



Eagle Lake
REGIONAL AIRPORT



ALP Update and Narrative Report

AGENDA

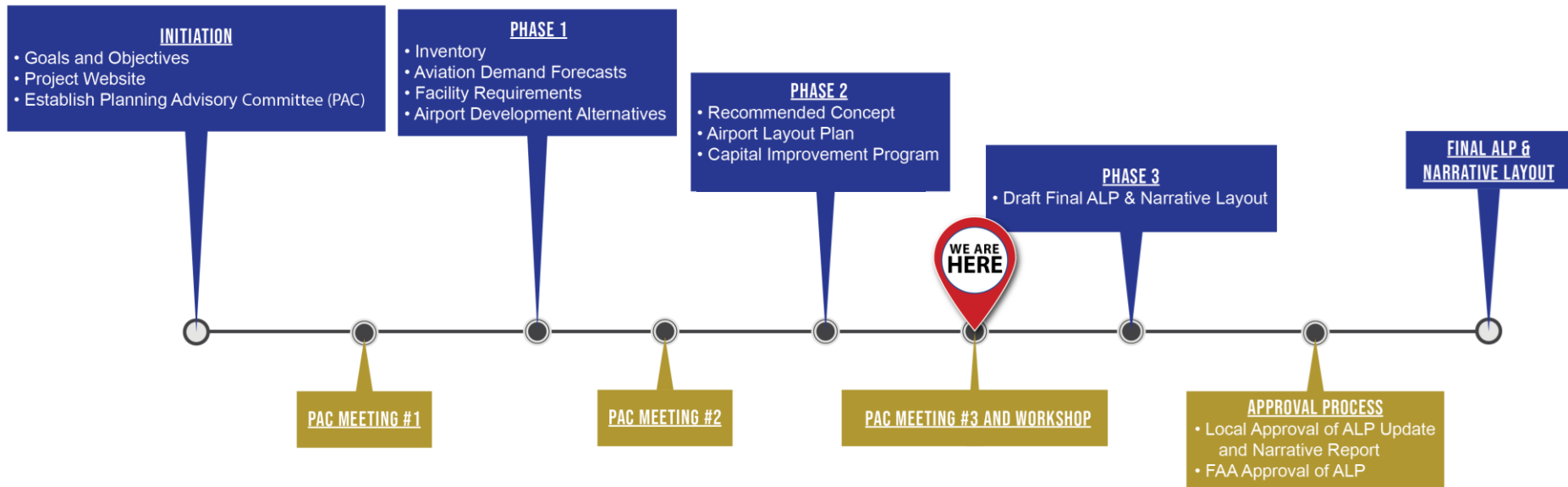
PAC Meeting #3

February 12, 2026

1. Welcome/Introductions
2. ALP Update and Narrative Report Process
3. Recap of Phase 1
4. Review of Phase 2 Materials
 - a. Recommended Development Concept
 - b. Capital Improvement Program
5. Open Discussion/Questions



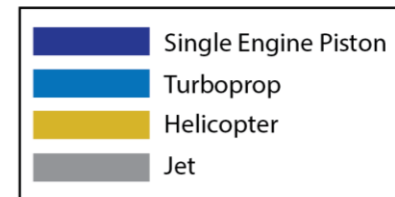
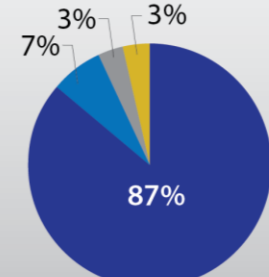
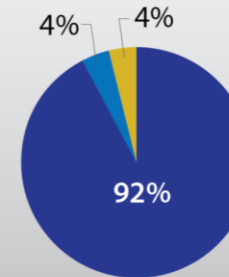
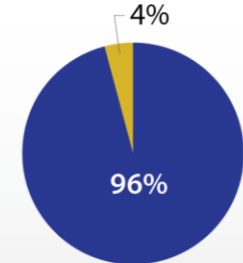
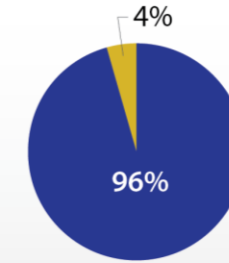
Planning Process



