility Planning (September 16, 2022)

is updated. Additionally, noise contours could be included in the hazard overlay boundaries to ensure future development is compatible with airport operations.

Implement FAA 7460-1 Airspace Analysis | The above-referenced Airport Hazard Zoning Overlay ordinance and/or building permit application process could be modified so that airport hazards are identified through an FAA 7460-1 airspace analysis. The FAA notice criteria tool¹¹ allows users (airport sponsor, developer, and local municipality) to input location and dimensional information about a proposed development to determine if they are required to file notice with the FAA. If a notice is required, the proponent would be required to submit FAA Form 7460-1, “Notice of Construction or Alteration,” to the FAA for review as a local project review standard.

Consult FAA Advisory Circular for Wildlife Hazard Review | Land uses that create bird strike hazards are currently prohibited in the City of Gainesville Code of Ordinances. Certain land uses that attract birds and other wildlife hazards should not be permitted on or near the airport, according to FAA Advisory Circular 15/5200-33C.¹²

Use Conservation Easement | Conservation easements may be established for vacant land within the approach surfaces that are designated as open space on the Future Land Use Maps.

Special Exceptions/Conditional Uses | The FAA’s most recent advisory circular states that if a community, located near an airport, allows some land use control through conditional uses, that community should make certain that such uses do not create a hazard for the community, the airport, or the user of the subject property. The City of Gainesville could modify its change of zone requirements and/or conditional use requirements within the airport’s vicinity to have a designation which triggers extraordinary review of these exceptions because of the location of the property being near an airport.

Adopt Fair Disclosure Requirements for Real Estate Transactions within the Vicinity of GLE | Fair disclosure regulations in real estate transactions are intended to ensure that prospective buyers of property are informed that the property is, or will be, exposed to potentially disruptive aircraft noise or overflights. It is not uncommon, around even the busiest airports, for newcomers to report having bought property without having been informed about airport noise levels. At the most formal level, fair disclosure can be implemented through a city ordinance requiring a deed notice for property within the vicinity based on an existing boundary, such as the Part 77 Horizontal Imaginary Surface. The following is an example of deed notice language that would notify the property owner of the proximity of an airport and what expectations they should have for living in the vicinity of the airport:

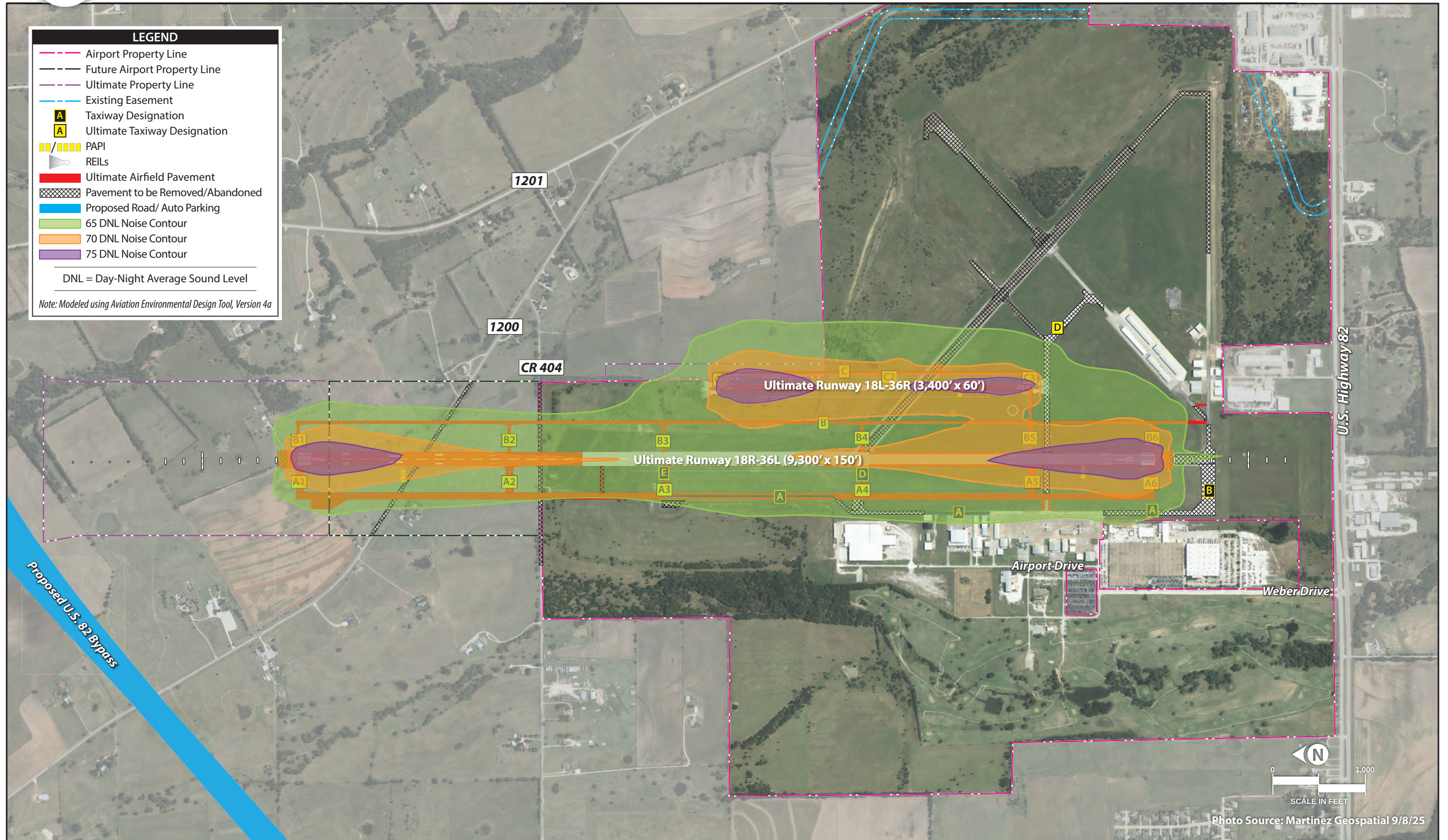
The subject property is within the vicinity of Gainesville Municipal Airport, located at 2300 Airport Drive, Gainesville, TX 76240. Properties within this area are routinely subject to overflights by aircraft using this public-use airport and, as a result, residents may experience inconvenience, annoyance, or discomfort arising from the noise of such operations. Residents also should be aware that the current volume of aircraft activity may increase in response to the population and economic growth within the Gainesville Municipal Airport vicinity. Any subsequent deed conveying this parcel or subdivisions thereof shall contain a statement in substantially this form.

