

WELCOME TO THE PUBLIC INFORMATION WORKSHOP



TONIGHT:

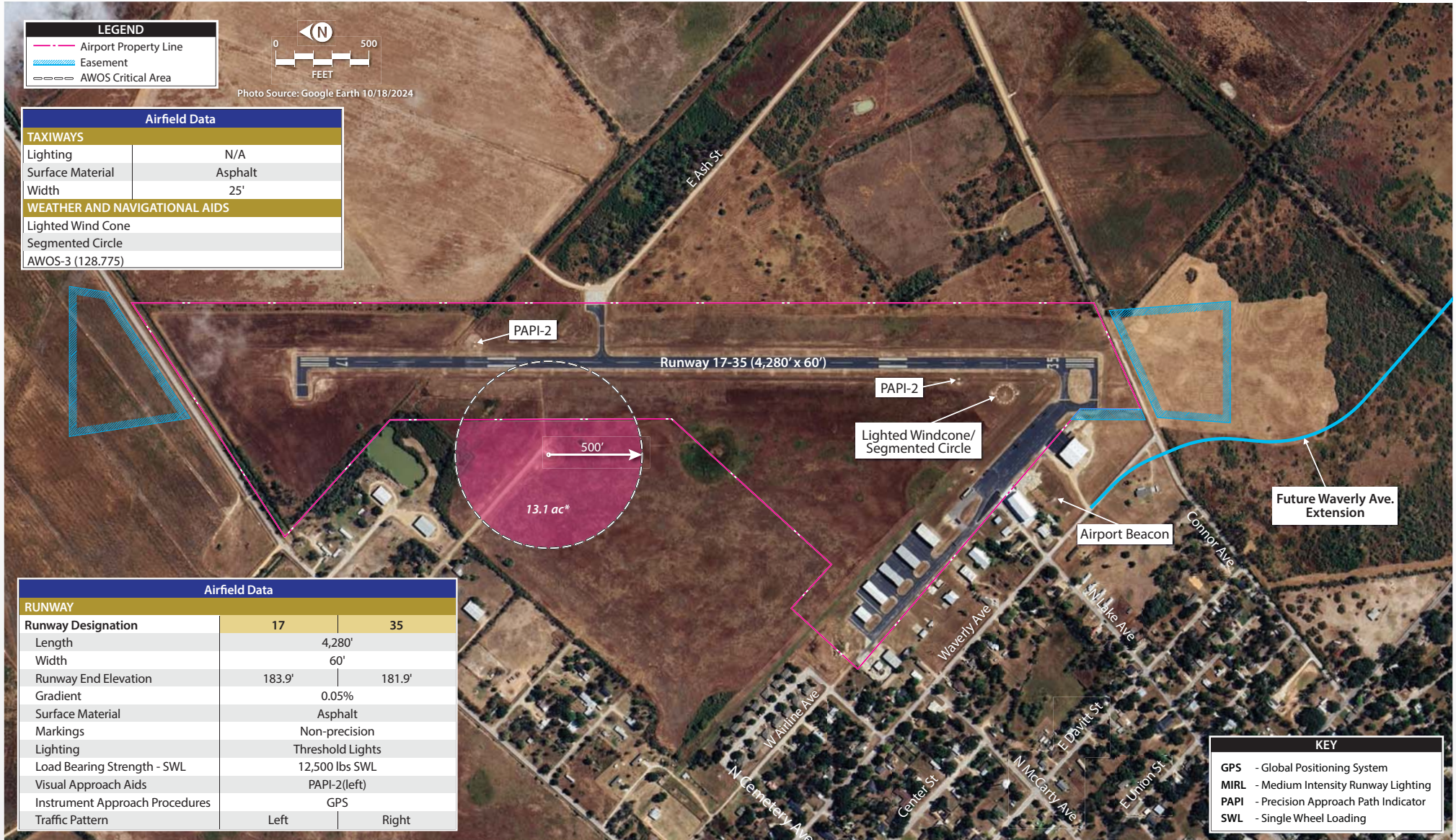
- Participate in the open house meeting format
- Visit the information stations
- Discuss various study elements with the project team
- Obtain additional information from the project website

