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KERRVILLE-KERR COUNTY JOINT AIRPORT BOARD

Special Meeting

Monday, January 17, 2011

10:30 a.m.

Airport Terminal Conference Room

1877 Airport Loop Road

Kerrville, Texas

MASTER PLAN PROJECT UPDATE WORKING PAPER

MEMBERS PRESENT:

Stephen King, President

Fred Vogt, Vice-President

Tom Moser

Mark Cowden

Corey Walters

AIRPORT BOARD STAFF PRESENT:

Bruce McKenzie, Airport Manager

Laurie DeJohn-Ermey, Executive Assistant

VISITORS:

Perry Havenar, Garver Aviation Services

Michelle Hannah, TexDOT Aviation

Joe Kennedy, Kerrville Aviation

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I N D E X

January 17, 2011

3 CALLED TO ORDER

4 2A. Discussion of Master Plan Update Working  
Paper (Perry Havenar) 3

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Adjournment 94

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1 On Monday, January 17, 2011, at 10:30 a.m., a special  
2 meeting of the Kerrville-Kerr County Joint Airport Board was  
3 held in the Airport Terminal Conference Room, Louis Schreiner  
4 Field, Kerrville, Texas, and the following proceedings were  
5 had in open session:

6 PROCEEDINGS

7 MR. KING: I'll call this special meeting of the  
8 Kerrville/Kerr County Joint Airport Board, Monday, January  
9 17, at 10:30, to order. Visitors' forum. At this time, any  
10 persons with business not scheduled on the agenda may speak  
11 to the Airport Board. No deliberation can be taken on these  
12 items because Open Meetings Act requires that items be placed  
13 on the agenda 72 hours before the meeting. Visitors are  
14 asked to limit to three minutes. Anyone have anything? No.  
15 Nothing being heard, we'll go to Item 2; discussion, possible  
16 action. Discussion of the Master Plan Update Working Paper.  
17 Perry?

18 MR. HAVENAR: All right. It's a pleasure to be  
19 here again, and I think Michelle's not here yet, but she has  
20 seen all this as well. So --

21 MR. KING: Okay, fire away.

22 MR. HAVENAR: -- she will be here, I'm sure,  
23 shortly and won't miss a whole lot, but I wanted to get  
24 through -- get through as much of this as we can, as quick as  
25 we can. And hopefully you've all gotten a copy of the --

1 this second working paper in time to look through that. And  
2 just like we have the in other meetings, if you have  
3 questions or comments or want me to clarify something, don't  
4 hesitate. We'll start when Michelle gets here. I'll give  
5 her a few minutes, but otherwise, the schedule -- we'll talk  
6 about -- go over where we are right now on the schedule,  
7 review that. It'll be airfield capacity, city development  
8 alternatives, and then the preferred alternatives that we  
9 have. In terms of schedule, we are in that light blue --  
10 light blue boxes. Just to the right of that, you can see it  
11 says Working Paper Number 2. What's scheduled for February,  
12 we're here in January and we're getting it done a little bit  
13 early. That's okay. The proposed next meeting will be at  
14 either your June or July board meeting, or immediately  
15 following it, just like we are here, and then again in August  
16 or September, depending on how we -- how quickly we can get  
17 through work product and get it completed.

18 It's in this next phase that we will complete the  
19 airport capital improvement program, and Randal Wiedemann and  
20 Associates will begin work on the financial side of things.  
21 And -- and then -- and the final phase then gets into the  
22 airport marketing plan that we have under contract as a part  
23 of this master plan. So, facility requirements are defined  
24 by the forecast which were a part of your last working paper.  
25 The airport reference category and service follow-up is going

1 to talk a little bit about each one of these. Your airport  
2 reference category is a C-2, and that airport reference  
3 category, looking at that table, is defined by two different  
4 things, the aircraft approach category and the airplane  
5 design group, with the approach category being defined by the  
6 approach speeds of the aircraft that operate here. With it  
7 being C, then the most demanding aircraft approach speeds  
8 would be in that 121- to 141-knot range. Most of the  
9 aircraft that operate here are operating at slower approach  
10 speeds.

11 Then the airplane design group is defined by two  
12 different parameters, either tail height or wingspan. More  
13 often than not, it's defined by wingspan, unless the tail  
14 height of the particular aircraft that's most demanding at  
15 an airport would -- would contravene in that case. But in  
16 your case, most of the most demanding aircraft to operate  
17 here have a wingspan between 49 and 79 feet, so that defines  
18 what your airport reference category is, and -- and the C-2  
19 is the code that is utilized to refer to that. Here's just  
20 some examples of the different types of aircraft, from A-1  
21 through the various different smaller single props and twin  
22 props to the small business jets up to the large -- to  
23 business jets in the C-2, D-2 category. Runway length is one  
24 of those things that are of extreme importance when it comes  
25 to an airport and how it rates. In terms -- and I wanted to

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1 evaluate it in terms of individual stand-alone runways.  
2 So, Runway 3/21 accommodates 75 percent of your  
3 small aircraft in the general aviation fleet without any  
4 modifications to the runway. If you wanted to be able to  
5 handle 95 percent of those small aircraft, you would need to  
6 extend that runway 118 feet. From the geographics and  
7 geometry on the airport, it really doesn't accommodate that.  
8 I didn't include that in any of the -- in an alternative for  
9 you as far as runway expansion for Runway 3/21. In terms of  
10 runway 12/30, you can accommodate all small aircraft, even  
11 those with 10 or more passenger seats. Then, when it comes  
12 to the general aviation aircraft that are between 12,500 and  
13 60,000 pounds, you're able to, without runway modification,  
14 accommodate 75 percent of the general aviation fleet at 60  
15 percent of -- of, I guess, the load. However, for the  
16 airport to handle any greater capacity, you would need some  
17 runway modification because of the -- the need for -- like,  
18 if you wanted to go to 100 percent of the general aviation  
19 fleet, to be able to accommodate those at 60 percent of the  
20 useful load, you'd need to have a 390-foot runway extension  
21 for 75 percent of the fleet. At 90 percent useful load,

22 you'd need to extend the runway 1,340 feet, and to  
23 accommodate 100 percent of the fleet at 90 percent useful  
24 load, you'd need a 2,550-foot runway extension. So --  
25 Mr. Vogt?

