



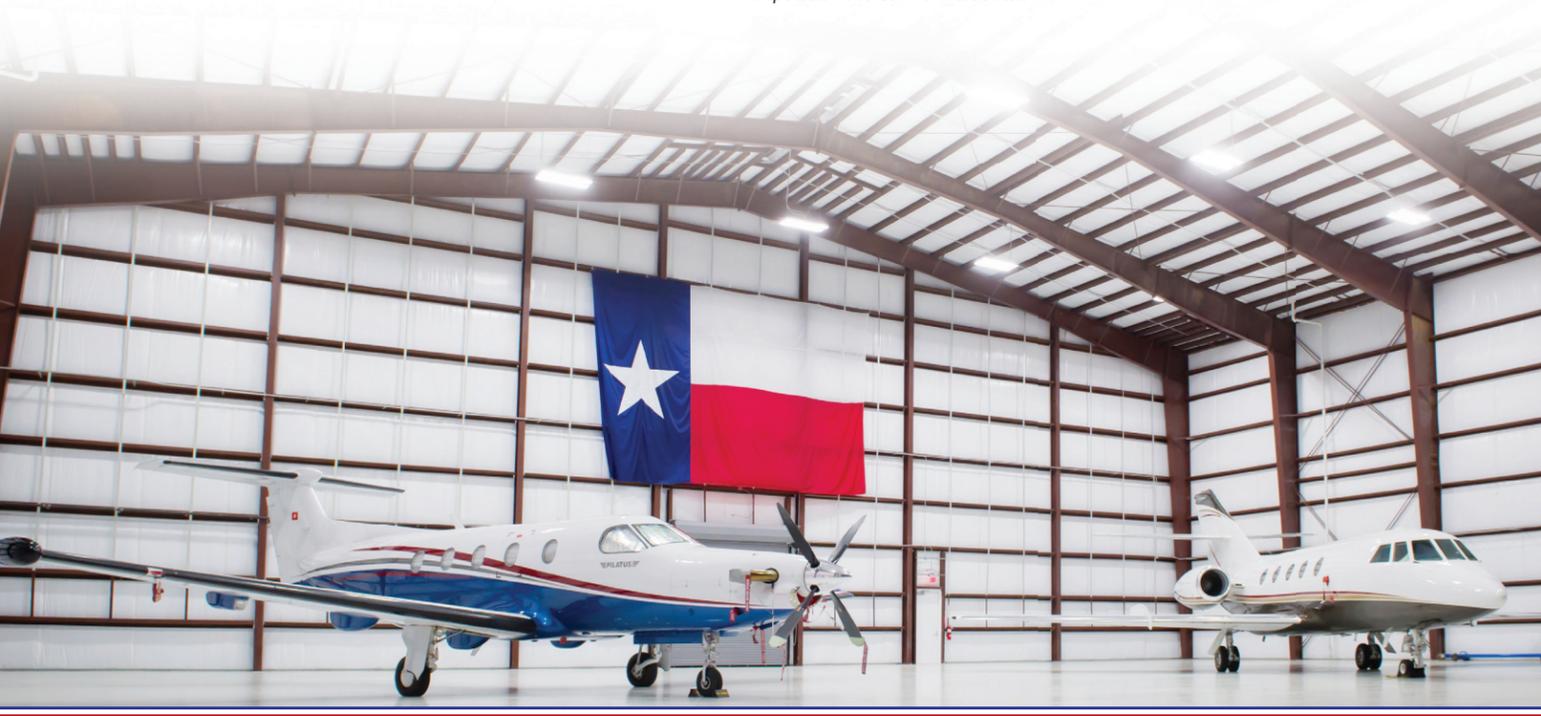
DEVELOPMENT FUNDING

The full implementation of the recommended development concept is likely to take two decades or more at a cost of \$65.3 million in 2021 dollars. Approximately 75 percent of the total is eligible for grant funding from the Airport Improvement Program (AIP), which is administered by TxDOT. The funding source for the AIP is the Aviation Trust Fund, which is funded through user fees and taxes on airline tickets, aviation fuel, and aircraft parts.

The cost of developing and maintaining aviation facilities is an investment which yields impressive benefits for Brazoria County including a total economic output of \$24.5 million dollars annually according to a 2018 TxDOT *Economic Impact of Aviation* study. This plan and associated development program provide the tools the County will require to meet the challenges of the future. By providing a safe and efficient facility, LBX will continue to be an asset to Brazoria County and surrounding region.

Planning Horizon	Total Cost	AIP/TxDOT Eligible	Airport Sponsor
Short-Term Program	\$34,716,000	\$25,784,400	\$8,931,600
Intermediate-Term Program	\$16,259,000	\$10,313,100	\$5,945,900
Long-Term Program	\$14,285,000	\$12,856,500	\$1,428,500
Total Program Costs	\$65,260,000	\$48,954,000	\$16,306,000

*AIP – Airport Improvement Program (federal)
Sources: Project cost estimates prepared by KSA Engineers, and project staging established by airport staff and Coffman Associates.*



**ALP Update
&
Business Plan**

**Executive
Summary**



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The Texas Gulf Coast Regional Airport (LBX) is owned and operated by Brazoria County, Texas. The airport was constructed in 1981 on 435 acres of property, half of which was donated by Dow. After a series of property acquisitions, the airport footprint has increased to 863 acres. The airport maintains a Federal Aviation Regulation (FAR) Part 139 commercial service certificate and is classified as a reliever, meaning its role is to accommodate general aviation aircraft such as business jets and turboprops that might otherwise utilize more congested Houston commercial service airports.