Website: <https://eaglelake.airportstudy.net/>

SCAN ME



Existing Airside Facilities



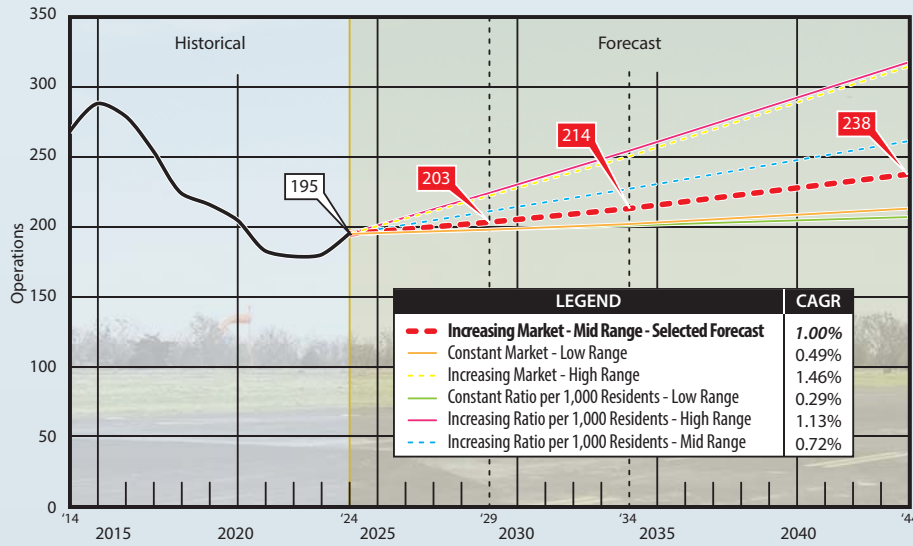
Existing Landside Facilities

BLDG #	Description	Size (sf)	Units
1	Terminal Building	1,170	NA
2	Executive Box Hangars (220)	8,400	2
3	T-Hangar Rows (102,104)	4,536	5
4	T-Hangar Rows (106,108)	7,938	7
5	T-Hangar Rows (210,212)	7,938	6
6	T-Hangar Rows (216,218)	7,938	6
7	Conventional Hangar	14,540	1