¹¹ <https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequireGLEolForm>

¹² Federal Aviation Administration, Advisory Circular 15/5200-33C – Hazardous Wildlife Attractants on or near Airports (February 21, 2020)







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Airport and FAA Participation in Local and Regional Planning - The authority to develop, implement, and enforce land use programs and decisions rests predominantly with local governments. Therefore, it is recommended that airport operators be involved in the preparation of city, county, and regional comprehensive plans so that they can advocate for airport interests and provide their specialized expertise to the planning team. Airport coordination with local governments ensures that they are routinely provided information about proposed development activity in the airport environs, allowing the airport operators the opportunity to review and comment on those proposals. This would include engagement with all jurisdictions in the airport vicinity.

AIRPORT RECYCLING, REUSE, AND WASTE REDUCTION

The primary objective of this section is to provide the City of Gainesville and its airport administration with recommendations for future improvements and processes that promote sustainable principles in addressing airport operations and aviation demand. By making sustainability a priority in the planning process and identifying best management practices, the airport can become a more environmentally friendly economic hub.

REGULATORY GUIDELINES

FAA Modernization and Reform Act of 2012

The *FAA Modernization and Reform Act of 2012* (FMRA), which amended Title 49 United States Code (USC), included several changes to the *Airport Improvement Program* (AIP). Two of these changes are related to recycling, reuse, and waste reduction at airports:

- Section 132(b) of the FMRA expanded the definition of airport planning to include “developing a plan for recycling and minimizing the generation of airport solid waste, consistent with applicable state and local recycling laws, including cost of a waste audit.”
- Section 133 of the FMRA added a provision requiring any airport that has or plans to prepare a master plan and receives AIP funding for an eligible project to ensure the new or updated master plan addresses issues related to solid waste recycling at the airport, including the following:
 - The feasibility of solid waste recycling at the airport
 - Minimization of the generation of solid waste at the airport
 - Operation and maintenance requirements
 - A review of waste management contracts
 - The potential for cost savings or generation of income

State of Texas Solid Waste Management

Title 30 of the *Texas Administrative Code*, Part 1, Chapter 330, *Municipal Solid Waste*,¹³ was adopted to regulate waste management. This document provides policy and procedural guidance to state, substate, and local agencies on the proper management of solid waste and outlines sound methods of solid waste management and disposal for state, substate, and local agencies.

The Texas Commission on Environmental Quality (TCEQ) oversees the state's solid waste management implementation.¹⁴ The Office of Waste in the TCEQ overviews waste management, recycling, reduction, reuse, and cleanups and remediation. Duties assigned to the Office of Waste include oversight of the following:

- Processing, storage, transportation, and disposal of waste
- Permits, registrations, and compliance
- Household, industrial, municipal, and radioactive waste
- Septic systems, sludge, dredge, and injection

Duties assigned to the recycling, reducing, and reusing office include overseeing the following:

- Recycling operations and composting
- Home and business resources
- Fats, oils, and grease, automotive waste, and electronic waste
- Exchange network for business and industry

City of Gainesville Solid Waste Management

The city's Solid Waste Department oversees and manages the city's waste management.¹⁵ This department offers scheduled pick-up services for commercial trash, with varying sizes and styles for receptacles. The city also maintains a recycling center that accepts paper materials and household appliances, but they do not provide residential or commercial recycling pickup services.

SOLID WASTE

Airport sponsors typically have purview over waste-handling services in facilities they own and operate, such as passenger terminal buildings, hangars, ARFF stations, and maintenance facilities. Tenants of airport-owned buildings/hangars or tenants that own their facilities are typically responsible for coordinating their own waste-handling services.

¹³ Texas Administrative Code ([https://texas-sos.appianportalsgov.com/rules-and-meetings?\\$locale=en_US&interface=VIEW_TAC_SUMMARY&queryAsDate=06%2F10%2F2025&recordId=221713](https://texas-sos.appianportalsgov.com/rules-and-meetings?$locale=en_US&interface=VIEW_TAC_SUMMARY&queryAsDate=06%2F10%2F2025&recordId=221713)), accessed June 2025

¹⁴ Texas Commission on Environmental Quality, Land, Permitting and Managing Waste Disposal, Cleanups, and Other Land-Based Activities (https://www.tceq.texas.gov/agency/land_main.html)

¹⁵ City of Gainesville, Texas, Solid Waste (<https://www.cityofGainesville.com/353/Solid-Waste-Recycling>), accessed June 2026

For airports, waste can generally be divided into eight categories.¹⁶

- **Municipal solid waste (MSW)** is more commonly known as trash or garbage and consists of everyday items that are used and then discarded, such as product packaging.
- **Construction and demolition (C&D)** waste is considered non-hazardous trash resulting from land clearing, excavation, demolition, and renovation or repair of structures, roads, and utilities. C&D waste includes concrete, wood, metals, drywall, carpet, plastic, pipe, cardboard, and salvaged building components. C&D is also generally labeled MSW.
- **Green waste** is a form of MSW yard waste that consists of tree, shrub, and grass clippings, leaves, weeds, small branches, seeds, and pods.
- **Food waste** includes unconsumed food products or waste generated and discarded during food preparation and is also considered MSW.
- **Deplaned waste** is waste removed from passenger aircraft. Deplaned waste includes bottles, cans, mixed paper (i.e., newspapers, napkins, and paper towels), plastic cups, service ware, food waste, and food-soiled paper/packaging.
- **Lavatory waste** is a special waste that is emptied through a hose and pumped into a lavatory service vehicle. The waste is then transported to a triturator¹⁷ facility for pretreatment prior to discharge in a sanitary sewage system. Chemicals in lavatory waste can present environmental and human health risks if mishandled; therefore, caution must be taken to ensure lavatory waste is not released to the public sanitary sewage system prior to pretreatment.
- **Spill clean and remediation wastes** are special wastes that are generated during cleanup or spills and/or remediation of contamination from several types of sites on an airport.
- **Hazardous wastes** are governed by the *Resource Conservation and Recovery Act* (RCRA) and the regulations in Title 40 CFR Subtitle C, Parts 260 to 270. The U.S. EPA has developed less stringent regulations for certain hazardous waste (universal waste), which are described in 40 CFR Part 237, the *Universal Waste Rule*.

There are multiple areas where the airport potentially contributes to the waste stream, including the terminal building, on-airport tenants, and airport construction projects. To create a comprehensive waste reduction and recycling plan for the airport, all potential inputs must be considered.

SOLID WASTE MANAGEMENT SYSTEM

Airports generally utilize either centralized or decentralized waste management systems. The differences between the two methods are described as follows.

¹⁶ FAA, Recycling, Reuse, and Waste Reduction at Airports, April 24, 2013

¹⁷ A triturator turns lavatory waste into fine particulates for further processing.

