



Harrison County Airport



**Airport Layout Plan with Narrative
Draft Final**

DRAFT FINAL

**AIRPORT LAYOUT PLAN UPDATE
WITH NARRATIVE REPORT**

For

**Harrison County Airport
Harrison County, Texas**

Prepared by



June 2025

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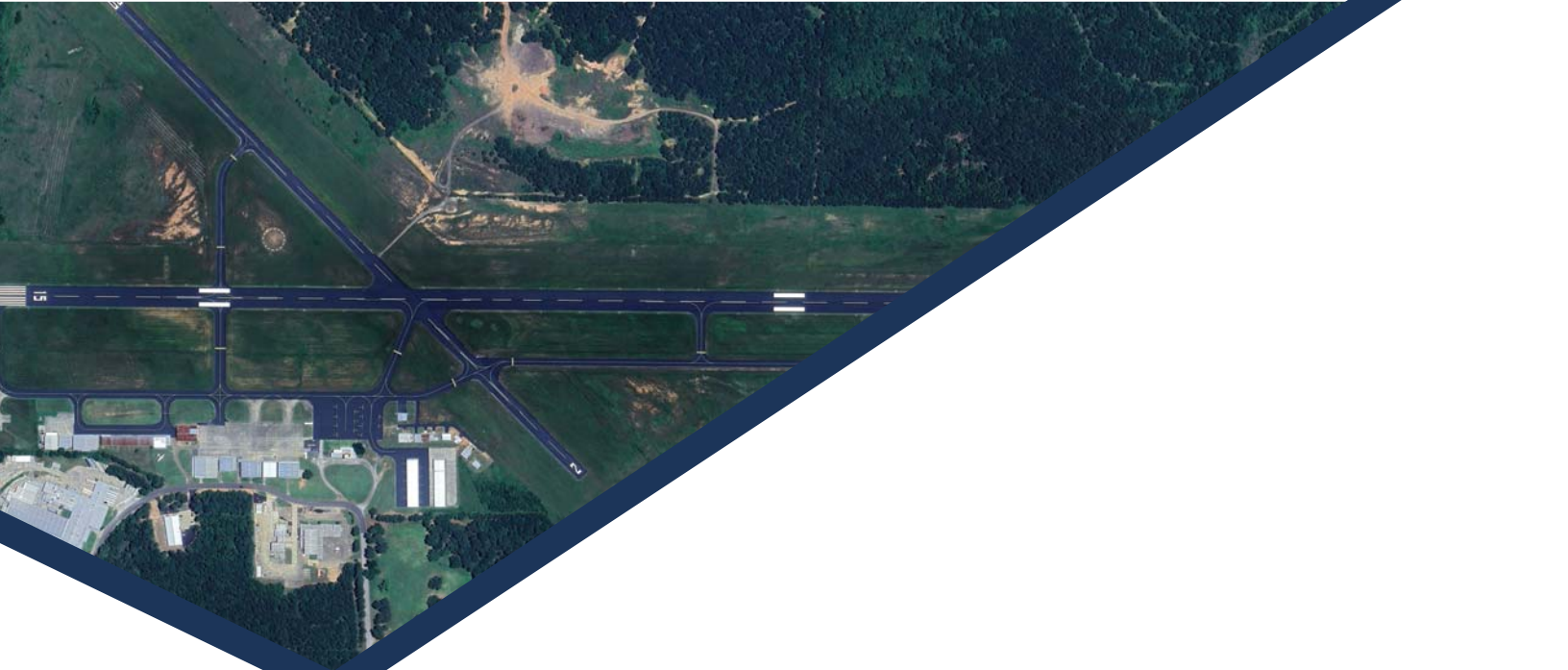
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Introduction

Harrison County Airport



Airport Layout Plan & Narrative

INTRODUCTION

This Airport Layout Plan (ALP) Update and Narrative for Harrison County Airport (ASL) serves as an update to the previous ALP, which was completed in 2003. The primary focus of this study is to provide the airport sponsor (Harrison County, Texas), the Texas Department of Transportation (TxDOT) – Aviation Division, and the Federal Aviation Administration (FAA) with a strategic plan and vision for short-term and long-term operations, as well as any necessary improvements that may be needed over the next 20 years. The report will include an updated ALP set, which serves as a blueprint of the current and future conditions at the airport. The updates to the ALP will focus on the development direction and facility changes that have taken place since the completion and approval of the previous planning study. The development of a height hazard zoning map for the sponsor’s implementation will also be completed with this study.

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

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

1. Prepare and update the ALP with narrative consistent with the most current FAA ACs and SOPs.
2. Incorporate FAA Airports Geographic Information Systems (AGIS) requirements and data collection, as needed, including an 18B obstruction survey.
3. Develop a capital improvement plan (CIP), including a recommended phasing plan and a financial overview that considers local, state, federal, and alternative funding sources.
4. Establish phased, attainable goals for airport improvements and development, based on forecasts for aviation demand and critical aircraft.
5. Prepare and update the airport property map consistent with SOP 2.00, Appendix A, Section A.10.
6. Develop a height hazard zoning map that incorporates the airport’s Part 77 surfaces.
7. Review any existing runway safety area (RSA) determinations and update them, as needed, or complete a determination for any runway that does not have one. If an RSA study is needed, that study will be conducted as part of this planning effort.