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1 MR. VOGT: Fred. I want to talk about runway  
2 extension with respect to RSA, and do we want to do that now?  
3 Because part of my argument is we could pick up with -- if  
4 we -- if we changed -- we make a 1,000-foot RSA, we would  
5 pick up a lot of those -- 65 to 75 percent of those airplanes  
6 for full capacity, or the amount of fuel that it has to  
7 carry. That might be to our benefit. If you want to -- you  
8 didn't do not include in your alternative. Do you want to do  
9 this, including doing alternatives?

10 MR. HAVENAR: Yes, sir. Let's do that at that  
11 point, and we'll get more into that at that point in the  
12 discussion, okay?

13 MR. VOGT: I'm glad Michelle's here. Hi, Michelle.

14 MS. HANNAH: Hi.

15 MR. HAVENAR: Michelle is here, and is there  
16 anything you wanted to --

17 MS. HANNAH: Say?

18 MR. HAVENAR: Or should I just keep going? We  
19 wanted to help look at defining the airfield based on  
20 capacity, which is defined by different airfield  
21 characteristics, whether it's runway configuration, aircraft  
22 mix index, taxiway configuration, operational  
23 characteristics, or meteorology -- easy for me to say --  
24 meteorological condition. In terms of runway and taxiway  
25 configuration, runway configuration factor, determining your

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1 capacity, whether you've got enough runway length or whether  
2 it's more than a one-runway system, which you do have, which  
3 provides for then an increased capacity. Taxiway  
4 configuration is predicated on the parallel taxiways that you  
5 have in use, they meet standards, and that there's an

6 adequate number of exit taxiways, such that they limit the  
7 number of -- number of minutes or seconds that an aircraft is  
8 prolonged on the runway so that they can get off and allow  
9 the next operation to utilize that surface.

10 The aircraft mix index is based on different  
11 aircraft requirements or four categories of aircraft to  
12 determine -- we've got the first two grouped in the A and B  
13 category. Those are most small aircraft under 12,500 pounds.  
14 The second group is that group in between 12,5 and 300,000  
15 pounds, and those are larger aircraft. Then there are the  
16 heavy aircraft, which you do not see anyway, which are over  
17 300,000 pounds. Just quick shots of the different types of  
18 aircraft we're talking about, whether it's a Cessna 172 or  
19 the big Boeing iron-type aircraft. In terms of aircraft  
20 operational characteristics, we look at those in terms of a  
21 percent of arrival aircraft, and that ratio of landing  
22 operations to total operations, 'cause there are some  
23 aircraft that will come and complete a practice instrument  
24 approach to your airport that will never touch down here.  
25 And then there are some that will come in on that same

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1 practice approach, but do a touch and go. Thirty percent --  
2 based on the history that we've looked at the airport, 30  
3 percent of your operations are touch-and-go operations,  
4 whether they're flight training that is originating here at  
5 Kerrville, or flight training that's coming to Kerrville and  
6 completing those touch-and-go operations while they're here.

7 The thing that's important to recognize in terms of  
8 the touch-and-go operations is the percent of time on runway  
9 that is there versus the arrivals and departures that you  
10 have, and so that becomes a part of what we have to analyze  
11 for your -- your service volume. Meteorological conditions  
12 are another factor. This morning was a prime example of  
13 that, where we have the bottom category of poor visibility  
14 conditions here for a while this morning, which typically  
15 occur less than a percent a year here. IFR conditions, which  
16 occur nearly 67 percent of the time, and then VFR operations  
17 occur the rest of the time during the year. Now, to arrive

18 at an hourly capacity for your runways, you need -- we took  
19 the hourly capacity base times that touch-and-go factor times  
20 an exit factor. So, the -- the hourly capacity base is the  
21 -- is those -- the hourly capacity your runways can have  
22 operating on them during a single hour. Touch-and-go factors  
23 is, again, that -- that ratio between the touch-and-goes and  
24 the arrivals and departures, and then the exit factor is one  
25 that's based on your parallel taxiways or the end design

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1 standards, how many exit taxiways do you have.  
2 So, based on those factors, and in the combination  
3 of both IFR and VFR situations, you come out of that with a  
4 weighted hourly capacity for right now of 67, with a forecast  
5 of it going down to 64. And that's based on, again, those  
6 forecasts that we started out with in the last working paper.  
7 To determine the annual service volume, we take the -- the  
8 weighted hourly capacity which we just determined times the  
9 ratio of annual operations to daily operations times the  
10 ratio of average daily operations, average peak hour  
11 operations during that peak month, to arrive at your annual  
12 service volume. Then you can take that -- you can see that  
13 we've done this in this table for the forecast years from  
14 existing of 2009 out through 2030, and divide that annual  
15 service volume by the maximum capacity of your runway --  
16 runway situation of 230,000, and you come -- you arrive at  
17 your annual capacity level. And your annual capacity level  
18 fluctuates around 60 percent. It never really goes up; it  
19 kind of fluctuates around, and that -- the magic number for  
20 service volume is 60 percent. If you don't -- if you're  
21 already at 60 percent, then it's recommended that you be  
22 planning for a project that will allow you to increase your  
23 capacity. Projects that will allow to you increase capacity  
24 are things like an additional parallel taxiway.