PHASE ONE RECAP



	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
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



**EXHIBIT 2F:
FORECAST SUMMARY**

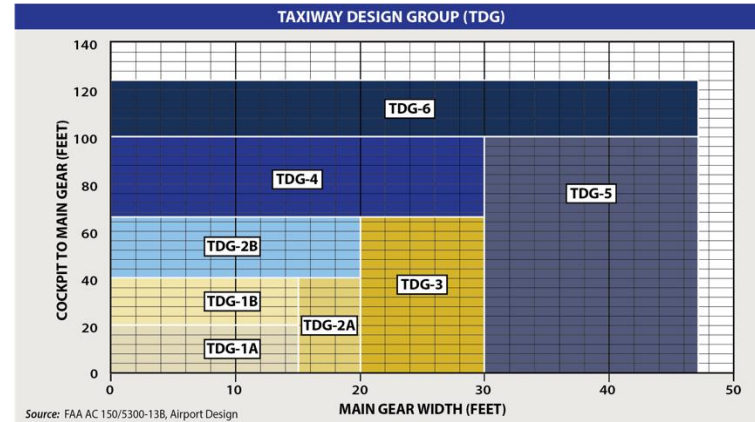


A-I	Aircraft	TDG	C/D-II	Aircraft	TDG
	<ul style="list-style-type: none"> Beech Bonanza Cessna 150, 172 Piper Comanche, Seneca 	1A 1A 1A		<ul style="list-style-type: none"> Challenger 600/604 Cessna Citation III, VI, VII, X Embraer Legacy 135/140 Gulfstream IV (D-II) Gulfstream G280 Lear 70, 75 Falcon 50, 900, 2000 Hawker 800XP, 4000 	1B 1B 2B 2A 1B 1B 2A 1B
	<ul style="list-style-type: none"> 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 1A 2A 1A 1A 1A		<ul style="list-style-type: none"> Gulfstream V Gulfstream 550, 600, 650 Global 5000, 6000 	2B 2B 2B
	<ul style="list-style-type: none"> Beech Super King Air 200 Beech King Air 90 Cessna 441 Conquest Cessna Citation CJ2 Pilatus PC-12 	2A 1A 1A 2A 2		<ul style="list-style-type: none"> Airbus A319, A320, A321 Boeing 737-800, 900 MD-83, 88 	3 3 4
	<ul style="list-style-type: none"> 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 1B 2A		<ul style="list-style-type: none"> Airbus A300 Boeing 757-200 Boeing 767-300, 400 MD-11 	5 4 5 6
	<ul style="list-style-type: none"> Bombardier Dash 8 Bombardier Global 7500 Falcon 7X, 8X 	3 2B 2A		<ul style="list-style-type: none"> Airbus A330-200, 300 Airbus A340-500, 600 Boeing 747-100 - 400 Boeing 777-300 Boeing 787-8, 9 	5 6 5 6 5
	<ul style="list-style-type: none"> Lear 35, 40, 45, 55, 60XR F-16 	1B 1A		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



Source: FAA AC 150/5300-13B, Airport Design

**EXHIBIT 2G:
AIRCRAFT REFERENCE CODES**



TABLE 2N | Airport and Runway Classifications

	Runway 17-35	
	Existing	Ultimate
Runway Design Code (RDC)	A/B-I(S)-5000	B-II-5000
Airport Critical Aircraft	A/B-I(S)-1A	B-II-1B
Critical Aircraft (Typ.)	Cessna 172	Air Tractor AT-802
Taxiway Design Group (TDG)	1A	1B

Source: FAA AC 150/5300-13B, Airport Design

**TABLE 2N:
 AIRPORT & RUNWAY CLASSIFICATIONS**


	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

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



	EXISTING	ULTIMATE
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

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	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