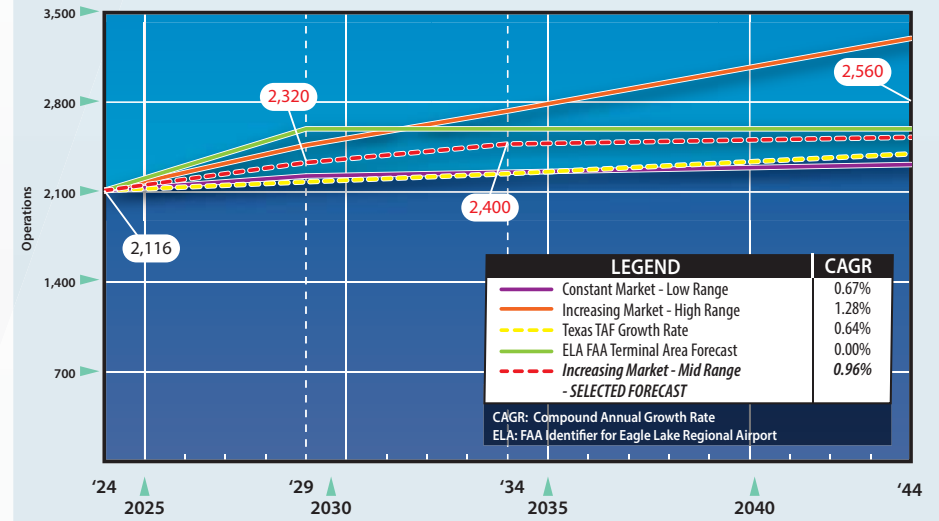


Forecasts

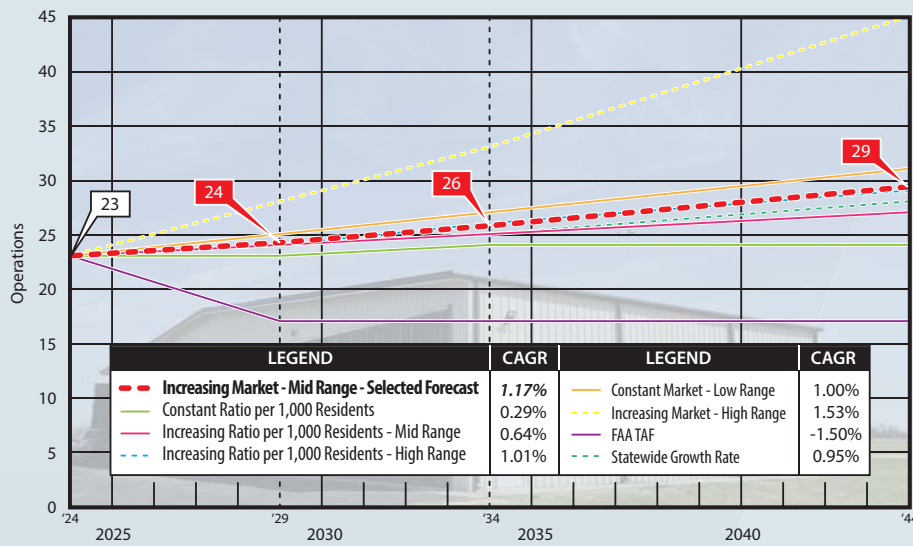
Registered Aircraft Forecasts



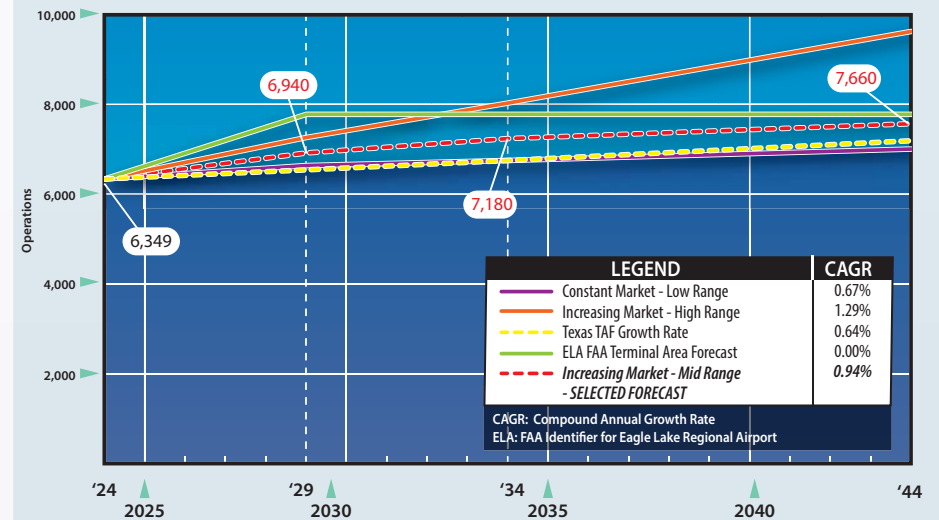
Itinerant General Aviation Operations Forecasts



Based Aircraft Forecasts



Local General Aviation Operations Forecasts



CAGR: Compound Annual Growth Rate

ELA: FAA Identifier for Eagle Lake Regional Airport



Forecast Summary

	BASE YEAR	2029	2034	2044
ANNUAL OPERATIONS				
Itinerant				
Air Carrier	0	0	0	0
Other Air Taxi	6	50	50	50
General Aviation	2,116	2,320	2,400	2,560
Total Itinerant	2,122	2,370	2,450	2,610
Local				
General Aviation	6,349	6,940	7,180	7,660
Military	0	0	0	0
Total Local	6,349	6,940	7,180	7,660
Total Annual Operations	8,471	9,310	9,630	10,270

PEAKING				
Annual	8,471	9,310	9,630	10,270
Peak Month	847	931	963	1,027
Design Day	27	30	31	33
Design Hour	4	5	5	5
Busy Day	34	37	38	40

BASED AIRCRAFT				
Single Engine	22	23	24	25
Multi-Engine	0	0	0	0
Turboprop	0	0	1	2
Jet	0	0	0	1
Helicopter	1	1	1	1
Other	0	0	0	0
Total Based Aircraft	23	24	26	29



Aircraft Reference Codes

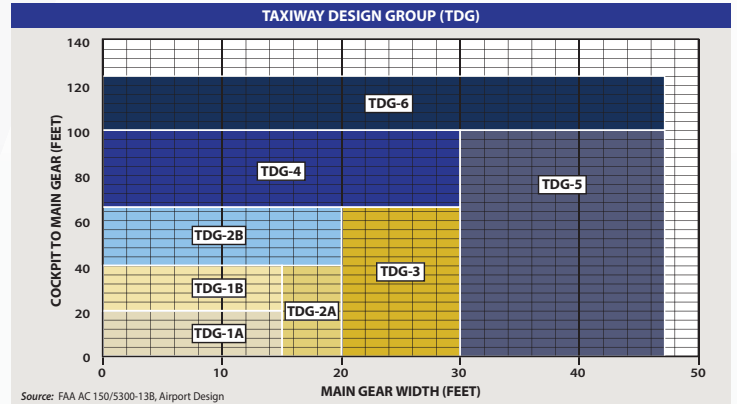
Aircraft Classification Parameters

Aircraft	TDG	Aircraft	TDG