25 MR. MOSER: Perry, your note there on 2009 annual

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1 operations, 60,000, that was -- that was based when Mooney

2 was in full operation, too. So -- and I guess the question

3 is to Bruce or Fred or whomever. Is that still a

4 representative number, annual operations, 60,000?

5 MR. HAVENAR: That was the best -- that was the

6 best number we had, and that was after Mooney had already

7 scaled back, sir.

8 MR. MOSER: Okay. All right. So, it was after

9 Mooney scaled back, okay.

10 MR. HAVENAR: When we started everything out, the

11 number we got was after Mooney had already scaled back to

12 some --

13 MR. MOSER: Okay.

14 MR. HAVENAR: -- 60 or 70 people at that point.

15 They called back further now, but --

16 MR. MOSER: Okay, you answered my questions.

17 MR. VOGT: The capacity level around 60, which is

18 where we're dribbling around from '09 to '30, is that typical

19 in Texas? Maybe that's to Michelle.

20 MS. HANNAH: It's not.

21 MR. HAVENAR: I think not.

22 MR. VOGT: What is it?

23 MR. HAVENAR: Typical at airports in Texas,

24 especially general aviation airports in Texas, is more like

25 35 or 40 percent capacity.

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1 MR. VOGT: Really? So we're -- okay.

2 MR. HAVENAR: You're operating above most general

3 aviation airports in terms of your capacity.

4 MR. VOGT: So that should go into the equation of

5 how -- well, that supports TexDOT's support of this airport,

6 and thank you. Okay.

7 MR. MOSER: Okay.

8 MR. HAVENAR: So that's where we come out now with

9 your -- with basically where your service volume is at. And

10 we wanted to look at that in terms of airfield design

11 standards, and look at the facility requirements that you

12 need to achieve the future operations. So, your airport --



13 we look at those from two different standpoints; from an air  
14 side standpoint and land side standpoint. In terms of  
15 airfield design standards, we look at your runway length and  
16 width, your safety areas and your -- your approach surfaces.  
17 And in the table, it shows that -- and we looked at it in  
18 terms of individual runways as well. So, in terms of runway  
19 3/21, you meet or exceed the recommended standards for Runway  
20 3/21. In terms of Runway 12/30, there are a couple of areas  
21 that you don't quite meet the design standards that are  
22 there, one of which has already been identified in your  
23 master plan, and that's the object-free area on the 30 end,  
24 which goes out over the fence and the highway, and that's  
25 acceptable to TexDOT and the F.A.A., so we're not going to

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1 pursue any type of improvement there. Unless somebody within  
2 the state of Texas comes up with a gazillion dollars to move  
3 Highway 27 out, and I suspect that will never happen. Then  
4 the other area is on the 12 -- the 12 end with your RSA and  
5 OFA. And standards indicate you need 1,000 feet, and right  
6 now you're 300 feet short of that -- or I mean you only have  
7 300 feet; you're 700 feet short of that, roughly.

8 MR. VOGT: And so just the time we talk about this  
9 RSA, we have plenty of land out 30.

10 MR. HAVENAR: Right.

11 MR. VOGT: And by putting 700 feet -- now, I  
12 appreciate the traffic doesn't come in necessarily that way,  
13 but RSA's sacred. RSA is all about safety, and to have a  
14 deficiency like that, I think, in the purpose of our master  
15 plan, which isn't a funded plan, we ought to put an RSA of  
16 700 more -- 700 feet there to get a full RSA.

17 MR. HAVENAR: And we -- so that everyone else is  
18 aware, we did not include an alternative that shows recovery  
19 of that 700 feet in terms of an extension to the 30 end.

20 MR. VOGT: Well --

21 MR. HAVENAR: But --

22 MR. VOGT: Yeah.

23 MR. HAVENAR: We can.

24 MR. VOGT: I think we should. This is what this

25 whole meeting's about, is to identify those areas that we

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1 think may need another look. I really think you ought to at  
2 least show on your master plan how you're going to mitigate  
3 -- resolve that 700-foot deficiency in RSA. I would imagine  
4 TexDOT would want you to do that, 'cause think the previous  
5 plan actually had a 1,000-foot extension on it, so that was  
6 okay. That would have -- you wouldn't have had the same  
7 length runway, 1,000 or 600 or 700, but that 700 would give  
8 us 100 percent RSA.

9 MR. HAVENAR: For accelerate-stop and all the other  
10 stuff, without imposing declared distances.

11 MR. VOGT: Right. Now, the -- one of the items  
12 that I would bring up, and I don't -- Perry, you need to look  
13 at this. Going back to Highway 27, does that make Highway 27  
14 -- we're still okay with that? I think if you're in for a  
15 nickel, you're in for a dollar. Doing 700 more feet may  
16 parallel 27, and that -- that object-free area ends up  
17 staying with you for a little bit longer. Bruce and I  
18 talked; looks like 27 kind of goes south a little bit, so I  
19 don't know that that --

20 MR. HAVENAR: It does. I think you'll be okay with  
21 it, because it does -- at that point, it does kind of take  
22 that more southerly tract.

23 MR. VOGT: So, Michelle, even if it was a little  
24 bit more, I don't know how you -- a little bit more  
25 object-free area, deviation from standards, if we did 700

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1 feet on there, I think that would be okay. I mean, in my  
2 world it would be okay. I mean, whether or not we ever do  
3 the 700 foot, I'm just thinking we ought to have a master  
4 plan extension.