- **Centralized waste management system** | With a centralized management system, the airport provides receptacles for the collection of waste, recyclable materials, and/or compostable materials and contracts for their removal by a single local provider.¹⁸ A centralized waste management system allows for more participation from airport tenants who may not be incentivized to recycle on their own and can reduce the overall cost of service for all involved. A centralized strategy can be inefficient for some airports because it requires more effort and oversight on the part of airport management; however, the centralized system is advantageous because it involves fewer working components in the overall management system of solid waste and recycling efforts. This system also allows greater control by the airport sponsor over the type(s), placement, and maintenance of dumpsters, thereby saving space and eliminating the need for tenants to have individual containers.
- **Decentralized waste management** | Under a decentralized waste management system, the airport provides waste containers and contracts for the hauling of waste materials in airport-operated spaces only; however, airport tenants (such as FBOs, retail shops, and others) manage the waste from their leased spaces with separate contracts, billing, and hauling schedules. A decentralized waste management system can increase the number of receptacles on airport property and the number of trips by a waste collection service provider if tenants' and the airport's collection schedules differ.

EXISTING SERVICES

GLE contracts solid waste through the City of Gainesville. There are two cubic trash receptacles on the west of side of the airport, and tenants can request standard containers for individual hangars. Tenants on the east side of the airport maintain individual, standard cans.

The airport currently participates in a decentralized waste management system, as tenants manage their own waste through the City.

SOLID WASTE BEST PRACTICES

The following general best practices can be implemented to maximize waste reduction and enhance recycling efforts at the airport.

Reduce the amount of solid waste generated.

- *Create a centralized waste management system at the airport.* Currently, GLE participates in a decentralized waste management system because airport tenants are responsible for overseeing their own waste management. Airport staff could consider engaging tenants to create a centralized waste management system at the airport to streamline waste management efforts at GLE.

¹⁸ National Academies of Science, Engineering, and Medicine, Airport Cooperative Research Program, Synthesis 92, Airport Waste Management and Recycling Practices, 2018)

- *Considerations:* Implementation of incentives for FBOs and other tenants to either enhance existing recycling practices or join the airport's recycling program should be considered.
- *Assign the responsibility of waste management to a dedicated individual or group.* Having one person oversee and manage solid waste and recycling at the airport would create efficient and cost-saving solid waste management solutions. People dedicated to this operational aspect of the airport would gain familiarity with waste processes and could help identify areas of improvement and cost-saving measures.
- *Audit the current waste management system.* The continuation of an effective program requires accurate data on current waste rates. An airport can gain insight into its waste stream in several ways, such as requesting weights from the hauler, tracking the volume, or reviewing the bills; however, managing the waste system starts with a waste audit, which is an analysis of the types of waste produced. A waste audit is the most comprehensive and intensive way to assess waste stream composition, opportunities for waste reduction, and capture of recyclables, and should include the following actions.
 - Examination of records
 - Evaluate waste hauling and disposal records and contracts
 - Examine supply and equipment invoices
 - Identify other waste management costs (commodity rebates, container costs, etc.)
 - Track waste from the point of origin
 - Establish a baseline for metrics
 - Facility walk-through conducted by the airport
 - Gather qualitative waste information to determine major waste components and waste-generating processes
 - Identify the locations on the airport that generate waste
 - Identify what types of waste are generated by the airport to determine what can be reduced, reused, or recycled
 - Improve understanding of waste pick-up and hauling practices
 - Waste sort
 - Provides quantitative data on total airport waste generation
- *Create a tracking and reporting system.* Track solid waste created at the airport to allow GLE to identify areas where a significant amount of waste is generated. This will help the airport estimate annual waste volumes. Understanding the cyclical nature of waste generation will allow the airport to estimate costs and identify areas of improvement.

Increase Number of Materials Recycled at GLE

- *Implement a recycling program at the airport.* To ensure the airport continues to reduce the amount of waste hauled to the landfill, materials that cannot be reused or avoided should be recycled, if possible. The airport should review internal procedures to ensure there are no unacceptable items contaminating recycling containers or recyclables thrown in the trash. In addition, consideration can be given to increasing the types of items that are recycled by including new types of waste (i.e., hazardous and electronic waste) into any recycling practices that are implemented.
- *Reduce waste through controlled purchasing practices and the consumption of nonessential products.* The airport can control the amount of waste generated by prioritizing the purchase of items or supplies that are reusable, recyclable, compostable, or made from recycled materials.

Establish Construction and Demolition Goals

- *Implement construction waste requirements in contracts for construction projects.* Contracts should highlight ways to repurpose and reuse materials/salvage and explain how recyclable materials are defined in the construction process. Additionally, contracts should establish standards and specifications in the procurement process and contracting when starting new construction projects at GLE. Other action items to consider when drafting a contract for a construction project include preparing a construction waste management plan, assigning a waste management coordinator, and tracking and reporting requirements under a construction waste management (CWM) plan.
- *Create a CWM plan.* Have the airport and its contractors adopt a CWM plan when applicable. A typical CWM plan should encompass goals and strategies to manage a project's C&D waste. A CWM plan should also identify the types and quantities by weight for any proposed demolition, site-clearing, and/or construction waste that may be generated by the project.

Other items to include in a CWM plan include the following:

- o Complete a materials handling estimate worksheet for all applicable project waste streams.
- o Identify where recyclable materials storage and collection points will be situated.
- o Create a plan to communicate recycling goals with employees and subcontractors.
- o Create a waste reduction work plan to identify what materials can be salvaged or recycled, how waste is disposed of, and the method for collecting and transporting waste streams.

At the end of each project, as part of the CWM plan, documentation that includes tracking, reporting, and invoicing should be submitted to demonstrate which CWM plan goals were met.

The construction waste management plan should consider the following construction and demolition debris for recycling or reuse:

Earth, soil, dirt	Wood
Concrete reclaimed asphalt pavement	Gypsum drywall
Bricks/masonry (cinder blocks, mortar, etc.)	Plastics
Rock, stone, gravel	Plaster
Ferrous metal (iron, steel, etc.)	Paint
Nonferrous metal (aluminum, copper, etc.)	Plumbing fixtures and piping
Roofing shingles and other roof materials	Land-clearing debris
Cardboard, paper, packaging	Non-asbestos insulation
Sand	

ENVIRONMENTAL OVERVIEW

An analysis of potential environmental impacts associated with the proposed airport projects is an essential consideration in the airport master plan process. The primary purpose of this discussion is to review the future and ultimate development concepts (**Exhibits 5A and 5B**) and the airport's capital program to determine whether projects identified in the airport could, individually or collectively, significantly impact existing environmental resources. Information contained in this section was obtained from previous studies, field work, official internet websites, and analysis by the consultant, which is presented in Chapter One in the Environmental Inventory section. The following information provides an overview of potential impacts to existing resources that could result from the implementation of the planned improvements outlined on the recommended development concepts.

If the FAA retains approval authority over a project, then the project is typically subject to the *National Environmental Policy Act* (NEPA). For projects not categorically excluded under FAA 1050.1G, *FAA National Environmental Policy Act Implementing Procedures*, compliance with NEPA is generally satisfied through the preparation of an environmental assessment (EA). In instances where significant environmental impacts are expected, an environmental impact statement (EIS) may be required.