A-I • Beech Bonanza • Cessna 150, 172 • Piper Comanche, Seneca	1A 1A 1A	C/D-II • Challenger 600/604 • Cessna Citation III, VI, VII, X • Embraer Legacy 135/140 • Gulfstream IV (D-II) • Gulfstream G280 • Lear 70, 75 • Falcon 50, 900, 2000 • Hawker 800XP, 4000	1B 1B 2B 2A 1B 1B 2A 1B
B-I • Eclipse 500 • Beech Baron 55/58 • Beech King Air 100 • Cessna 421 • Cessna Citation M2 (525) • Cessna Citation 1 (500) • Embraer Phenom 100	1A 1A 2A 1A 1A 1A 1A	C/D-III <i>less than 150,000 lbs.</i> • Gulfstream V • Gulfstream 550, 600, 650 • Global 5000, 6000	2B 2B 2B
A/B-II <i>12,500 lbs. or less</i> • Beech Super King Air 200 • Beech King Air 90 • Cessna 441 Conquest • Cessna Citation CJ2 • Pilatus PC-12	2A 1A 1A 2A 2	C/D-III <i>over 150,000 lbs.</i> • Airbus A319, A320, A321 • Boeing 737-800, 900 • MD-83, 88	3 3 4
B-II <i>over 12,500 lbs.</i> • Beech Super King Air 350 • Cessna Citation CJ3 (525B) • Cessna Citation CJ4 (525C) • Cessna Citation Latitude • Embraer Phenom 300 • Falcon 20 • Pilatus PC-24	2A 2A 1B 1B 1B 2A	C/D-IV • Airbus A300 • Boeing 757-200 • Boeing 767-300, 400 • MD-11	5 4 5 6
A/B-III • Bombardier Dash 8 • Bombardier Global 7500 • Falcon 7X, 8X	3 2B 2A	C/D-V • Airbus A330-200, 300 • Airbus A340-500, 600 • Boeing 747-100 - 400 • Boeing 777-300 • Boeing 787-8, 9	5 6 5 6 5
C/D-I • Lear 35, 40, 45, 55, 60XR • F-16	1B 1A	E-I • F-15	1B

Note: Aircraft pictured is identified in bold type.