5 MS. HANNAH: It should be addressed. It should be  
6 mitigated. The only thing that we sort of had a deviation on  
7 is the OFA.

8 MR. HAVENAR: Right.

9 MR. VOGT: Right.

10 MS. HANNAH: So --

11 MR. VOGT: So, I think the reason you didn't --

12 MR. HAVENAR: That continues to be the case.

13 MS. HANNAH: -- I see no reason, unless someone

14 makes us.

15 MR. VOGT: And I'm at, I guess, the point if you

16 add a little bit to the OFA, the deviation of standards --

17 which we don't have a deviation of standards. If we have an

18 agreement that we're not going to fund that and you're not

19 going to fund that, that if we do a little bit more by doing

20 the 700 feet, you're going to increase the square footage, or

21 that's going to carry on a little bit.

22 MR. HAVENAR: It won't really -- I don't know that

23 it extends it at all. I think it --

24 MS. HANNAH: You're talking about on the 30 end,

25 right?

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1 MR. VOGT: Right.

2 MR. HAVENAR: I mean, if that goes out --

3 MS. HANNAH: Then it goes back out.

4 MR. HAVENAR: It might. If it does, it's not a

5 whole lot.

6 MR. VOGT: All right. So, not a big deal, not a

7 deal breaker.

8 MS. HANNAH: When we did a feasibility on the

9 MALSRS, there was more concern about an extension and the

10 impact on the equipment --

11 MR. VOGT: Right.

12 MS. HANNAH: -- on the extension than where it is

13 now. That would have to be looked at again.

14 MR. VOGT: Okay. But -- all right. So, if you're

15 okay, I guess we have to be okay with it too. To put a

16 700-foot -- at least an alternative to put a 700-foot RSA,

17 and show it in a dashed line for future funding.

18 MR. HAVENAR: Yeah. And if that's the direction of

19 the board, then that's what we --

20 MR. VOGT: All right with the board?  
21 MR. HAVENAR: That's what we'll show, and we'll  
22 show that as the preferred --  
23 MR. VOGT: Is everybody following?  
24 MR. MOSER: Don't you have a graphic that shows  
25 what we're talking about?

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1 MR. HAVENAR: I didn't include it.  
2 MR. MOSER: I can go to the page.  
3 MR. VOGT: The page is --  
4 MR. WALTERS: 3.15.  
5 MR. MOSER: 3.15.  
6 MR. HAVENAR: Which is this graphic here. I didn't  
7 include that graphic in the Power Point.  
8 MR. MOSER: Okay.  
9 MR. VOGT: So, 3.15 shows Highway 27, shows that  
10 OFA --  
11 MR. MOSER: Yeah.  
12 MR. VOGT: -- issue, and you could still put 700  
13 feet on the end if you probably stay with that a little bit  
14 more, but not a whole bunch more.  
15 MR. HAVENAR: It would be a very small sliver.  
16 MR. VOGT: But it would be a much better thing to  
17 have a full RSA 1,000 feet instead of 300, even though that's  
18 -- we don't -- most of the prevailing traffic doesn't come in  
19 that way. But still, we have not done a full RSA. And also,  
20 actually, to tell you the truth, we'll give you from takeoff  
21 on 12 -- I'm guessing on this thing now, so I appreciate  
22 that -- we'll give you more length, or picking up some of  
23 your traffic -- not traffic, but picking up aircraft that  
24 won't go up to 90 percent as opposed to 75. 'Cause you'd be  
25 able to use that other 700 feet. I don't see why you

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1 wouldn't do it, because it's not costing anything -- well, it  
2 will cost when you fund it.  
3 MS. HANNAH: 700 feet?

4 MR. VOGT: No. No, I mean us.

5 MR. MOSER: It wouldn't cost that much to put it in  
6 the master plan.

7 MS. HANNAH: Then you're going to say, "But it's in  
8 our master plan." Everybody will go -- (Laughter.)

9 MR. VOGT: Never hear that word today.

10 MR. MOSER: Michelle agreed to it. Michelle agreed  
11 to it in 2011.

12 MR. HAVENAR: There's always this caveat on the  
13 plans that says this does not provide funding, just 'cause  
14 it's on paper.

15 MR. VOGT: Right. We would -- with full  
16 appreciation it doesn't provide the funding, I think it ought  
17 to be part of our master plan to show the public and  
18 everybody that we're taking care of a deficiency on the RSA.

19 MR. MOSER: Right now we're just saying we realize  
20 it's a deficiency.

21 MR. VOGT: Yeah, and we have no -- there's no  
22 alternative to fix it; they didn't pick that up. You can do  
23 that.

24 MS. HANNAH: There's an alternative; you dismiss  
25 your threshold.

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1 MR. HAVENAR: Right.

2 MS. HANNAH: And you go declared distances.

3 MR. MOSER: So, what is the impact for leaving the  
4 deficiency there?

5 MS. HANNAH: Till they make you move it, nothing.  
6 And then when you move it, your landing distance is  
7 shortened.

8 MR. MOSER: So we have a restriction right now from  
9 a deficiency there, but -- but how can you quantify the  
10 deficiency? How many aircraft don't get to do what they want  
11 to accomplish? Your deficiency is really only 600 -- on your  
12 landing, your safety area is only 600 foot, right? 600 feet?

