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MEETING MINUTES

Subject: Hondo Municipal Airport – Master Plan Advisory Committee (MPAC) Meeting
Job No.:

Place: Hondo City Hall, Hondo, TX

Date of Meeting: February 7, 2006

Date Prepared: January 26, 2007

Prepared By: Marc Hepburn

Attendees – see attached sign-in sheet

Introduction

Bob Herrera opened the meeting by welcoming the attendees and thanking them for agreeing to participate on the MPAC. He turned the floor over to Larry Bauman who briefly reviewed the last meeting. He stated that he hopes to obtain sufficient feedback from the stakeholders assembled here today so that he has a consensus on their expectations.

Discussion

Larry Bauman and Marc Hepburn presented a 21-slide briefing to the stakeholders. This briefing gave an overview of the December meeting and accomplishments leading up to the present meeting.

The following discussion covers the key points of the slide briefing since copies of the briefing were distributed to all attendees.

Marc talked about the “Inventory” data collection, gathered by DMJM to assist in the master plan. He explained that the Airport has five runways and listed their lengths, as well as, the 100 percent wind coverage that existing with the present runway configuration and also the three taxiways and their lengths. Other important information covered was: military uses of 17L/35R, total apron area, total hangar space, vehicle parking spaces, fuel capacity and businesses operating at the Airport.

Larry began briefing the committee on how the forecast prepares the Airport for the future demand and translates that demand into the assets and resources necessary to serve that demand.



He explained that under the baseline forecast, Hondo's based aircraft are expected to increase from 14 in 2005 to 63 by 2026. This potential growth was projected based on the total growth within the Competitive Market Area. This area includes the counties of: Uvalde, Medina, Bandera, Kendall and Bexar.

Larry stated that annual aircraft operations were forecasted by applying a ratio of general aviation aircraft operations per based aircraft. In 2005, there were estimated to be 570 operations for **each active aircraft based** at the airport. The ratio of operations per aircraft was projected to decrease to 500 by 2026, since more aircraft serving a variety of functions are based at the Airport. General aviation operations are forecast to increase from 8,000 in 2005 to 31,500 in 2026. The Air Force training flights at HDO are expected to increase from 22,100 in 2005 to 33,500 by 2026.

After that discussion, Marc talked about the facility requirements or needs of the Airport. He stated that presently the Airport meets or exceeds all FAA Airport Reference Code (ARC) at C-III standards for airport design. He explained that the "C" represents the aircraft approach speed (121-141) and the "III" represents the aircraft wingspan (79-118). He stated that a C-III aircraft can range from a medium size business jet to a mid size Airbus A-319 & Boeing 737. All runways except Runway 17R/35L are designed to C-III standards. There was general discussion on the appropriate ARC and the fact that the TASP has HDO as a C/D-II while the ALP and action plan show a C-III. There was also a brief discussion on whether it is reasonable to expect 737s to operate at Hondo and the estimated cost of extending Runway 17L/35R, 7,000 ft. to the north.

Marc also discussed that the requirements have recommended installing visual approach slope indicators on runways where feasible and adding a precision runway in the future. It was also recommended that a permanent 5,000-7,000 SF terminal building be constructed along the apron to create a focal point for airport activity. TxDOT handed state GA terminal policy and grant application to HDO. TxDOT also told HDO they need grant request for the terminal with schematic floor plans to get the funding process started.

Marc continued to discuss the projected hangar needs at 41 individual hangars, 5 corporate hangars, and 32,600 square feet of conventional hangar space for future based aircraft. TxDOT stated they had a RAMP program for funding T-Hangars.

The discussion concluded with various topics about attracting more aviation business to the airport including: Maintenance, repairs and overhauling business, very light jet construction, and marketing out-of-towners who have ranches in the region for corporate aircraft use.

Action Items for next meeting:

- Terminal location
- Land Use Plan



- Alternatives

With that, the meeting was adjourned.

NOTE: If attendees have any suggestions, please submit material within three (3) business days.