The *2024 FAA Reauthorization Act* has also introduced a variety of updated and new environmental guidelines. The primary environmental-related updates are outlined in two sections: Section 743 and Section 783.

- Section 743 details the FAA's authority to regulate uses of airport property for projects on land acquired without federal assistance and outlines limitations imposed on non-aeronautical review. Section 743 also states that a notice of intent for proposed projects outside FAA jurisdiction should be submitted by an airport sponsor to the FAA.
- Section 783 outlines the airport capacity enhancement projects, terminal development projects, and general aviation airport improvement projects that will be subject to coordinated and expedited environmental review requirements.

The following portion of the master plan is not designed to satisfy NEPA requirements for a specific development project, but it provides a preliminary review of environmental issues that may need to be considered in more detail with the environmental documentation required for airport actions.

Table 5D summarizes potential environmental concerns associated with implementation of the ultimate and future recommended development concept for GLE. Analysis under NEPA may require federal agencies to prepare a “detailed statement” for proposed “major federal actions significantly affecting the quality of the human environment,” as amended by the *Fiscal Responsibility Act of 2023* (FRA), Public Law 118-5. This statement must include the following:

- (1) The reasonably foreseeable environmental effects of the proposed agency action;
- (2) The reasonably foreseeable adverse environmental effects that cannot be avoided;
- (3) A reasonable range of alternatives to the proposed agency action, including an analysis of any negative environmental impacts of not implementing the proposed agency action in the case of no action alternative, that are technically and economically feasible, and must meet the purpose and need of the proposal;
- (4) The relationship between local short-term uses of man’s environment and the maintenance and enhancement of long-term productivity; and
- (5) Any irreversible and irretrievable commitments of resources that would be involved in the proposed action.

TABLE 5D | Summary of Potential Environmental Concerns

AVIATION EMISSIONS AND AIR QUALITY	
FAA Order 1050.1G, Significance Threshold/Factors to Consider. The action would cause pollutant concentrations to exceed one or more of the National Ambient Air Quality Standards (NAAQS), as established by the United States (U.S.) Environmental Protection Agency (EPA) under the Clean Air Act, for any of the time periods analyzed, or to increase the frequency or severity of any such existing violations.	
Future Development Concept	Ultimate Development Concept
Potential Impact. An increase in operations could occur over the 20+ years outlined in the aviation demand forecasts as part of this master plan that would likely result in additional emissions. Although GLE is located in Cooke County, which is in attainment for all federal criteria pollutants (as of May 31, 2026), the FAA’s <i>2024 Aviation Emissions and Air Quality Handbook</i> (v4) requires additional analysis using screening criteria for projects in attainment areas. Project-specific qualitative or quantitative construction or operational emissions inventories under NEPA may be necessary. Thus, for future airport projects that are not presumed to conform to the <i>Clean Air Act</i> , additional emissions modeling could be required to determine the significance of air quality impacts.	Potential Impact. See Future Development Concept response. Project-specific qualitative or quantitative inventories may be required under NEPA.

BIOLOGICAL RESOURCES (Including Fish, Wildlife, and Plants)

FAA Order 1050.1G, Significance Threshold/Factors to Consider. The U.S. Fish and Wildlife Service (FWS) or the National Marine Fisheries Service (NMFS) determines that the action would be likely to jeopardize the continued existence of a federally listed threatened or endangered species or would result in the destruction or adverse modification of federally designated critical habitat. FAA has not established a significance threshold for non-listed species; however, factors to consider are if an action would have the potential for: 1) long-term or permanent loss of unlisted plant or wildlife species; 2) adverse impacts to special status species or their habitats; 3) substantial loss, reduction, degradation, disturbance, or fragmentation of native species' habitats or their populations; or 4) adverse impacts on a species' reproductive rates, non-natural mortality, or ability to sustain the minimum population levels required for population maintenance.

Future Development Concept	Ultimate Development Concept
<u>Federal/State Protected Species</u>	<u>Federal/State Protected Species</u>
Potential Impact. According to the U.S. FWS Information for Planning and Consultation (IPaC) and the Texas Parks & Wildlife Department report for Cooke County (see Chapter One), there is potential for eight federal and/or state proposed threatened, threatened, or endangered species at or near GLE: • piping plover (federal threatened/state threatened) • rufa red knot (federal threatened/state threatened) • whooping crane (federal endangered/state endangered) • alligator snapping turtle (federal proposed threatened) • monarch butterfly (federal proposed threatened) • interior least tern (state endangered) • white-faced ibis (state threatened) • Texas horned lizard (state threatened) The proposed future development concept includes several large areas of undeveloped airport land to be reserved for future aeronautical and non-aeronautical development. These areas include vegetation such as trees, bushes, and grasslands. While these areas may not provide suitable habitat for federal or state listed species, a biological evaluation should be completed prior to new development to analyze the habitat and occurrence potential for protected species. New development planned within the currently developed airport areas are not likely to have adverse effects on federal or state-listed species. However, birds protected by the <i>Migratory Bird Treaty Act</i> could be using these areas for nesting. It is recommended that any projects involving areas of the airport vegetated with potential nesting substrates be surveyed for nests and fledging young prior to vegetation clearing activities if they are scheduled between March and August. If nests or fledging young are found, avoidance measures would be required. <u>Designated Critical Habitat</u> No Impact. There is no federally designated critical habitat within airport boundaries.	Potential Impact. See Future Development Concept response. Potential impacts to biological resources would be similar to those that could occur for the proposed future development concept. <u>Designated Critical Habitat</u> No Impact. There is no federally designated critical habitat within airport boundaries.

COASTAL RESOURCES

FAA Order 1050.1G, Significance Threshold/Factors to Consider. FAA has not established a significance threshold for Coastal Resources. Factors to consider are if an action would have the potential to: 1) be inconsistent with the relevant state coastal zone management plan(s); 2) impact a coastal barrier resources system unit; 3) pose an impact on coral reef ecosystems; 4) cause an unacceptable risk to human safety or property; or 5) cause adverse impacts on the coastal environment that cannot be satisfactorily mitigated.

Future Development Concept	Ultimate Development Concept
No Impact. The airport is not located within a coastal zone; therefore, airport development would not impact coastal resources.	No Impact. The airport is not located within a coastal zone; therefore, airport development would not impact coastal resources.

DEPARTMENT OF TRANSPORTATION ACT, SECTION 4(f) (Now Codified in 49 United States CODE [U.S.C.] § 303)

FAA Order 1050.1G, Significance Threshold/Factors to Consider. The action involves more than a minimal physical use of a Section 4(f) resource or constitutes a “constructive use” based on an FAA determination that the aviation project would substantially impair the Section 4(f) resource. Resources that are protected by Section 4(f) are publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance; and publicly or privately owned land from an historic site of national, state, or local significance. Substantial impairment occurs when the activities, features, or attributes of the resource that contribute to its significance or enjoyment are substantially diminished.