13 MR. HAVENAR: It can be.

14 MS. HANNAH: Before your landing area. Anybody  
15 else who knows this, I'm not, you know, dreaming this up.

16 And it's on your takeoff that you need your full 1,000 feet,  
17 so your primary runway.  
18 MR. McKENZIE: That's correct.  
19 MS. HANNAH: It's addressed.  
20 MR. MOSER: Right.  
21 MS. HANNAH: Full maximum use, the way it is right  
22 now.  
23 MR. VOGT: Right.  
24 MR. McKENZIE: You're correct.  
25 MS. HANNAH: Coming to the north, you would not

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1 have a full 1,000 feet taking off to the north. That's where  
2 you would have a shorter takeoff distance, but that's not  
3 your primary bread-and-butter --  
4 MR. VOGT: I know it's not. I realize that.  
5 MS. HANNAH: And I know that once we take this back  
6 to our ALP review team -- I'm trying to think if they would  
7 have -- do we have declared distances now?  
8 MR. HAVENAR: Displaced threshold, but there are  
9 not published declared distances.  
10 MS. HANNAH: I think your declared distances is  
11 probably going to need to be --  
12 MR. VOGT: Changed.  
13 MS. HANNAH: -- changed.  
14 MR. HAVENAR: In the short term.  
15 MS. HANNAH: In the short term.  
16 MR. HAVENAR: You probably need to have those  
17 declared distances published, and then in the long-term --  
18 MS. HANNAH: And I really don't see an impact,  
19 other than really C.Y.A.  
20 MR. MOSER: Yeah.  
21 MR. HAVENAR: That's what it is.  
22 MR. MOSER: That's my question. Is this is a  
23 C.Y.A. thing or a real impact?  
24 MR. HAVENAR: Declared distances.  
25 MS. HANNAH: C.Y.A., declared distances.

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1 MR. VOGT: Unless you --

2 MS. HANNAH: Identify and assess the best

3 recommended mitigation in the short term.

4 MR. HAVENAR: Because what it does is it publishes

5 it for all pilots to know, --

6 MR. MOSER: Right.

7 MR. HAVENAR: -- you must utilize this length for

8 this purpose on this end.

9 MR. MOSER: Right.

10 MR. HAVENAR: Where right now, it's at the -- you

11 know, pilots are supposed to know that, but do they always?

12 MS. HANNAH: But they would know this is shorter.

13 MR. HAVENAR: Right.

14 MS. HANNAH: Coming in from the north is not a

15 factor. There's not --

16 MR. KING: You mean coming -- it's not a factor if

17 you're landing on 30?

18 MR. HAVENAR: Not a factor --

19 MS. HANNAH: One-three.

20 MR. HAVENAR: One-two.

21 MR. VOGT: It's a factor if you're landing on 30.

22 MR. KING: Three-zero is really our IFR approach.

23 MS. HANNAH: Right, it is, but it's a factor on

24 your takeoff.

25 MR. HAVENAR: For 30.

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1 MR. McKENZIE: 'Cause you can't use the whole

2 runway.

3 MR. HAVENAR: Can't use the whole length in your

4 accelerate/stop distance evaluation.

5 MR. KING: How does this affect 135 -- well, 135

6 guys? How does that affect their --

7 MR. VOGT: Take less fuel on.

8 MS. HANNAH: When they're taking off to the north.

9 MR. KING: Take on less fuel.

10 MR. HAVENAR: Got to go --

11 MS. HANNAH: See, they're going to primarily be  
12 landing in that -- in weather. They would be landing, and no  
13 impact. But on takeoff --

14 MR. KING: Okay.

15 MR. HAVENAR: That's when it goes to --

16 MS. HANNAH: Should be lighter on landing.

17 MR. KING: The fractional guys that come in here,  
18 we have a lot of them. As a matter of fact, they're --

19 MR. VOGT: You know, I think it would be -- if I  
20 were going to move my company here and I had lots of big  
21 jets, I'd like to have that 700 feet out there, just for the  
22 fuel issue alone. You know, you don't want to fly from here  
23 to Singapore; got more fuel to do that. That would be a  
24 benefit to the airport users, and we're trying to get more of  
25 that big iron out of San Antonio here when the hangars get

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1 all built. That might have a lot -- that might have an  
2 impact.

3 MR. MOSER: Is it anything we want to do in first  
4 order, what Fred is saying? You've looked at the types of  
5 aircraft and the number of aircraft, and how much of a  
6 restriction is it to our operations if we leave it just like  
7 it is?

8 MR. HAVENAR: You could quantify it by looking  
9 at --

10 MR. MOSER: Yeah.

11 MR. HAVENAR: -- the total of the general aviation  
12 fleet to the fractional general aviation fleet that is  
13 included in that level of aircraft.

14 MR. MOSER: Right.

15 MR. HAVENAR: Yes.

16 MS. HANNAH: And then to your better --

17 MR. HAVENAR: And then to --

18 MR. VOGT: You put a Gulfstream IV out there; he  
19 wants to fly to wherever.

20 MR. HAVENAR: That's --

21 MR. VOGT: We'll need the fuel.

22 MR. HAVENAR: And that's the dependent factor right



23 there. What's that operator, then -- what are those  
24 operators -- what's their standard fuel? What's their  
25 standard length of travel?

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1 MR. KING: That's what I asking about. There's a  
2 charter plane coming --

3 MR. HAVENAR: 3,500 miles. You do it all day long  
4 here. If it's 3,000 miles --

5 MR. KING: What I'm asking, there's a Falcon 900  
6 supposed to come in here today, right now. He's going to  
7 Westchester -- going to New York, back to New, York or he's  
8 coming in from New York. How's that going to affect a guy  
9 like that? That's the guys we're thinking about.

10 MS. HANNAH: What's your wind today? I would say  
11 nothing.

12 MR. McKENZIE: Calm.

13 MS. HANNAH: So they could take off on the  
14 longest --

15 MR. KING: Say he came in here, needed to go back  
16 out. The winds are out of the north. He needs to go back  
17 out on 30. Is that going to affect his 3,000-mile -- what,  
18 2,100-mile trip?