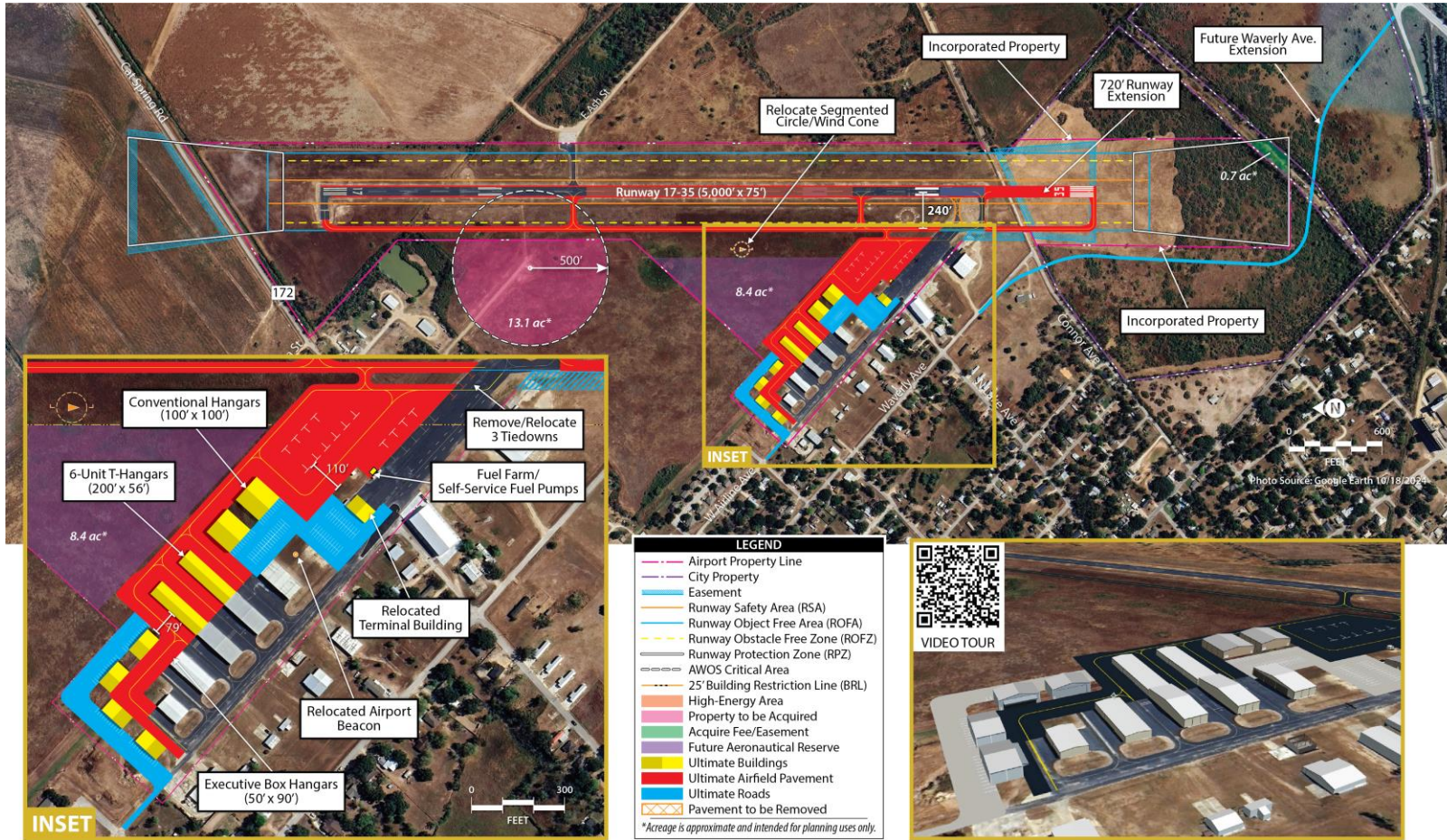
**EXHIBIT 3F:
LANDSIDE FACILITY
REQUIREMENTS**



CHAPTER FOUR

Recommended Development Concept





**Exhibit 4A:
Recommended Development Concept**



CHAPTER FIVE

Captial 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
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 northernmost 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