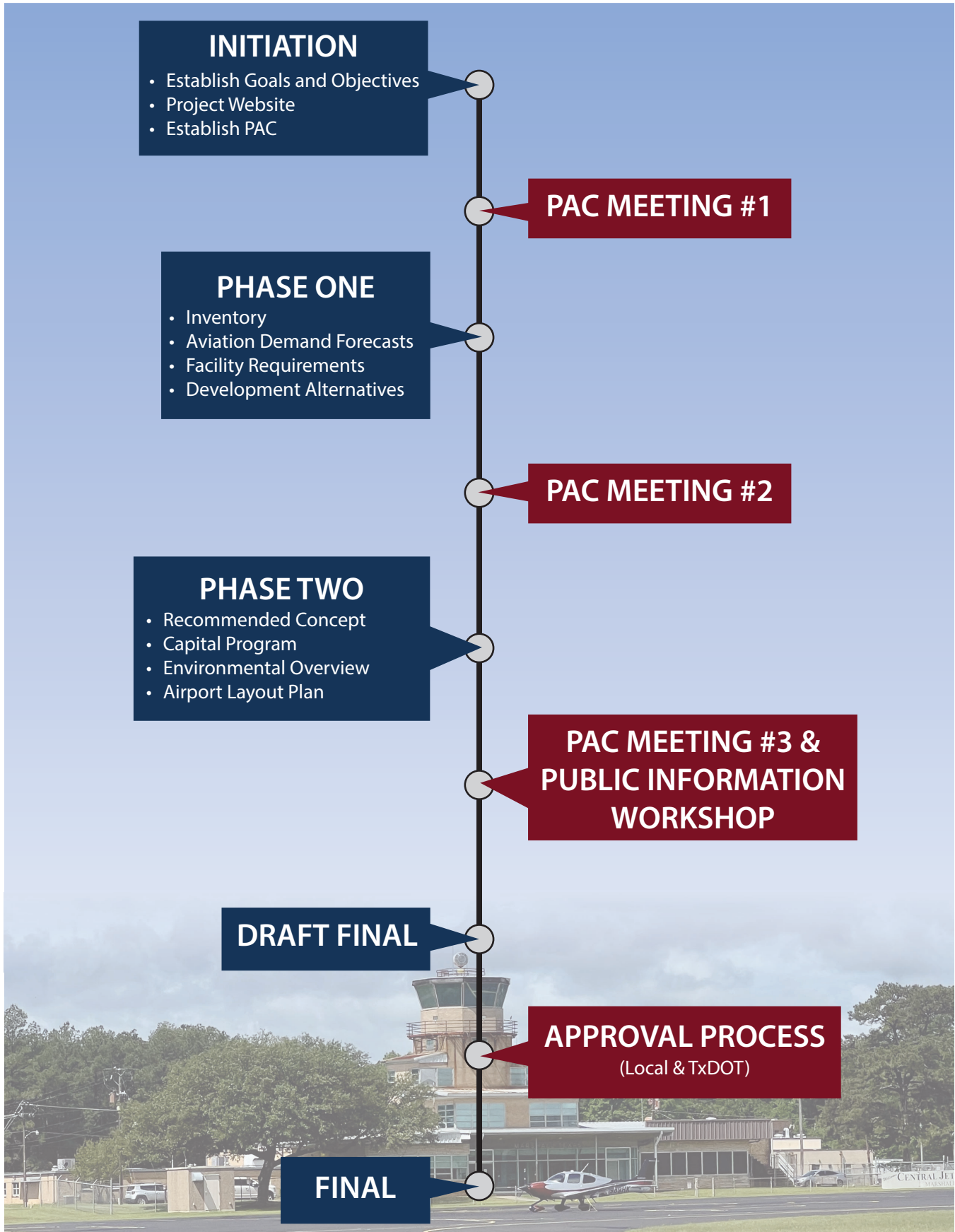
STUDY PARTICIPATION

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

PROCESS

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

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



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

SWOT ANALYSIS

A SWOT analysis is a strategic business planning technique used to identify **Strengths**, **Weaknesses**, **Opportunities**, and **Threats** associated with an action or plan. This exercise involves identifying an action, objective, or element, and then identifying the internal and external forces that are positively and negatively impacting it. The internal forces include attributes of the airport and market area that may be considered strengths or weaknesses, while the external forces are those outside the airport's control, such as the aviation industry as a whole or the economy; these manifest as opportunities or threats.

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

TABLE i | SWOT ANALYSIS

<p>S</p> <p>STRENGTHS</p>	<ul style="list-style-type: none"> • Dual runway system • Runways are in good condition • Active and supportive governing body • Instrument approach procedures to Runways 15 and 33 • Good location/proximity to City of Marshall • Terminal is historic/unique, well-equipped, and staffed with on-site personnel 	<ul style="list-style-type: none"> • Lower cost of operation • Fixed base operator (FBO) and available services; on-site personnel • Favorable ground lease terms • Room to grow • Convenient surrounding road network/access • Texas State Technical College (TSTC) has a campus in Marshall
<p>W</p> <p>WEAKNESSES</p>	<ul style="list-style-type: none"> • Runway length (5,002 feet) can be limiting to some operators (i.e., turbine aircraft) during hot months • Lack of hangars/available aircraft storage • Absence of county ordinances/zoning 	<ul style="list-style-type: none"> • Portions of terminal building need significant repairs • Lack of dedicated staff for grant money management/coordination
<p>O</p> <p>OPPORTUNITIES</p>	<ul style="list-style-type: none"> • Hangar waiting list indicates current demand for aircraft storage space • Favorable ground lease terms • Growth potential for both aeronautical and non-aeronautical development due to available property • If repaired, terminal could have additional uses and/or serve as a community feature 	<ul style="list-style-type: none"> • State Highway Loop 369 will improve access to airport • Growth in TSTC Aviation program • Increased grant funds/improved management to maximize funding opportunities
<p>T</p> <p>THREATS</p>	<ul style="list-style-type: none"> • Planned residential development near airport • Terminal repairs are significant and costly 	