Future Development Concept	Ultimate Development Concept
Potential Impact. There are two potential Section 4(f) resources within one mile of the airport: • Gainesville Municipal Golf Course, situated on the west side of the airport • Lindsay Park, located 0.70 miles south of the airport The future development concept has identified the Gainesville Municipal Golf Course as a planned non-aeronautical development parcel. Prior to the development of non-aeronautical facilities in this area, a Section 4(f) Evaluation would be required to analyze the impacts associated with the physical use of a Section 4(f) resource on the airport, as well as identify practicable alternatives.	Potential Impact. Similar to the future development concept, the ultimate development concept plans for non-aeronautical development within the existing Gainesville Municipal Golf Course and would require a Section 4(f) Evaluation prior to the development of this parcel. There are no other Section 4(f) resources that would be physically or constructively used as a result of planned projects on the ultimate development concept.

FARMLANDS

FAA Order 1050.1G, Significance Threshold/Factors to Consider. The total combined score on Form AD-1006, Farmland Conversion Impact Rating, ranges between 200 and 260. (Form AD-1006 is used by the U.S. Department of Agriculture, Natural Resources Conservation Service [NRCS] to assess impacts under the Farmland Protection Policy Act [FPPA].) FPPA applies when airport activities meet the following conditions:

- Federal funds are involved;
- The action involves the potential for the irreversible conversion of important farmlands to non-agricultural uses. Important farmlands include pastureland, cropland, and forest considered to be prime, unique, or statewide or locally important land; or
- None of the exemptions to FPPA apply. These exemptions include:
 - When land is not considered “farmland” under FPPA, such as land already developed or already irreversibly converted. These instances include when land is designated as an urban area by the U.S. Census Bureau or the existing footprint includes rights-of-way.
 - When land is already committed to urban development.
 - When land is committed to water storage.
 - The construction of non-farm structures necessary to support farming operations.
 - The construction/land development for national defense purposes.

Future Development Concept	Ultimate Development Concept
Potential Impact. According to the U.S. Department of Agriculture, NRCS Web Soil Survey, there are soils classified on the airport as “farmland of statewide importance” and “all areas are prime farmland.” Since GLE is located outside of a designated urbanized area boundary, portions of the airport that contain soils designated as farmland may be protected under the FPPA. The following projects depicted on Exhibit 5A are located on potential farmland: extension of Runway 18, construction of T-hangars and box hangars on the east side of the airport, construction of hangars west of Runway 18-36 and north of the industrial/commercial building the area of land identified for air cargo reserve, a portion of the 304.1-acre non-aeronautical development located immediately south of Airport Drive, and a portion of the 138.1-acre parcel planned for aeronautical development. Prior to the development of the projects outlined above, coordination with the FPPA should occur.	Potential Impact. Similar to the future development concept, there are several areas at GLE that contain soils identified as farmland. The following projects depicted on Exhibit 5B are located on potential farmland: extension of Runway 18R, the construction of the middle segment of Taxiway A, the construction of ultimate Runway 18L-36R, construction of hangars on the east side of the airport, construction of hangars west of Runway 18R-36L, the area of land identified for air cargo reserve, and a portion of the 304.1-acre non-aeronautical development located immediately south of Airport Drive. Prior to the development of the projects outlined above, coordination with the FPPA should occur.
HAZARDOUS MATERIALS, SOLID WASTE, AND POLLUTION PREVENTION	
FAA Order 1050.1G, Significance Threshold/Factors to Consider. FAA has not established a significance threshold for Hazardous Materials, Solid Waste, and Pollution Prevention. However, factors to consider are if an action would have the potential to: 1) violate applicable federal, state, tribal, or local laws or regulations regarding hazardous materials and/or solid waste management; 2) involve a contaminated site; 3) produce an appreciably different quantity or type of hazardous waste; 4) generate an appreciably different quantity or type of solid waste or use a different method of collection or disposal and/or would exceed local capacity; 5) use a different method of waste collection, treatment, storage, or disposal that, as an action, would adversely impact the site, surroundings, or affected community, and/or would exceed state, Tribal, or local capacity; or 6) adversely affect human health and the environment.	
Future Development Concept	Ultimate Development Concept
No Impact. There are no brownfields, Superfund sites, or leaking underground storage tanks known to occur at the airport. Because of the existing regulatory environment regarding hazardous material, waste, and stormwater management, no impacts related to future airport development are anticipated. There is a fuel farm consisting of two aboveground fuel tanks located on the west side of the apron, north of the terminal building. This fuel farm is proposed for expansion in the future. The fuel farm is required to maintain spill response procedures (i.e., a Spill Prevention Control and Countermeasure [SPCC] Plan) to minimize non-stormwater discharges from contaminating waterways under federal regulations. The construction of the planned developments would increase solid waste during construction on a temporary basis, and during operation of new hangars and future aeronautical or non-aeronautical development located in the reserve areas. No impacts related to solid waste disposal are expected. Solid waste would be taken to the city’s transfer station.	No Impact. Regulatory compliance with all applicable hazardous and solid waste mandates and practices would be similar to those that would occur for the proposed future development concept. A second fuel farm is proposed for construction in the new hangar complex on the east side of the airport, as shown on Exhibit 5B. This fuel farm would also be required to maintain an SPCC Plan to minimize non-stormwater discharges from contaminating waterways under federal regulations. Similar to the planned future development, the airport’s SWPPP would need to be updated as planned ultimate development occurs.

See discussion on Surface Water for information on water quality pollution prevention. The airport's stormwater pollution prevention program (SWPPP) will need to be updated as planned future development occurs.

HISTORICAL, ARCHITECTURAL, ARCHAEOLOGICAL, AND CULTURAL RESOURCES

FAA Order 1050.1G, Significance Threshold/Factors to Consider. FAA has not established a significance threshold for Historical, Architectural, Archaeological, and Cultural Resources. Factors to consider are if an action would result in a finding of "adverse effect" through the Section 106 process. However, an adverse effect finding does not automatically trigger the preparation of an EIS (i.e., a significant impact).

Future Development Concept

Potential Impact. There are no listed National Register of Historic Places (NRHP) on or near GLE. Although much of the airport has been developed or disturbed by construction, there is still potential that intact cultural resources may be present either on the ground surface or subsurface. No systematic airport-wide cultural survey has been completed to date.

If previously undocumented buried cultural resources are identified during ground-disturbing activities for future airport development, all work must immediately cease within 30 meters (100 feet) until a qualified archaeologist has documented the discovery and evaluated its eligibility for the NRHP, as appropriate. Work must not resume in the area without approval from the FAA.

All structures on the airport property (or on surrounding parcels proposed for acquisition and redevelopment) that were constructed in the 1970s and prior should be further evaluated for historical importance before being demolished or modified.