AIRCRAFT APPROACH CATEGORY (AAC)		
Category	Approach Speed	
A	less than 91 knots	
B	91 knots or more but less than 121 knots	
C	121 knots or more but less than 141 knots	
D	141 knots or more but less than 166 knots	
E	166 knots or more	
AIRPLANE DESIGN GROUP (ADG)		
Group #	Tail Height (ft)	Wingspan (ft)
I	<20	<49
II	20-<30	49-<79
III	30-<45	79-<118
IV	45-<60	118-<171
V	60-<66	171-<214
VI	66-<80	214-<262
VISIBILITY MINIMUMS		
RVR* (ft)	Flight Visibility Category (statute miles)	
VIS	3-mile or greater visibility minimums	
5,000	Not lower than 1-mile	
4,000	Lower than 1-mile but not lower than ¾-mile	
2,400	Lower than ¾-mile but not lower than ½-mile	
1,600	Lower than ½-mile but not lower than ¼-mile	
1,200	Lower than ¼-mile	

*RVR: Runway Visual Range



Historical Turboprop and Jet Operations

ARC	Aircraft	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
A-I	Boeing 737-800	0	0	0	0	0	0	0	0	0	0
	Learjet 45	0	0	0	0	0	0	0	0	0	0
	Boeing 737-300ER	0	0	0	0	0	0	0	0	0	0
	Boeing 737-800	0	0	0	0	0	0	0	0	0	0
	Boeing 737-300ER	0	0	0	0	0	0	0	0	0	0
	Boeing 737-800	0	0	0	0	0	0	0	0	0	0
	Boeing 737-300ER	0	0	0	0	0	0	0	0	0	0
	Boeing 737-800	0	0	0	0	0	0	0	0	0	0
	Boeing 737-300ER	0	0	0	0	0	0	0	0	0	0
	Boeing 737-800	0	0	0	0	0	0	0	0	0	0
Boeing 737-300ER	0	0	0	0	0	0	0	0	0	0	
Total		0	0	0	0	0	0	0	0	0	0

ARC	Aircraft	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
A-I	Boeing 737-800	0	0	0	0	0	0	0	0	0	0
	Learjet 45	0	0	0	0	0	0	0	0	0	0
	Boeing 737-300ER	0	0	0	0	0	0	0	0	0	0
	Boeing 737-800	0	0	0	0	0	0	0	0	0	0
	Boeing 737-300ER	0	0	0	0	0	0	0	0	0	0
	Boeing 737-800	0	0	0	0	0	0	0	0	0	0
	Boeing 737-300ER	0	0	0	0	0	0	0	0	0	0
	Boeing 737-800	0	0	0	0	0	0	0	0	0	0
	Boeing 737-300ER	0	0	0	0	0	0	0	0	0	0
	Boeing 737-800	0	0	0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0	0	0

ARC	Model	2024	ARC	Model	2024
A-I	Boeing 737-800	0	A-I	Boeing 737-800	0
	Learjet 45	0		Boeing 737-300ER	0
	Boeing 737-300ER	0		Boeing 737-800	0
	Boeing 737-800	0		Boeing 737-300ER	0
	Boeing 737-300ER	0		Boeing 737-800	0
	Boeing 737-800	0		Boeing 737-300ER	0
	Boeing 737-300ER	0		Boeing 737-800	0
	Boeing 737-800	0		Boeing 737-300ER	0
	Boeing 737-300ER	0		Boeing 737-800	0
	Boeing 737-800	0		Boeing 737-300ER	0
Total					