Table 5A:
Capital Improvement Program



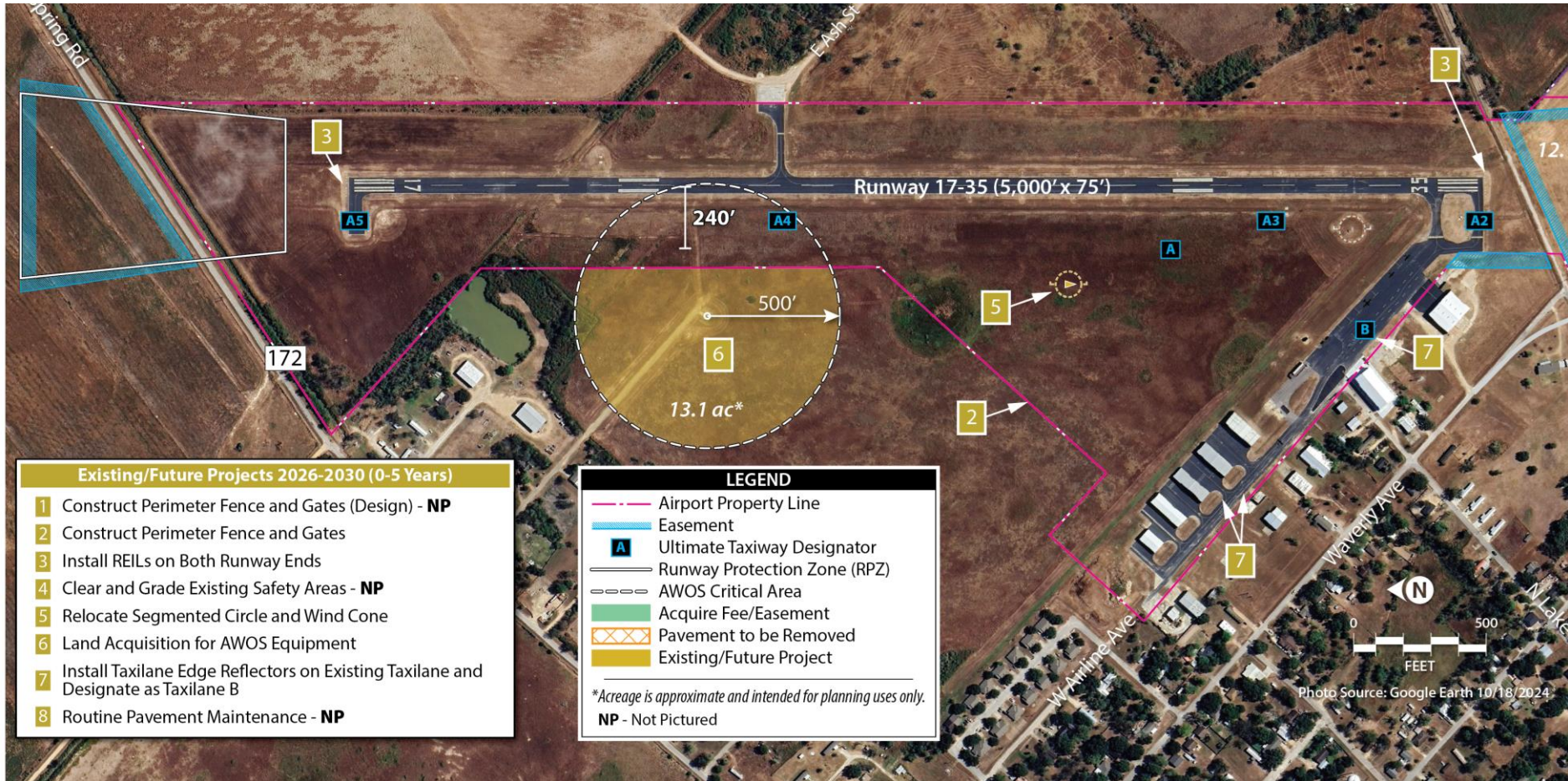


Exhibit 5A:
Staging (Existing/Future)



