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MEETING MINUTES

Subject: Hondo Municipal Airport – Master Plan Advisory Committee (MPAC) Meeting
Place: Hondo City Hall; City Council Chambers; Hondo, TX
Date of Meeting: June 6, 2006
Date Prepared: June 9, 2006
Prepared By: Marc Hepburn/Delia Pruneda

Attendees – see attached sign-in sheet

Introduction

City Manager Robert T. Herrera opened the meeting by welcoming the attendees. He asked everyone to introduce themselves. Mr. Herrera turned the floor over to Larry Bauman who briefly reviewed the last two meetings. Mr. Bauman stated that the purpose of this meeting is to present an overview of alternatives and recommend an alternative for the Hondo Municipal Airport regarding land uses.

Discussion

Larry Bauman and Marc Hepburn presented a 37-slide briefing to the stakeholders. This briefing gave an overview of Airport Forecasts for Based Aircraft and Aircraft Operations; Alternative Concepts and Recommended Alternative for Terminal Area and Land Use Plan.

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

Larry spoke about identifying solutions to develop alternative concepts for airfield, building areas, land use and access. He spoke about establishing evaluation criteria to evaluate and rank concepts; selecting the recommended concept; and developing land use plan on the airport and the airport vicinity. Larry spoke about alternatives evaluation criteria such as safety and efficiency of operations; long-term aviation needs; FAA design standards; economic feasibility; land use and environmental compatibility; revenue enhancement; community acceptability; maximization of existing assets; flexibility to accommodate change; and highest and best uses of available parcels.

Marc spoke at length about Alternatives A – E and discussed the advantages and disadvantages of each alternative. Alternative B is the recommended concept because



of the following criteria: construction costs are lower; property acquisition is not necessary; airfield pavement maintenance costs are lower in the long term; the 6,600-foot runway 17L-35R provides an added safety factor for business jets; the GA terminal and parallel taxiway comply with TXDOT transport airports standards; the ILS provides more weather coverage and is more attractive to corporate users; more acreage is available for aviation and revenue-supporting uses than the other alternatives considered except Alternative E; and industrial property with rail access would be available. The disadvantages to Alternative B, however, are the annual and hourly capacity of the runway system is reduced and wind coverage is reduced very slightly; full development of the area on the northwest, west and southwest areas of the airport is dependent on future construction of roads and utilities; and the ILS approach is Runway 12-31 which is 500 feet shorter than Runway 17L-35R in this alternative.

Marc briefed the committee on the Terminal Area Concept Plan. He stated the general aviation terminal building would consist of 3,600 square feet and would be located along Vandenberg Street near the temporary terminal. Marc also stated that initially there would be a 100-foot by 200-foot parking lot with space for 50 vehicles. Regarding the fueling facility, Marc reported that the facility would be located south of the proposed terminal building. He reported that the facility would also include above-ground tanks and a self-serve island with ample space for tanker delivery. Marc stated that the Aircraft Rescue and Firefighting (ARFF) facility would be located north of the proposed terminal building. He added the facility would have excellent access to the airfield and landside facilities. Marc stated that additional aviation areas (to meet demand) would include leases at the northeast and south parts of the apron for FBOs and other aviation related businesses as well as construction of hangars. Regarding traffic improvements, Marc reported that Vandenberg Street would be improved to handle increased vehicle traffic accessing existing and future general aviation facilities.

Marc briefed the committee on the initial 3,600 square foot terminal building development which would include airport administration offices, public waiting area, public restrooms, small conference room, vending/break area, and general storage/mechanical and electrical closets. The long term future expansion capability to 5,000 – 7,000 square feet would include a pilot's lounge, flight planning area, tenant space, expanded airport administration offices, and a large conference room.

Cal Chapman of Chapman Engineering briefed the committee on improving airport access. Mr. Chapman said that improvements would call for the provision of a new access route to the airport from SH 173 via New Fountain road to Avenue D to 6th Street to an extension of Spatz road that intersects with Avenue M/FM 462. He stated that would be in addition to the current route from 6th Street to Avenue M and then to 14th Street onto the site. Mr. Chapman said that both these routes provide alternative access options from Castro Road crossing over US 90 and the railroad tracks. He said that the US 90 – Castro Road intersection would also need to be improved by widening the intersection and providing signal lights. Mr. Chapman said there would be a need to



establish a perimeter road system using FM 462, Zerr Road, a new roadway along the landfill, and then tie back to FM 462 or Koehler Lane.

Mr. Herrera introduced Miles Lee, one of the principals of South Texas Liquid Terminal, Inc. (STLT), who will relocate their headquarters to the Hondo Municipal Airport. Mr. Lee also spoke of the need for improvements to the US 90 – Castro Road intersection.

A discussion followed regarding special events parking, such as the EAA Texas Fly-In. The committee was briefed on the following: approximately 3,400 temporary spaces on the grassed areas to the south of Spatz Avenue and east of Vandenberg Street would be available; 80% of those spaces to be used since no painting or other temporary striping is envisioned; or, 2,700 spaces not including vehicles parking on the apron or existing lots; for three to four event attendees per vehicle, this parking plan will accommodate at least 8,000 visitors.

Marc discussed Phase I of the project. Phase I entails the following: preparation of the required environmental documentation to support the Master Plan; relocation of Runway 35R threshold to the north approximately 350 feet to allow the STLT site to be outside of the RPZ (Runway 31); reconstruction of Runway 17L-35R to 6,600 feet by 100 feet with the flexibility to go to 8,500 feet in the long term; extension of Taxiway A to the new Runway 17L end; building a 3,600 square foot permanent general aviation terminal building; construction of or providing lease space for at least 11 individual hangars and 1 corporate hangar; and providing aviation and revenue-supporting lease sites as needed. Phase 2 and Phase 3 information is provided in the presentation.

Marc discussed the project schedule. He said the next element of the schedule is Element 7, Implementation and Financial Plans.

The discussion concluded with various topics regarding the necessary documentation to be provided to DMJM Aviation to acknowledge the City of Hondo's acceptance of Concept B; and providing copies of Chapter 5, Alternative Development Concepts, to Chris Munroe and Michelle Hannah of TXDOT and to the Airport Master Plan Advisory Committee members.

Mr. Herrera asked Chairman Michael Corrigan to schedule another meeting with the Advisory Committee to critique Concept B and then make their recommendations to TXDOT and DMJM Aviation.

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With that, the meeting was adjourned.

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