Source: ELA TMSC 2015-2024 Data Normalized Annually

CRITICAL AIRCRAFT

Existing
Ultimate

AIRCRAFT REFERENCE CODE (ARC) SUMMARY

ARC CODE	2-22-24 THRU 12-31-24
A-I	7,382
A-II	9
B-I	41
B-II	166
HELO	119
UNKN	43
TOTAL	7,760

APPROACH CATEGORY

AC	2-22-24 THRU 12-31-24
A	7,391
B	207
HELO	119
UNKN	43
TOTAL	7,760

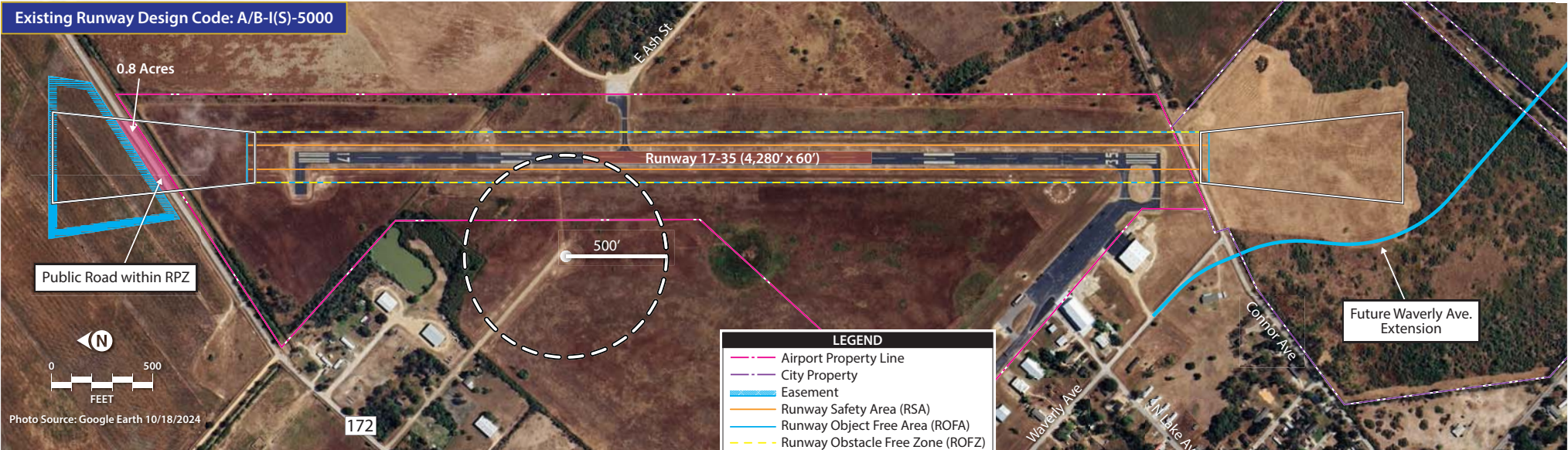
DESIGN GROUP

DG	2-22-24 THRU 12-31-24
I	7,423
II	175
HELO	119
UNKN	43
TOTAL	7,760

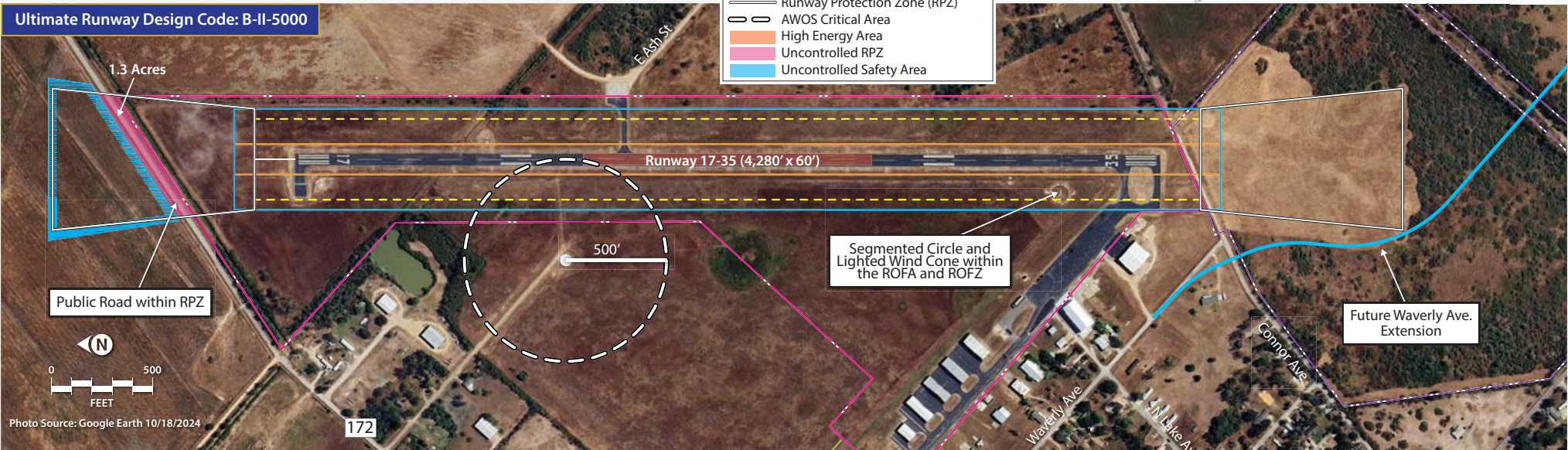
Source: Vintover 2-22-24 thru 12-31-24

Safety Areas

Existing Runway Design Code: A/B-I(S)-5000



Ultimate Runway Design Code: B-II-5000



Airside Facility Requirements

	EXISTING	ULTIMATE
RUNWAY 17-35		
Runway Design Code (RDC)	A/B-I(S)-5000	B-II-5000
Dimensions	4,280' x 60'	Consider extension; increase width to 75'
Pavement Strength	12,500 lbs S	Increase to 30,000 lbs S
SAFETY AREAS		
RSA	Non-standard RSA, extends beyond airport property south of Runway 35	Consider property acquisition
ROFA	Non-standard ROFA, extends beyond airport property south of Runway 35	Consider property acquisition. ROFA/ROFZ is obstructed by the segmented circle and lighted wind cone
ROFZ	Non-standard, extends beyond airport property south of Runway 35	Consider property acquisition. ROFA/ROFZ is obstructed by the segmented circle and lighted wind cone
RPZ	Portion of Runway 17 RPZ uncontrolled and contains public road; consider mitigation options	Portion of Runway 17 RPZ uncontrolled and contains public road; consider mitigation options
TAXIWAYS		
Design Group	1A/1B	2A/2B
Parallel Taxiway	None	Consider full-length parallel taxiway
Parallel Taxiway Separation from Runway	N/A	240'
Widths	Minimum 25'	Increase to 35'