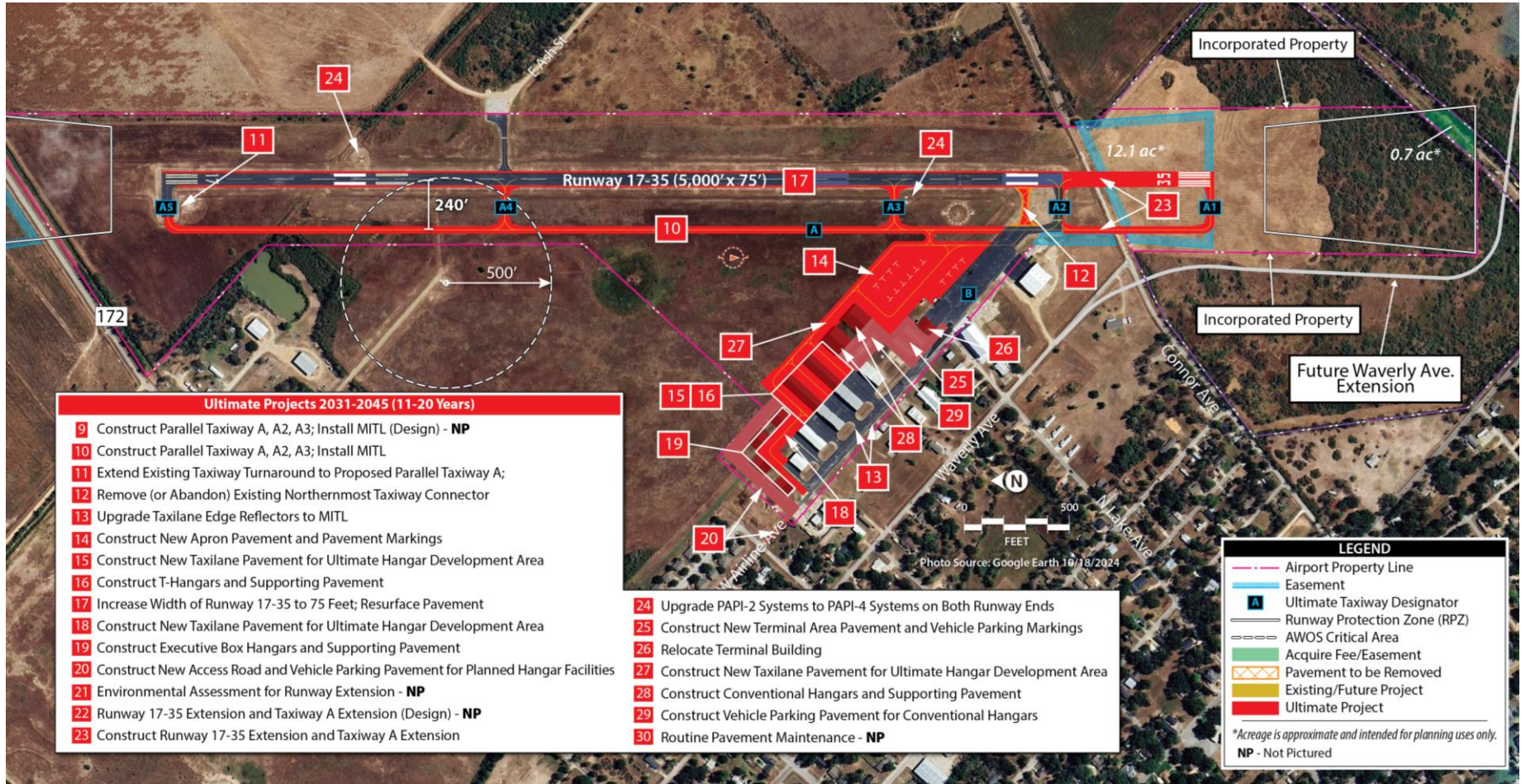


Exhibit 5A:
Staging (Ultimate)