Ultimate Development Concept

Potential Impact. Potential impacts to historical, architectural, archeological, and cultural resources would be similar to those that could occur for the proposed future development concept.

LAND USE

FAA Order 1050.1G, Significance Threshold/Factors to Consider. FAA has not established a significance threshold for Land Use. There are also no specific independent factors to consider. The determination that significant impacts exist is normally dependent on the significance of other impacts.

Future Development Concept

No Impact. Although new aeronautical and non-aeronautical development is accommodated by the future development concept for several undeveloped areas of the airport, this new development would need to be consistent with the airport's existing industrial zoning and the city's entitlement process, which would apply to all future landside development. This should ensure that incompatible land uses are not allowed at the airport. Future non-aeronautical development proposals for the reserve areas shown on the development concept must be vetted thoroughly through the local entitlement process to evaluate their compatibility with adjacent and nearby off-airport land uses such as residences.

The existing golf course on the west side of the airport is a non-conforming land use. Therefore, its removal would not be considered a land use impact. (NOTE: Removal of the golf course could still be a Section 4(f) impact under federal

Ultimate Development Concept

No Impact. Similar to the proposed future development concept, land use impacts are not anticipated because of the ultimate development concept due to the existing zoning and city entitlement process, which would apply to all future landside development.

regulations associated with U.S. Department of Transportation actions and their effects on public recreational resources. See prior discussion under that Impact Category).

NATURAL RESOURCES AND ENERGY SUPPLY

FAA Order 1050.1G, Significance Threshold/Factors to Consider. FAA has not established a significance threshold for Natural Resources and Energy Supply. However, factors to consider are if the action would have the potential to cause demand to exceed available or future supplies of these resources or adversely impact extant federal, Tribal, state, or local resource planning already in place.

Future Development Concept

No Impact. Planned development projects at the airport could increase demands on energy utilities, water supplies and treatment, and other natural resources during construction; however, significant long-term impacts are not anticipated. Should long-term impacts be a concern, coordination with local service providers is recommended.

Ultimate Development Concept

No Impact. See previous response; projects depicted on **Exhibit 5B** may increase demand on natural resources and energy supply. Should long-term impacts be a concern, coordination with local service providers is recommended.

NOISE AND NOISE-COMPATIBLE LAND USE

FAA Order 1050.1G, Significance Threshold/Factors to Consider. The significance threshold applies to all civil aviation activities, including aircraft and airports; unmanned aircraft systems (UAS) and hubs; AAM and vertiports; and commercial space vehicles and launch and reentry sites.

The action would result in noise exposure from impulsive noise sources (e.g., sonic booms) that meet or exceed 60 CDNL – equivalent to Day-Night Average Sound Level (DNL) 65 dBA.

The action would increase noise by DNL 1.5 decibel (dB) or more for a noise-sensitive area that is exposed to noise at or above the DNL 65 dB noise exposure level, or that will be exposed at or above the DNL 65 dB level due to a DNL 1.5 dB or greater increase, when compared to the no action alternative for the same timeframe.

Another factor to consider is that special consideration should be given to the evaluation of the significance of noise impacts on noise-sensitive areas within Section 4(f) properties where the land use compatibility guidelines in Title 14 Code of Federal Regulations (CFR) Part 150 are not relevant to the value, significance, and enjoyment of the area in question.

Future Development Concept

No Impact. **Exhibit 5E** (second page) shows the 65 DNL noise contour associated with the future development concept (**Exhibit 5A**). The 65 DNL noise contour (and higher) would remain within airport property except for a small area east of the northeast property line. This noise contour, which would be a result of the proposed Runway 18 extension, would not affect noise-sensitive land uses as the underlying land is used for farming.

Ultimate Development Concept

Potential Impact. **Exhibit 5E** (third page) shows the 65 DNL noise contour associated with the ultimate development concept (**Exhibit 5B**), which includes both the construction of a new runway (Ultimate Runway 18L-36R), as well as the longer extension of Runway 18R-36L. The 65, 70 and 75 DNL noise contours resulting from the new proposed runway (Ultimate Runway 18L-36R) would remain within airport property except for a small area east of the northeast property line. These noise contours resulting from the planned Runway 18R extension would affect noise-sensitive land uses comprised of scattered residences within the larger agricultural area.

SOCIOECONOMICS AND CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS

Socioeconomics

FAA Order 1050.1G, Significance Threshold/Factors to Consider. FAA has not established a significance threshold for Socioeconomics. However, factors to consider are if an action would have the potential to: 1) disrupt or divide the physical arrangement of an established community; 2) cause extensive relocation when sufficient replacement housing is unavailable; 3) cause extensive relocation of community businesses that would cause severe economic hardship for affected communities; 4) disrupt local traffic patterns and substantially reduce the levels of service of roads serving the airport and its surrounding communities; or 5) produce a substantial change in the community tax base.

Future Development Concept	Ultimate Development Concept
Potential Impact. The future development concept includes an extension of Runway 18-36 that would cause the Runway 18 RPZ to cross over CR 404 and FM 1200. Due to FAA recommendations regarding public roads in RPZs, both roads are shown as being closed on the development concept exhibit (Exhibit 5A). Road closures can cause impacts on traffic circulation and should be investigated further if the road closures move forward. In addition, land acquisition proposed for the Runway 18 RPZ includes scattered residential properties. Any residential or business relocations resulting from the proposed land acquisition would need to comply with the <i>Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970</i>, as amended (42 U.S.C. 4601 et seq). It is likely that the future development at the airport, including runway extensions and vertiports, new hangar development, and future non-aeronautical development would have positive economic effects on the city and the region in terms of additional jobs, earnings, and tax income.	Potential Impact. Potential socioeconomic impacts (and benefits) would be like those that could occur for the proposed future development concept.
Children's Health and Safety Risks	
FAA Order 1050.1G, Significance Threshold/Factors to Consider. FAA has not established a significance threshold for Children's Environmental Health and Safety Risks. However, factors to consider are if an action would have the potential to lead to a disproportionate health or safety risk to children.	
Future Development Concept	Ultimate Development Concept
No Impact. No disproportionately high and adverse impacts are anticipated to affect children living near the airport because of the proposed future development. The airport is an access-controlled facility, and children will not be granted access to the airfield or landside facilities without adult supervision. All construction areas should be controlled to prevent unauthorized access as well.	No Impact. See previous response. GLE is an access-controlled facility and children would not have access to the airport without adult supervision.
VISUAL EFFECTS	
Light Emissions	
FAA Order 1050.1G, Significance Threshold/Factors to Consider. FAA has not established a significance threshold for Light Emissions. However, a factor to consider is the degree to which an action would have on the potential to: 1) create annoyance or interfere with normal activities from light emissions; or 2) affect the nature of the visual character of the area due to light emissions, including the importance, uniqueness, and aesthetic value of the affected visual resources	
Future Development Concept	Ultimate Development Concept
Potential Impact. New airfield lighting will occur in previously unlit open space when the runway is extended. Existing lights at the airport include a rotating beacon, medium intensity runway edge lights, runway end threshold lights, a lighted wind cone and segmented circle, REILs, PAPIs, lighted airfield identification signs, and building and/or parking lot security lights. The future development concept includes new medium intensity taxiway edge lights and a medium intensity approach lighting system (MALS) off the end of Runway 18. New lights that are part of the runway extension or on Taxiway A will be primarily at	Potential Impact. The ultimate development concept would extend Runway 18R farther into existing open space, resulting in additional runway and taxiway edge lighting. In addition, The ultimate Runway 18R MALS would be changed to a MALSR with the addition of runway alignment indicator lights, which add sequenced flashing strobe lights leading up to the runway. This will be more noticeable to viewers on surrounding roadways, at residences, and at other locations. Additionally, a MALS is planned for ultimate Runway 36L.