Holding Position Separation	200'	Maintain
Notable Conditions	Dual-use Pavement; Vehicles required to crossover established Taxilane	Consider corrective measures
NAVIGATIONAL AND WEATHER AIDS		
Instrument Approaches	LNAV GPS (17, 35)	Consider LPV approach with lower minimums
Weather Aids	AWOS, wind cone, segmented circle, rotating beacon	Maintain equipment; upgrade to LED; relocate AWOS to Airport Property
Approach Aids	PAPI-2 (17, 35)	Consider upgrade to PAPI-4; install REILs on both runways
LIGHTING AND MARKING		
Runway Lighting	MIRL	Maintain
Runway Marking	Non-precision	Maintain
Taxiway Lighting	None	Install MITL

KEY	AWOS - Automated Weather Observation Station	RSA - Runway Safety Area
	GPS - Global Positioning System	REIL - Runway End Identification Lights
	LNAV - Lateral Navigation	ROFA - Runway Object Free Area
	LPV - Localizer Performance with Vertical Guidance	ROFZ - Runway Obstacle Free Zone
	MIRL - Medium Intensity Runway Lighting	RPZ - Runway Protection Zone
	MITL - Medium Intensity Taxiway Lighting	S - Single Wheel Loading
	MITL - Medium Intensity Taxiway Lighting	
	PAPI - Precision Approach Path Indicator	



Landside Facility Requirements

Available

Short Term

Intermediate Term

Long Term



Aircraft Storage Hangar Requirements

T-Hangar Area (sf)	28,350	33,200	36,200	38,300
Executive/Conventional Hangar Area (sf)	22,940	22,900	27,400	35,400
Service Hangar Area (sf)	0	3,000	3,300	3,600
Total Hangar Storage Area (sf)	51,290	59,100	66,900	77,300



Aircraft Parking Apron

Aircraft Parking Positions	8	4	5	7
Total Public Apron Area (sy)	4,912	3,800	5,500	7,800

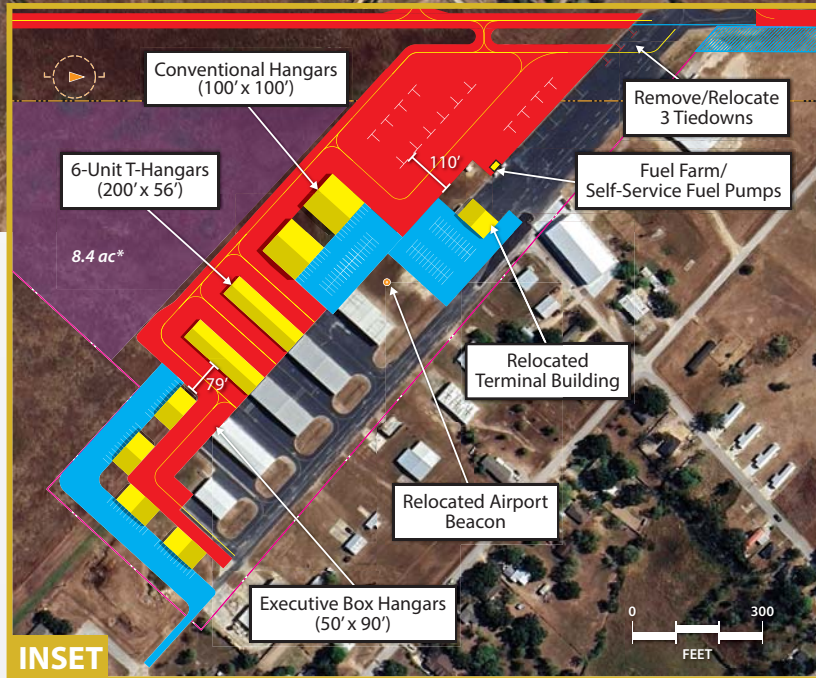
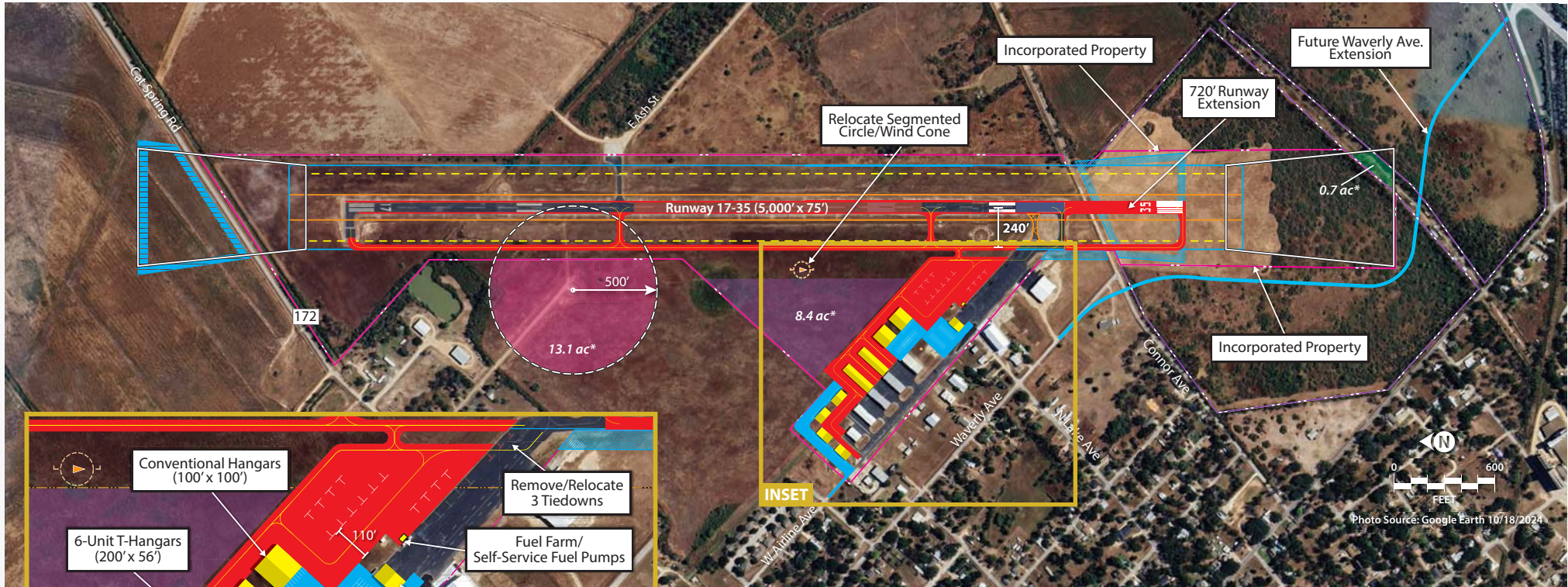


