

ODESSA AIRPORT SCHLEMEYER FIELD

AIRPORT LAYOUT PLAN AND NARRATIVE



DRAFT



Draft Final ALP UPDATE AND NARRATIVE REPORT

Odessa Airport – Schlemeyer Field Ector County, Texas

**Prepared for:
Ector County**

Prepared by:



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**ODESSA
AIRPORT**
SCHLEMEYER FIELD



**AIRPORT LAYOUT
PLAN AND
NARRATIVE**

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**AIRPORT LAYOUT
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NARRATIVE**

NARRATIVE REPORT



INTRODUCTION

This Airport Layout Plan (ALP) Update and Narrative for Odessa Airport-Schlemeyer Field (ODO) serves as an update to the most recent Master Plan completed in 1997 and the ALP drawing set that was more recently updated in 2012. The primary focus of this study is to provide the airport sponsor (Ector County), 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 specializing 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 ARP Standard Operating Procedure (SOP) 2.00 and 3.00 – Appendix A – ALP Review Checklist. The following goals and objectives have been determined for the ALP Update and Narrative.

- Analyze the current situation at ODO by conducting an inventory of existing conditions and operational data
- Identify aviation demand forecasts for airport operations and based aircraft for 5, 10, and 20 years into the future
- Determine facility requirements necessary to meet forecasted demand
- Draft alternatives for airport development and operation, in line with facility requirements
- Select a preferred development concept, which will be reflected on the ALP
- Develop a 20-year demand-based Capital Improvement Plan (CIP), including a recommended phasing plan
- Prepare an updated ALP drawing set of existing and proposed facilities
- Develop a Height Hazard Zoning map