The airport supports over 100 based aircraft and experiences approximately 51,000 annual operations. There are numerous aviation related businesses that operate at the airport, including the Dow flight department, helicopter transport companies, aircraft maintenance businesses, air medical, aircraft charter operators, and a popular restaurant. Airport amenities include:

- 7,000-foot concrete runway
- World-class terminal building including flight planning, pilot lounge, conference rooms, and rental car counters
- FAR Part 139 Commercial Service Certificate
- A 146-acre Foreign Trade Zone with planned taxiway access
- 24-hr full-service Jet A and 100LL
- Advanced navigational aids including an ADS-B antenna
- Category I instrument approach to Runway 17
- GPS instrument approaches with both vertical and horizontal guidance to both runway ends
- Developable property for aviation and non-aviation related businesses or hangars

PROJECT BACKGROUND

The purpose of the Airport Layout Plan (ALP) Update and Business Plan is to provide the Texas Gulf Coast Regional Airport (LBX), the Texas Department of Transportation – Aviation Division (TxDOT), and the Federal Aviation Administration (FAA) with a clear vision of the necessary LBX improvements over the next 20 years.

GUIDING STATEMENTS

Guiding statements are developed by key stakeholders that lay out a plan for the organization's future. These statements include elements such as the organization's vision and mission and provide direction for everything that happens within the organization. These statements are action oriented with a focus on developing measurable objectives and achieving goals. Since Brazoria County serves as both the airport sponsor and fixed base operator (FBO), separate mission and vision statements for each role have been established as follows:

Sponsor Mission Statement:

To serve Texas Gulf Coast residents, visitors, and business owners as a gateway to the national aviation system via a first-rate general aviation airport while enhancing the local community through economic output and prosperous economic development partnerships.

Sponsor Vision Statement:

To strengthen and grow this proven asset in Brazoria County, the Texas Gulf Coast region, and the greater aviation network through community partnership and economic contributions.

FBO Mission Statement:

To offer superior general aviation services to communities along the Texas Gulf Coast and visitors from around the globe.

FBO Vision Statement:

To provide unmatched service and value for pilots and other airport users in the Texas Gulf Coast region, with a focus on continued growth that will benefit the FBO, the airport, and the community.

DEVELOPMENT RECOMMENDATIONS

Airfield Plans

- Runway Designation – Runway 17-35 will be changed to Runway 18-36 to account for the change in the magnetic declination for the area.
- At 7,000 feet long and 100 feet wide, the existing dimensions sufficiently accommodate the existing and ultimate fleet mix of aircraft using LBX. No change in the runway's dimensions is planned.
- Installation of a medium intensity approach lighting system with runway alignment indicator lights (MALSR) on Runway 35 in support of achieving ½-mile visibility minimums in the future.
- Acquisition (fee simple or easement) of approximately 30.23 acres of adjoining property to protect the ultimate ½-mile runway protection zone (RPZ) for Runway 35. Acquisition (fee simple or easement) of approximately 3.43 acres of property to protect the existing ½-mile RPZ for Runway 17.
- The glide slope antenna and automated surface observation system (ASOS) equipment currently obstructs the runway object free area (ROFA). The plan includes relocating this equipment to the west outside the ROFA.
- A turf runway is planned to provide an alternative to the paved runway surface for small aircraft, particularly those with tailwheel-type landing gear. The planned parallel turf runway measures 3,200 feet long and 60 feet wide.
- Taxiway improvements to meet FAA design standards and to improve overall operational safety and efficiency of the airfield.

Landside Plans

- The terminal apron is planned to be expanded by 19,000 square yards (sy) which will make it easier for larger business jets to maneuver on the terminal apron and provide more aircraft parking space.
- The aircraft rescue and firefighting (ARFF) station is planned to be relocated to a site along Airport Road southeast of the current location. A new ARFF station will provide adequate storage of all ARFF equipment and modern features and amenities for staff.
- On the north side, an apron expansion of 48,000 sy is planned to accommodate new conventional hangars in support of aviation-related businesses. An additional project on the north side is the construction of a compass calibration pad, which allows for aircraft to ensure magnetic compasses are calibrated correctly.
- A 40.75-acre parcel at the far north end of the airport is reserved for potential development in relation to the emerging commercial unmanned aerial vehicle (UAV)/urban air mobility (UAM) and vertical takeoff and landing (VTOL) facilities.
- At the south end of the airfield, a 30-acre parcel is reserved for a large-scale operation that could include aircraft manufacturing or a maintenance/repair/overhaul (MRO) complex.
- The recommended concept includes reserving approximately 183 acres of property from Airport Road east to State Highway 288 for non-aeronautical development including the potential for electronics manufacturing, warehouse distribution, and auto part manufacturing.