General Aviation Terminal Facilities and Parking

Building Space (sf)	1,170	300	400	400
Terminal and Tenant Marked Vehicle Parking	11	9	11	12



Recommended Development Concept



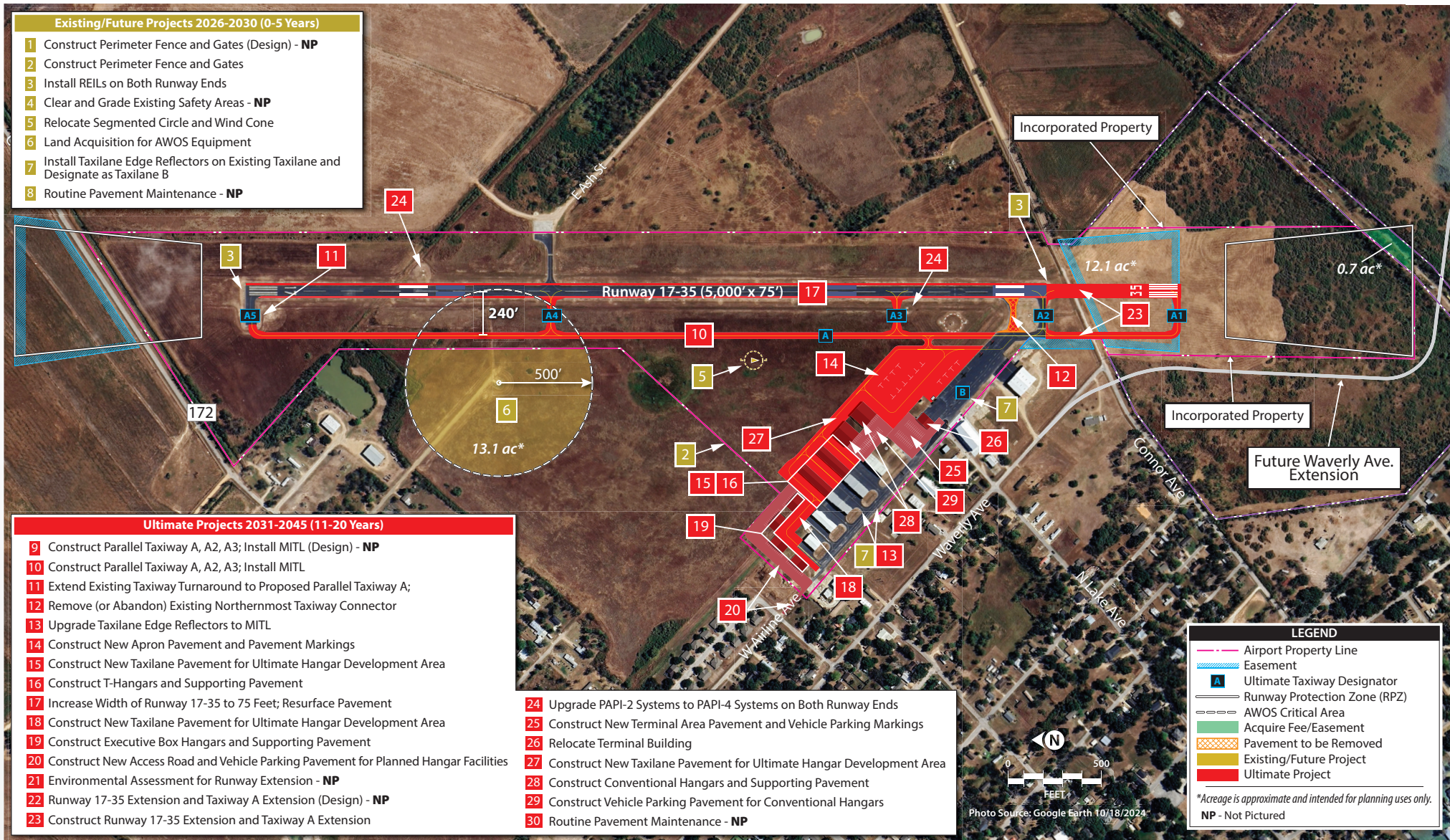
LEGEND

- Airport Property Line
- City Property
- Easement
- Runway Safety Area (RSA)
- Runway Object Free Area (ROFA)
- Runway Obstacle Free Zone (ROFZ)
- Runway Protection Zone (RPZ)
- AWOS Critical Area
- 25' Building Restriction Line (BRL)
- High-Energy Area
- Property to be Acquired
- Acquire Fee/Easement
- Future Aeronautical Reserve
- Ultimate Buildings
- Ultimate Airfield Pavement
- Ultimate Roads
- Pavement to be Removed

**Acreage is approximate and intended for planning uses only.*



Development Staging



Capital Improvement Program

#	Project Description	Cost Estimate	Federal/TxDOT Share	Airport Sponsor/ Local Share
Existing/Future Projects (0-5 Years)				
1	Construct Perimeter Fence and Gates (Design)	\$175,000	\$166,250	\$8,750
2	Construct Perimeter Fence and Gates	\$1,107,500	\$996,750	\$110,750
3	Install REILs on both runway ends	\$97,200	\$87,480	\$9,720.00
4	Clear and Grade Existing Safety Areas	\$53,100	\$47,790	\$5,310
5	Relocate the Segmented Circle and Wind Cone	\$51,600	\$46,440	\$5,160
6	Land Acquisition for AWOS Equipment	\$268,000	\$241,200	\$26,800
7	Install Taxilane Edge Reflectors on Existing Taxilane and Designate as Taxilane B	\$2,400	\$2,160	\$240
8	Routine Pavement Maintenance	\$500,000	\$450,000	\$50,000
Existing/Future Projects Subtotal:		\$2,254,800	\$2,038,070	\$216,730
Ultimate Projects (6-20+ Years)				
9	Construct Parallel Taxiway A, A2, A3, and install MITL (Design)	\$649,400	\$584,460	\$64,940
10	Construct Parallel Taxiway A, A2, A3, and install MITL	\$3,896,400	\$3,506,760	\$389,640
11	Extend existing taxiway turnaround to proposed parallel Taxiway A; designate taxiway connector as A4	\$630,000	\$567,000	\$63,000
12	Remove (or abandon) existing northermost taxiway connector	\$128,400	\$115,560	\$12,840
13	Upgrade taxilane edge reflectors to MITL	\$381,600	\$343,440	\$38,160
14	Construct new apron pavement and pavement markings	\$2,581,200	\$2,323,080	\$258,120
15	Construct new taxilane pavement for ultimate hangar development area	\$754,800	\$679,320	\$75,480
16	Construct T-Hangars and supporting pavement	\$3,897,600	\$0	\$3,897,600
17	Increase width of Runway 17-35 to 75-Feet; Resurface Pavement	\$1,767,600	\$1,590,840	\$176,760
18	Construct new taxilane pavement for ultimate hangar development area	\$535,200	\$481,680	\$53,520
19	Construct Executive Box Hangars and Supporting Pavement	\$3,780,000	\$0	\$3,780,000
20	Construct new access road and vehicle parking pavement for planned hangar facilities	\$444,000	\$0	\$444,000
21	Environmental Assessment for runway extension	\$250,000	\$225,000	\$25,000
22	Runway 17-35 extension and Taxiway A extension (Design)	\$352,200	\$316,980	\$35,220
23	Construct Runway 17-35 extension and Taxiway A extension	\$2,113,200	\$1,901,880	\$211,320
24	Upgrade PAPI-2 systems to PAPI-4 systems on both runway ends	\$168,000	\$151,200	\$16,800
25	Construct new terminal area pavement and vehicle parking markings	\$231,600	\$0	\$231,600
26	Relocate Terminal Building	\$748,800	\$0	\$748,800
27	Construct new taxilane pavement for ultimate hangar development area	\$669,600	\$602,640	\$66,960
28	Construct Conventional Hangars and Supporting Pavement	\$4,200,000	\$0	\$4,200,000
29	Construct vehicle parking pavement for conventional hangars	\$267,600	\$0	\$267,600
30	Routine Pavement Maintenance	\$500,000	\$450,000	\$50,000
Ultimate Projects Subtotal:		\$28,947,200	\$13,839,840	\$15,107,360
CIP Total:		\$31,202,000	\$15,877,910	\$15,324,090