19 MR. HAVENAR: Yeah, 'cause now he's --

20 MR. KING: Is that going to affect him on whether  
21 or not -- I don't want that guy to go, "Hey, we can't get out  
22 of here." He comes in here a lot, all the time.

23 MR. HAVENAR: It does, because now he's got to  
24 calculate that takeoff length based on total --

25 MR. KING: It may not impact him.

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1 MS. HANNAH: May not.

2 MR. VOGT: I think, to answer Tom's question, it's  
3 not just this Falcon coming in, so we can -- you can  
4 quantify, 'cause we know how much runway's needed for those  
5 C-2 extended-range airplanes. And if we can make up more of  
6 the percentage for operational purposes, I think it -- I

7 think to have it in our master plan is what we ought to do.  
8 I don't know -- we still have to make a convincing argument  
9 to justify that to TexDOT or F.A.A., that we actually want to  
10 put --

11 MS. HANNAH: Well, to yourselves -- even to  
12 yourselves. 'Cause once we get past the --

13 MR. HAVENAR: For that expense.

14 MS. HANNAH: Because it might be 1 percent out of  
15 the year.

16 MR. MOSER: That's what I'm trying to get to,  
17 particularly where it's -- are we talking one-tenth of  
18 1 percent, or 5 percent?

19 MR. HAVENAR: If it's 2, does it warrant extending  
20 that 700 feet?

21 MR. MOSER: That's where I'm coming from, Perry.  
22 Can we put in that percentage statistically?

23 MR. VOGT: Let me ask you this. RSA is a big deal;  
24 always been a big deal.

25 MS. HANNAH: Absolutely.

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1 MR. VOGT: Why would you not want to have it in  
2 there, just from the perspective of planning documents, that  
3 you looked at the RSA, you know?

4 MS. HANNAH: You should.

5 MR. VOGT: We should have it in the master plan.

6 MS. HANNAH: I think it should be discussed.

7 MR. MOSER: Should be discussed.

8 MR. VOGT: That's fine.

9 MS. HANNAH: Should be shown, and we should know  
10 how much that is.

11 MR. MOSER: Right.

12 MS. HANNAH: And we should go, "Okay, that's too  
13 much."

14 MR. VOGT: That's the issue.

15 MR. MOSER: Before you say it's too much, say we're  
16 talking about "X" percent of the traffic, you know, and "X"  
17 percent of the traffic --

18 MS. HANNAH: Exactly. If you get more of that  
19 percentage of traffic, then it becomes --

20 MR. MOSER: You got to have that.

21 MR. HAVENAR: The reason this discussion is not in  
22 there now is because I had never heard anybody express the  
23 desire to extend that. I heard a desire to not extend.

24 MR. VOGT: The 1,000 feet was something that was  
25 thrown in there in the last master plan, because somebody had

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1 an idea we'd be bringing 747's here or something, so we told  
2 you no, but when I saw that there is a 700-foot deficiency in  
3 RSA, that could be, at least for planning purposes --

4 MR. HAVENAR: Sure.

5 MR. VOGT: We're not justifying it now. Everybody  
6 in this room understands we're not -- we're not putting  
7 ourselves down for \$700,000 at 10 percent --

8 MR. HAVENAR: Right.

9 MR. VOGT: -- for that kind of project. But for  
10 planning purposes, we ought to have it in our master plan.

11 MR. HAVENAR: That's fine.

12 MR. MOSER: To stress it.

13 MR. KING: I don't have a problem with that.

14 MS. HANNAH: And it was discussed on the last one  
15 as well. I mean, we discussed the deficiencies. We knew --  
16 we've always known, well, we've had challenges here.

17 MR. MOSER: We said we're not going to do anything  
18 about those, right.

19 MS. HANNAH: Well, and again, as your traffic grows  
20 and that demand becomes more and more --

21 MR. MOSER: I think Fred's right; we ought to at  
22 least add it in the plan.

23 MR. VOGT: All right. So do that, Perry.

24 MR. HAVENAR: Yes, sir.

25 MS. HANNAH: Get so close.

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1 MR. HAVENAR: So, we have other air side facilities

2 that we need to be looking at in terms of do they meet  
3 standards or do they need improvements. We looked at airport  
4 lighting, whether runway, taxiway lighting, marker approach  
5 lighting systems, PAPI's and REILs, your signage, wind cones,  
6 and segments and circles. We also looked at navigation  
7 systems, weather aids, whether they were for instrument  
8 approaches or your -- either system, and made recommendations  
9 in there as well. In terms of land side facilities, we  
10 evaluated for your facility needs the aircraft storage  
11 hangars, apron maneuvers space, fuel storage and dispensing,  
12 auto parking, circulation and access. Based on your based  
13 aircraft annual operations and your peak passenger numbers,  
14 right now, we look -- we want to divide that up. Then in  
15 land side facilities, in terms of terminal building, parking,  
16 aircraft storage, and fuel storage. And so in terms of your  
17 terminal building, you're fine the way are you are right now,  
18 but as we increase the number of aircraft we're bringing to  
19 the airport, there's going to be a need to increase the  
20 number of -- the number of square footage for public use  
21 space and lease space areas, as well as -- as you go out into  
22 the out years. Same holds true more specifically for your  
23 auto parking. With only 30 -- roughly 30 spaces available,  
24 with the 205, we need to double that. You guys already  
25 recognize that. We're already talking about some of those

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1 previous alternatives that we've done. So, we're talking  
2 about adding significant auto parking space for those users  
3 of the field, and you can see that we need to more than  
4 quadruple -- almost quadruple the auto parking spaces at the  
5 airfield as we move forward. In terms of aircraft parking  
6 apron --

7 MR. MOSER: Before you get away from the terminal  
8 building, this building apparently wasn't designed to be  
9 expanded. Plus just look at the land around it; there's no  
10 way to expand it. So, when you're looking there -- you're  
11 talking about Phase III or whatever, that's a whole new --

12 MR. HAVENAR: And something that I didn't include  
13 in the public use space --

14 MR. MOSER: -- terminal.

15 MR. HAVENAR: -- was the public use space that your  
16 FBO's have. I only included square footage of what you have  
17 here in the terminal building.