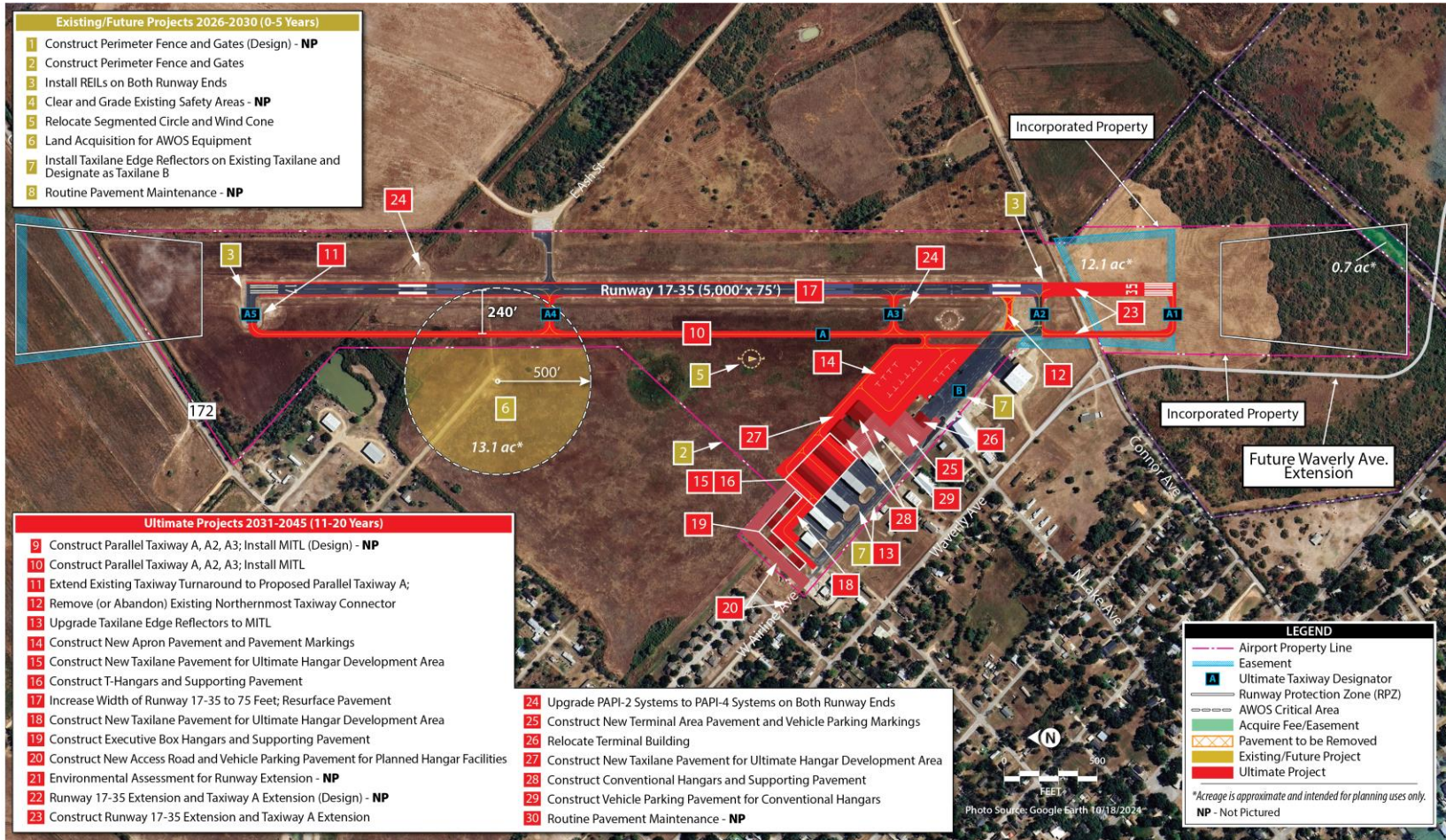


Exhibit 5A:
Staging



NEXT STEPS

- ▶ **Draft Final and Approval Process**
 - ▶ Local approval with City Council
 - ▶ Submission of ALP to TxDOT/FAA

- ▶ **Final Deliverables**
 - ▶ Est. Spring 2026 (Dependent on Governmental Approvals)



QUESTIONS?

We want to hear from you!

Direct any questions or comments after this meeting to Mike Dmyterko or Aiden Cowles with Coffman Associates at 816-524-3500 or miked@coffmanassociates.com and acowles@coffmanassociates.com or visit the project website to submit comments online.

eaglelake.airportstudy.net