ground level and will not cause adverse off-airport light emissions. However, the MALS system involves a series of lights installed in the runway approach zone along the extended centerline of the runway. The lights are steady burning light bars and installed in sets at 200-foot intervals. They are often on poles six to 10 feet or higher above the ground. Thus, these lights would be more noticeable to viewers on surrounding roadways, at residences, and at other locations.

Building security lighting for new hangars, parking lots, a proposed terminal expansion, a potential airport traffic control tower, and other buildings in the aeronautical and non-aeronautical reserves are not likely to be significant as individual development projects occur. Site plans will be reviewed as part of the entitlement process. However, cumulative impacts of over 750 acres of new development at the airport would likely change the overall nighttime characteristics of the area, which is currently comprised of significant areas of open space. Residents living in proximity to the airport are likely to notice a distinct change in the nighttime appearance of the airport if it experiences significant landside growth. The significance of this change and the extent that it causes an adverse effect is highly subjective and dependent on the site and landscape planning for the area.

As discussed under the future development concept, new airfield lights that are primarily at ground level are not likely to cause adverse off-airport light emissions. Likewise, building security lighting for new hangars, parking lots, a proposed terminal expansion, an airport traffic control tower, and other buildings in the aeronautical and non-aeronautical reserves are not likely to be significant as individual development projects occur. Site plans will be reviewed as part of the entitlement process. However, cumulative impacts of over 750 acres of new development at the airport would likely change the overall nighttime characteristics of the area, which is currently comprised of significant amounts of open space.

Visual Resources/Visual Character

FAA Order 1050.1G, Significance Threshold/Factors to Consider. FAA has not established a significance threshold for Visual Resources/Visual Character. However, a factor to consider is the extent an action would have on the potential to: 1) affect the nature of the visual character of the area, including the importance, uniqueness, and aesthetic value of the affected visual resources; 2) contrast with the visual resources and/or visual character in the study area; and 3) block or obstruct the views of the visual resources, including whether these resources would still be viewable from other locations.

Future Development Concept

No Impact. Although new development located along U.S. Highway 82 or along the west side of the airport where the golf course is currently will be visible to off-airport viewers, site plans will be reviewed as part of the entitlement process. This should ensure that incompatible land uses are not allowed at the airport. Future non-aeronautical development proposals for the reserve areas shown on the development concept must be vetted thoroughly through the local entitlement process to evaluate their compatibility with adjacent and nearby off-airport land uses such as residences.

The area does not contain protected visual resources. There are no national scenic byways, state scenic byways, or scenic corridors near GLE.

Ultimate Development Concept

No Impact. See previous response. The airport and surrounding area do not contain protected visual resources. In addition to this, proposed projects outlined on **Exhibit 5B** are not expected to impact users on surrounding roadways.

WATER RESOURCES

Wetlands

FAA Order 1050.1G, Significance Threshold/Factors to Consider. The action would: 1) adversely affect a wetland's function to protect the quality or quantity of municipal water supplies, including surface waters and sole source and other aquifers; 2) substantially alter the hydrology needed to sustain the affected wetland system's values and functions or those

of a wetland to which it is connected; 3) substantially reduce the affected wetland's ability to retain floodwaters or storm runoff, thereby threatening public health, safety or welfare (the term welfare includes cultural, recreational, and scientific resources or property important to the public); 4) adversely affect the maintenance of natural systems supporting wildlife and fish habitat or economically important timber, food, or fiber resources of the affected or surrounding wetlands; 5) promote the development of secondary activities or services that would cause the circumstances listed above to occur; or, 6) be inconsistent with applicable state wetland strategies.

Future Development Concept	Ultimate Development Concept
Potential Impact. According to the National Wetlands Inventory (NWI) and other aerial based mapping, there are potential wetlands located on the west and east sides of the airport. Proposed development such as the 304.1-acre non-aeronautical development on the west side of the airport and 138.1-acre aeronautical development and 278.4-acre non-aeronautical development on the east side of GLE may impact wetlands and require a nationwide or individual permit under the <i>Clean Water Act</i> (CWA) if these wetlands are adjacent to jurisdictional waters of the U.S. (i.e., traditional navigable waters).	Potential Impact. Based on a review of NWI maps and other aerial-based imagery, there are freshwater forested/shrub wetlands and riverines located at GLE. As shown on Exhibit 5B , the 278.4-acre non-aeronautical development, 109.9-acre aeronautical development, and 304.1-acre non-aeronautical development parcels, may impact wetlands and require additional permits under the CWA if these wetlands are adjacent to jurisdictional waters of the U.S. (i.e., traditional navigable waters).

Floodplains

FAA Order 1050.1G, Significance Threshold/Factors to Consider. The action would cause notable adverse impacts on natural and beneficial floodplain values. Natural and beneficial floodplain values are defined in Paragraph 4.k of DOT Order 5650.2, Floodplain Management and Protection.

Future Development Concept	Ultimate Development Concept
Potential Impact. There are 100-year floodplains that cross the airport property on the east side of the airport that are associated with Dozier Creek. A portion of the proposed 278.4-acre non-aeronautical development reserve may encroach on the 100-year floodplain and require additional environmental review and/or encroachment permits. Floodplain encroachment can also necessitate public notice and an opportunity for comment.	Potential Impact. As stated, there are 100-year floodplains situated on the east side of the airport that are associated with Dozier Creek. Similarly to the future development concept, Exhibit 5B shows a 278.4-acre non-aeronautical development reserve that may encroach on the 100-year floodplain and, as a result, additional environmental review and permits may be required prior to any development that may occur for the construction of the non-aeronautical development reserve.

Surface Waters

FAA Order 1050.1G, Significance Threshold/Factors to Consider. The action would: 1) exceed water quality standards established by federal, state, local, and tribal regulatory agencies; or 2) contaminate public drinking water supply such that public health may be adversely affected.

