No-Build/Do Nothing

- No maintenance of existing pavements/facilities
- No new facilities
- Leads to deterioration/unsafe conditions
- Loss of significant federal funding
- *No-build/do nothing is not considered feasible*

Relocate Airport

- Constructing a new airport
- Reasons:
  - Existing airport is encroached/built-out
  - Operational safety is compromised
- *Relocation is not considered feasible*
Transfer of Service

- Nearest public-use airports: TSTC Waco Airport (8.1 nm east); McGregor Executive Airport (9 miles south/southwest)
- TSTC
  - 8,600’ x 150’ primary runway; ILS/GPS; ATCT
  - NPIAS - GA Airport
  - Would require terminal facility & Part 139 certification
- ACT is capable of accommodating commercial activity currently
- AIP grant assurances - $48.2 million in last 20 years
- Feasible only if commercial aircraft demand runway extension beyond the expansion capability of ACT
- Impacts of Passenger Rail to airservice
Exhibit 4C: RUNWAY 1-19 EXTENSION ALTERNATIVE 4

Exhibit 4C: RUNWAY 1-19 EXTENSION ALTERNATIVE 5
Greenfield Terminal Concept

Exhibit 4K: NORTH LANDSIDE GENERAL AVIATION ALTERNATIVE

LEGEND

- Airport Property Line
- 1,000’ ASR Protection Zone
- Proposed Building
- Proposed Airfield/Pavement
- Proposed Parking/Roads
- Aviation Related Revenue Support
- Non-Aviation Revenue Support
Exhibit 4H: TERMINAL AREA DEVELOPMENT ALTERNATIVES

QUESTIONs?