18 MR. MOSER: That's what I thought.

19 MR. HAVENAR: You have other operators. Or when  
20 you do have operators like Kerrville Aviation that have  
21 public space for their patrons, that's still public space.

22 MR. MOSER: Okay.

23 MR. HAVENAR: Okay? So, we need to be -- as we  
24 move forward, we need to make sure that we're considering  
25 that. 'Cause I didn't know exactly how much square footage

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1 public-wise that Joey had. I didn't try to determine that.

2 MR. HANNAH: Should we clarify that public space is  
3 FBO's, not just municipal-sponsored?

4 MR. HAVENAR: Got to take notes; otherwise, I'll  
5 forget it.

6 MR. KING: Did you look at our lighting systems,  
7 Perry?

8 MR. HAVENAR: What you have, yes, sir.

9 MR. KING: Do we get anything new with this big  
10 project we're building? Bruce?

11 MR. McKENZIE: Directional signs. No taxiway  
12 lights. We gain new directional signs.

13 MR. KING: I'd like to go on record as saying our  
14 taxi lights suck.

15 MR. VOGT: We don't have any. (Laughter.)

16 COMMISSIONER OVERBY: Don't have any.

17 MR. KING: You land on a beautiful runway; you taxi  
18 off into a black hole. (Laughter.)

19 COMMISSIONER OVERBY: Where are you going --

20 MR. KING: Like, man, you're safe out there in the  
21 middle of the runway. You don't want to go off.

22 MR. MOSER: Hey, Perry, say one more time about  
23 your annual operations, how you -- what your algorithm is or  
24 basis for that increase, like from 60,000 to 86,000 in six to

25 ten years. How do you --

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1 MR. HAVENAR: The forecast that we selected and  
2 stayed with was the forecast that we identified based on the  
3 F.A.A. annual forecast, because they were -- they were  
4 conservative and didn't show your -- your operations and your  
5 based aircraft moving out at a hyperbolic curve. We didn't  
6 see anything in terms of local information that would change  
7 that one way or another.

8 MR. MOSER: So -- okay.

9 MR. HAVENAR: And the things that -- that the  
10 F.A.A. forecast take into account are -- there are a lot of  
11 different things that they look at, whether it's the level of  
12 -- the numbers of G.A. aircraft in the fleet, the fuel price,  
13 the -- the numbers of pilots in different areas. I mean,  
14 there are a lot of different things that they look at that go  
15 into that number.

16 MR. MOSER: Yeah. Just looking at a 50 percent  
17 increase six to ten years from now, and looking at the  
18 projection of aircraft that are going to be built in that  
19 time, general aviation-type aircraft, doesn't seem to be a  
20 consistent number. You said you'd go run out here and buy  
21 Cessna stock, but I don't think so.

22 MR. VOGT: Well, support aviation is going to eat  
23 some of that up.

24 MR. HAVENAR: That plays a role in that, too.

25 MR. MOSER: Still, when you read the projections of

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1 what's happening in general aviation, it doesn't support a 50  
2 percent increase.

3 MS. HANNAH: Much less.

4 MR. MOSER: So there's got to be something that  
5 says everybody's coming here, or else -- I just don't want us  
6 to look at something there and say, "My god, we're going to  
7 be at a 50 percent reduction -- or deficiency in the terminal  
8 building in six to ten years." But that's what that says.

9 MR. VOGT: Yeah, and it's -- the long pole in the  
10 tent is the based aircraft, correct? So -- what is that  
11 number on the left, 166?  
12 MR. HAVENAR: 166.  
13 MR. VOGT: Okay. So, 166 to 200 doesn't seem like  
14 a big -- pardon?  
15 MR. HAVENAR: 206.  
16 MR. VOGT: Okay, 206. That seems reasonable to me.  
17 MR. MOSER: Yeah.  
18 MR. VOGT: And if that's what -- if that actually  
19 changes takeoffs and landings, you know, whether operation --  
20 they take off and ain't landing, so, it -- it's probably  
21 reasonable. We don't have control over that, anyway. That's  
22 what F.A.A.'s forecast is for this area for this airport.  
23 MR. MOSER: Well, he said it wasn't just for this  
24 airport. Its F.A.A. in general, right?  
25 MR. HAVENAR: Right.

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1 MR. MOSER: And you said there's no --  
2 MR. HAVENAR: 'Cause the terminal area forecasts  
3 that the F.A.A. generated for this airport were flat.  
4 MS. HANNAH: Zero.  
5 MR. HAVENAR: There was zero growth, which we know  
6 is not the case.  
7 MS. HANNAH: They do that with every G.A. aircraft.  
8 It's top down instead of bottom up.  
9 MR. MOSER: Okay, you answered my question.  
10 MR. HAVENAR: So, you know, we've already discussed  
11 a lot about the air side alternatives, and we're going to  
12 look at a runway extension to 700 on the 30 end and present  
13 that and the factors why. So -- so, in the short term, we're  
14 going to continue to stick with our recommendation of  
15 imposing declared distances and publishing those declared  
16 distances as the air side emphasis, because that's really --  
17 for right now, that's what you need to do to make it right  
18 for the users, so that they're aware. Regular users, Steve?  
19 You don't have a problem with that. He knows it.  
20 MR. KING: What's that?