Factors to consider are when a project would have the potential to: 1) adversely affect natural and beneficial water resource values to a degree that substantially diminishes or destroys such values; 2) adversely affect surface waters such that the beneficial uses and values of such waters are appreciably diminished or can no longer be maintained and such impairment cannot be avoided or satisfactorily mitigated; or 3) present difficulties based on water quality impacts when obtaining a permit or authorization.

Future Development Concept	Ultimate Development Concept
Potential Impact. Projects depicted on Exhibit 5A would increase impervious surfaces at GLE with the extension of Runway 18, the construction of connector taxiways, the construction of a vertiport, and the construction of additional aprons, hangars, and vehicular roads and parking. Proposed improvements at GLE that involve ground disturbance may require revisions to the airport's stormwater pollution prevention plan (SWPPP) and the	Potential Impact. Similar to the future development concept, there are a number of projects depicted on Exhibit 5B that would increase impervious surfaces at GLE. In addition to those shown on the future concept, this includes the additional extension to ultimate Runway 18R, construction of blast pads, the realignment of Taxiway A and expansion of the taxiway system, and the construction of ultimate Runway 18L-36R.

National Pollutant Discharge System (NPDES) permit issued by Texas Commission on Environmental Quality (TCEQ) to address operational and structural sources, best management practices (BMPs), and sediment and erosion control. FAA's Advisory Circular (AC) 150/530-10H, <i>Standards for Specifying Construction of Airports, Item C-102, Temporary Air and Water Pollution, Soil Erosion and Siltation Control</i> should also be implemented during construction projects at the airport.	Proposed improvements detailed above may result in revisions to the airport's existing SWPPP and NPDES permit. Applicable stormwater requirements mandated by the City of Gainesville will be required.
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Groundwater

FAA Order 1050.1G, Significance Threshold/Factors to Consider. The action would: 1) exceed groundwater quality standards established by federal, state, local, and tribal regulatory agencies; or 2) contaminate an aquifer used for public water supply such that public health may be adversely affected.

Factors to consider are when a project would have the potential to: 1) adversely affect natural and beneficial groundwater values to a degree that substantially diminishes or destroys such values; 2) adversely affect groundwater quantities such that the beneficial uses and values of such groundwater are appreciably diminished or can no longer be maintained and such impairment cannot be avoided or satisfactorily mitigated; or 3) present difficulties based on water quality impacts when obtaining a permit or authorization.

Future Development Concept	Ultimate Development Concept
No Impact. There are no known groundwater sources at GLE. Based on the U.S. Geological Survey (USGS) website, there are no USGS monitoring wells on airport property, and the airport has not been identified as a groundwater recharge zone. Additionally, the closest sole source aquifer to GLE is the Arbuckle-Simpson Aquifer Recharge Zone, located 56 miles north of the airport in Oklahoma. Thus, proposed airport projects shown on Exhibit 5A would not impact groundwater resources.	No Impact. See future development response. There are no known groundwater sources at GLE and, as a result, proposed development depicted on Exhibit 5B would not impact groundwater resources.

Wild and Scenic Rivers

FAA Order 1050.1G, Significance Threshold/Factors to Consider. FAA has not established a significance threshold for Wild and Scenic Rivers. Factors to consider are when an action would have an adverse impact on the values for which a river was designated (or considered for designation) through: 1) destroying or altering a river's free-flowing nature; 2) a direct and adverse effect on the values for which a river was designated (or under study for designation); 3) introducing a visual, audible, or another type of intrusion that is out of character with the river or would alter outstanding features of the river's setting; 4) causing the river's water quality to deteriorate; 5) allowing the transfer or sale of property interests without restrictions needed to protect the river or the river corridor; or 6) any of the above impacts preventing a river on the Nationwide Rivers Inventory (NRI) or a Section 5(d) river that is not included in the NRI from being included in the Wild and Scenic River System or causing a downgrade in its classification (e.g., from wild to recreational).

Future Development Concept	Ultimate Development Concept
No Impact. GLE is not located near a listed river on the National Wild and/or Scenic River and Nationwide River Inventory (NRI) lists. Therefore, projects shown on Exhibit 5A would not have adverse effects on these rivers' outstanding remarkable values (i.e., scenery, geology, fish, wildlife, and history).	No Impact. See future development response; there are no rivers listed on the Wild and Scenic Rivers or NRI Inventory list, near the proposed development depicted on Exhibit 5B .

Sources:

- Aviation Emissions and Air Quality. U.S. EPA, *Green Book, Texas Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants*, (https://www3.epa.gov/airquality/greenbook/anayo_tx.html), accessed June 2026
- Historical, Architectural, Archaeological, and Cultural Resources. *National Register of Historic Places*, (<https://www.nps.gov/maps/full.html?mapId=7ad17cc9-b808-4ff8-a2f9-a99909164466>), accessed June 2026
- Water Resources – Wetlands. *National Wetlands Inventory*, (<https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/>), accessed June 2026

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- *Water Resources – Floodplains. FEMA Flood Map Service, (<https://msc.fema.gov/portal/search?AddressQuery=gainesville%20municipal%20airport>), accessed June 2026*
 - *Water Resources – Wild and Scenic Rivers. National Wild and Scenic Rivers System, (<https://www.fws.gov/rivers/texas>), accessed June 2026; Nationwide Rivers Inventory, (<https://www.nps.gov/subjects/rivers/nationwide-rivers-inventory.htm>), accessed June 2026*
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SUMMARY

The best way to begin implementation of the recommendations in the master plan is to first recognize that planning is a continuous process that does not end with the completion and approval of this document. Rather, the ability to continuously monitor the existing and forecasted status of airport activity must be provided and maintained. The issues on which the master plan is based will remain valid for many years. The primary goal is for GLE to best serve the general aviation air transportation needs of the region while continuing to be economically self-sufficient.

The actual need for facilities is most appropriately established by GLE activity levels, rather than by a specified date. For example, projections have been made as to when additional hangars may be needed; however, the timeframe in which the development is needed may be substantially different. Actual demand may be slower to develop than expected or high levels of demand may establish the need to accelerate development. Although every effort has been made in this master planning process to conservatively estimate when facility development may be needed, actual aviation demand will dictate when facility improvements need to be delayed or accelerated.

The real value of a usable master plan is its ability to keep the issues and objectives in the minds of the airport's managers and decision-makers so they can better recognize changes and their effects. In addition to adjustments in aviation demand, decisions regarding when to undertake the improvements recommended in the master plan will impact the period for which the plan remains valid. The format used in this plan is intended to reduce the need for formal and costly updates by simply adjusting the timing. Updates can be performed by GLE staff, thereby improving the plan's effectiveness.

In summary, the planning process requires GLE management to consistently monitor progress in terms of aircraft operations and based aircraft. Analysis of aircraft demand is critical to the timing and need for certain airport facilities. The information obtained from continually monitoring activity will provide the data necessary to determine if the development schedule should be accelerated or decelerated.