

CHAPTER 8. AIRPORT LAYOUT PLAN

The airport layout plan (ALP) serves as a public document and as a reference for community deliberations on land use proposals and airport budget and resource planning. The ALP is also the only document in the Master Planning process that requires formal, written approval from TxDOT and/or FAA. (This Master Plan will be submitted to TxDOT and they will provide comments on the document but will not issue a formal approval.) The ALP reflects changes in physical features on the airport and critical land use changes in the vicinity, which may affect the airport's ability to expand.²⁸ The ALP components are scaled drawings of existing and proposed land and facilities development considered necessary for effective and efficient future operation of the airport.²⁹ The ALP components for Fort Worth Meacham International Airport consist of 10 drawings. These drawings are reproduced on standard-sized drawing sheets 22 inches by 34 inches. Each drawing is scaled to show the greatest amount of detail and information within specific parameters. The ALP set contains the following sheets:

1. Cover Sheet
2. Airport Layout Drawing
3. Airport Data Tables
4. Part 77 – Airport Airspace Drawing
5. Runway 16-34 Inner Approach Surface
6. Runway 17-35 Inner Approach Surface
7. Runway 9-27 Inner Approach Surface
8. Terminal Area Plan
9. Land Use Drawing
10. Airport Property Map

The ALP and an electronic (digitized) version of the ALP have been submitted to TxDOT for review and approval.

Only four sheets of the ALP set are included in this report: the Airport Layout Drawing; the Airport Data Tables; the Land Use Drawing; and the Airport Property Map. Portions of the Terminal Area Plan are contained in Chapter 6 as figures. The complete ALP set is available from the City of Fort Worth Aviation Department or the TxDOT Aviation Division.

AIRPORT LAYOUT DRAWING

The airport layout drawing (Figure 8-1 on page 8-5) is a drawing of existing and proposed development at Meacham. The drawing depicts existing facilities and topography as digitized from aerial mapping performed on June 7, 2003. The airport layout plan can be divided into two main categories – existing and proposed development. Existing and proposed features include elements of both airside and landside development.

AIRSIDE

The following airside features are depicted on the ALP:

- Runways, runway shoulders, blast pads, runway marking
- Taxiways, taxiway shoulders, aprons

²⁸ Chap. 9, *Airport Master Plans*, AC 150/5070-6A, FAA, Washington D.C., 1985

²⁹ Chap. 1, *Airport Design*, AC 150/5300-13, FAA, Washington D.C., 1989

- Navigational Aids (ILS, PAPI, MALS, MALSR, rotating beacon, segmented circle)
- Boundaries and dimensions associated with Object Free Areas (OFA's), Runway Safety Areas (RSA's), Runway Protection Zones (RPZ's), Building Restriction Lines (BRL's), Glide Slope Critical Areas

Proposed airside improvements, detailed in Chapter 6, are hatched and/or noted on the ALP

LANDSIDE

The following landside features are depicted on the ALP:

- Major buildings with building identification numbers
- Parking areas, fencing
- On-airport access roads, adjacent off-airport roadways, railroads
- Other physical features including ten-foot topographic contours, stream lines, the earthen dam and Cement Creek Reservoir

Proposed landside development areas are depicted as shaded/hatched. These areas show locations suitable for hangars and other aviation related structures.

DATA TABLES

Airport data tables are displayed in Figure 8-2 This sheet contains three data tables and four figures. The three tables are the Runway Data Table, Airport Data Table, and Existing Building Data Table. All tables give information on existing and future conditions. Future information is based on the assumption that development described in Chapter 6 will be implemented. Future runway information is omitted from Runway 9-27 because the development plan calls for it to be closed. Two wind roses show wind coverage for existing and proposed future conditions. The remaining two figures are the Airport Location and Vicinity maps.

LAND USE DRAWING

Figure 8-3, the Land Use Drawing, is designed to show categorically all airport land use, both developed and undeveloped. The purpose of this drawing is to provide airport management a plan for development of additional revenue-producing areas on the airport.³⁰ Like the Airport Layout Drawing, it corresponds to the 20 year development plan and shows future conditions. The four land use categories depicted are airfield, aviation support area, buffer areas, and areas off airport property.

Airfield property accounts for over half of all airport property and contains features mentioned under airside development in the Airport Layout Drawing. This property is reserved for aviation use and should remain free of development except for objects and structures that are necessary for airport operations such as navigational aids. Major east side taxiways directly connected to the main airfield and apron in front of the Terminal are approximate areas. The exact dimensions and locations of these taxiways could change depending on future development.

Aviation support includes industrial development, both existing and proposed, and land used for general aviation and storage. Most of the property in this category is leased to airport tenants.

³⁰ Appendix 7, *Airport Design*, AC 150/5300-13 CHG 5, FAA, Washington D.C., 1997

Buffer areas are land that due to topography and poor road access have not been developed. The area outside airport property to the south of Runway 17-35 is currently being acquired for noise mitigation purposes. Because this area is not accessible to the airfield, it is designated as a buffer area.

AIRPORT PROPERTY MAP

The property map in Figure 8-4 identifies the tracts of land within the airport boundaries. The primary purpose of the Airport Property Map drawing is to provide information for analyzing the current and future aeronautical use of land acquired with federal and/or state funds.³¹ A survey map of Meacham provided the linear distance and bearings used to prepare the Airport Property Map.

³¹ Ibid

Figure 8-1. Airport Layout Drawing

Figure 8-2. Airport Data Tables

Figure 8-3. Land Use Drawing

Figure 8-4. Airport Property Map