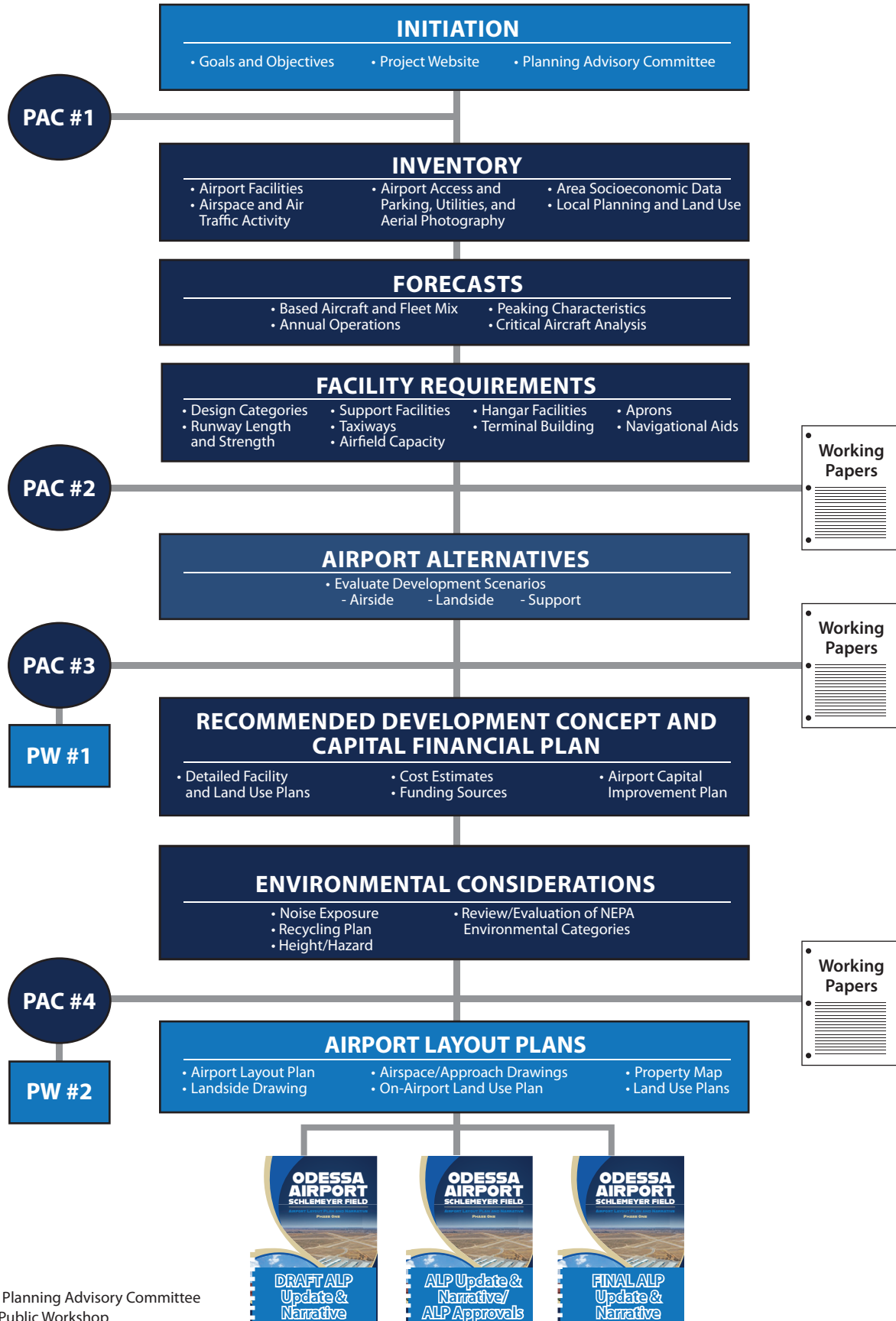
STUDY PARTICIPATION

The ALP Update and Narrative is of interest to many within the local community and region, including local citizens and businesses, community organizations, Ector County officials, airport users and tenants, and aviation organizations. To assist in the development of the study, the 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 ODO. 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 Ector County and TxDOT Aviation. The study includes several elements which are described below and depicted on **Exhibit 1**:

- **Study Initiation** – Development of the scope of services, budget, and schedule.
- **Inventory** – Inventory 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.



PAC: Planning Advisory Committee
PW: Public Workshop



- **Forecasts** – Aviation demand levels at the airport (based aircraft and operations) are forecasted 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 socio-economic and aviation trends. The forecasts will ultimately be submitted to TxDOT/FAA for review and approval.
- **Facility Requirements** – Determinations will be made for the airport’s facility requirements for existing, short-term, intermediate-term, and long-term timeframes based upon both the critical aircraft and updated forecasts.
- **Alternatives** – Evaluation of various development alternatives to accommodate current and forecasted facility needs for airside and landside facilities.
- **Airport Plans and Land Use Compatibility** – Coordination with airport staff and the PAC will result in the selection of a recommended development concept. Airport layout plans will be developed to depict the recommended development concept. The drawings will meet the requirements of FAA’s Standard Operating Procedure (SOP), *Standard Procedure for FAA Review and Approval of Airport Layout Plans (ALPs)*, effective date 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** – Development schedules will be prepared 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 capital funds required by the County to accomplish each proposed stage of improvements for the airport.
- **Final Drawings and Reports** – Final report documentation will include a technical report (printed and digital formats) and full-size/full-color copies of report exhibits, and 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 March 2022. A summary of this exercise and discussion is included on the next page. It is important to note that some attributes may fall into more than one category. For example, ODO has a significant amount of property, much of which is undeveloped. This was noted as a strength during the exercise, but it also serves as an opportunity.



<p>S STRENGTHS</p>	<ul style="list-style-type: none"> • Three runway system • Runway lengths available 6,200 feet (Runway 11-29), 5,703 feet (Runway 2-20), and 5,003 feet (Runway 16-34) can accommodate a wide array of business jets • Nice terminal building with many amenities • Instrument approach capability 	<ul style="list-style-type: none"> • Significant amount of undeveloped property • Airport is not a major tax burden • Hangar space available • Fire station is nearby for emergencies and can access airfield via a knockdown gate • Location – close proximity to highway
<p>W WEAKNESSES</p>	<ul style="list-style-type: none"> • Significant amount of pavement in need of re-habilitation • Pavement strength • is too low to support some aircraft or deters other operators from using ODO • Wildlife on field has led to loss of customers 	<ul style="list-style-type: none"> • Surrounding incompatible land uses including residential and a school located within the Runway 20 approach • Other hard constraints including public roads limit expansion potential
<p>O OPPORTUNITIES</p>	<ul style="list-style-type: none"> • Increased pilot training is combatting ongoing pilot shortage • New through-the-fence (TTF) operator • Federal funding opportunities due to recent legislation (i.e., Bipartisan Infrastructure Law) 	<ul style="list-style-type: none"> • Economic development in area (i.e., Nacero) • Development potential in the form of commercial activities including non-aeronautical uses
<p>T THREATS</p>	<ul style="list-style-type: none"> • Competition with other airports for federal/state funds • Residential and educational land uses adjacent to airport 	<ul style="list-style-type: none"> • A pavement strength analysis could determine strengths that are less than what is reported, exacerbating an existing weakness