21 MR. HAVENAR: But the folks that are coming in here  
22 on an irregular basis once a year, they need to be aware that  
23 you have less than a full-length safety area on that -- on  
24 that end so that they calculate their --  
25 MR. VOGT: Fuel loads.

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1 MR. HAVENAR: -- fuel loads, passenger loads, all  
2 that correctly.  
3 MR. VOGT: We can do that tomorrow, actually, --  
4 MS. HANNAH: Yeah.  
5 MR. VOGT: -- Bruce, because Perry's right.  
6 MR. HAVENAR: So, in terms of air side, that's the  
7 only thing that we've got shown in here, but we will modify  
8 that to look at that extension to the 30 end to accommodate  
9 recovery of that safety area. In terms of land side, we  
10 front-loaded some of those. We've already talked about a  
11 couple of those areas in the west side T-hangar area, the  
12 corporate T-hangar area behind us, but we've also got a  
13 couple additional areas that we've looked at in terms of --  
14 Michelle?  
15 MS. HANNAH: Well, just going back to changing  
16 declared distances, will that do anything to the missed  
17 approach for -- not missed approach, but do anything to  
18 the --  
19 MR. HAVENAR: No.  
20 MS. HANNAH: Okay.  
21 MR. VOGT: Well, what -- a displaced threshold and  
22 declared -- if you put a declared distance, can you calculate  
23 declared distance for your takeoff purposes for your  
24 competitions and takeoff? Is that the only difference we're  
25 looking at, is --

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1 MS. HANNAH: When you look at notes on your takeoff  
2 procedures, --  
3 MR. HAVENAR: It will --  
4 MS. HANNAH: -- it will have -- it will take the



5 length of that into consideration, so it will be changing

6 your takeoff procedures.

7 MR. HAVENAR: For 30.

8 MS. HANNAH: For 30, and that will be a change to

9 the procedure, and that's what I'm concerned about. Just,

10 you know, --

11 MR. HAVENAR: Just go ahead and publish --

12 MS. HANNAH: -- declare, because you might lose

13 your takeoff --

14 MR. McKENZIE: You don't want to jeopardize --

15 MS. HANNAH: -- procedure.

16 MR. VOELKEL: Well, right now they go to the end of

17 Runway 12, and --

18 MR. McKENZIE: They're taking off of 12; they

19 utilize all of it, no problem.

20 MR. VOGT: All the way.

21 MR. HAVENAR: It's the 30 end.

22 MR. VOGT: It's the landing.

23 MR. McKENZIE: The landing, they're displaced 700

24 feet.

25 MR. VOGT: Right. So --

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1 MR. HAVENAR: So --

2 MR. VOGT: So, if I'm a 135 operator, do I go to

3 the -- to the displaced threshold, or can I use the whole

4 runway?

5 MR. McKENZIE: If you're taking off, you can use

6 the whole runway.

7 MR. VOGT: Okay. With what we have right now?

8 MR. McKENZIE: Yes, sir.

9 MR. VOGT: I'm confused.

10 MR. HAVENAR: It's the opposite end takeoffs that

11 you need to impose distances on.

12 MR. VOGT: Accelerated stop.

13 MS. HANNAH: It's the takeoff procedure from the

14 30. We would need to put a change into the procedures,

15 instead of just --

16 MR. HAVENAR: Maybe the question needs to be asked  
17 before it gets sent in for changes. If we impose declared  
18 distances, how this will affect --  
19 MS. HANNAH: Takeoff procedure.  
20 MR. HAVENAR: -- the takeoff procedures and air  
21 space for 30?  
22 MR. VOGT: Exactly. For --  
23 MR. HAVENAR: That needs to be asked before.  
24 MR. McKENZIE: Asked to who?  
25 MR. VOGT: Well, this Falcon guy coming in; ought

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1 to ask him.  
2 MR. McKENZIE: We don't want to go too far. We  
3 don't want to delve into that too far. Then you  
4 jeopardize --  
5 MS. HANNAH: I would call it the anonymous  
6 solution.  
7 MR. McKENZIE: Oh.  
8 MS. HANNAH: Theoretically.  
9 MR. McKENZIE: My response -- I understand where  
10 everybody's going with this, but the less you deal with the  
11 F.A.A. about these approaches, the better off you're going to  
12 be, them not touching them.  
13 MR. VOGT: You're not affecting the approach at  
14 all.  
15 MR. McKENZIE: They may --  
16 MS. HANNAH: The takeoff. They'll yank that part.  
17 MR. McKENZIE: They may pull things out, and  
18 then -- I just don't want to jeopardize our approaches.  
19 MS. HANNAH: Be very --  
20 MR. McKENZIE: Be discreet about it.  
21 MS. HANNAH: Yes.  
22 MR. VOGT: 135 operator. Steve doesn't care about  
23 accelerated stop, so he's blowing through that.  
24 MS. HANNAH: Where'd Joey go?  
25 (Discussion off the record.)

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1 MS. HANNAH: These are all things that concern him.

2 MS. BAILEY: I don't see Joey.

3 MR. HAVENAR: All right. So --

4 MR. McKENZIE: She can call him.

5 MR. HAVENAR: In the interest of time, we'll --

6 MS. HANNAH: I mean, the good part is yet to come  
7 up, right? Let's get there.

8 MR. HAVENAR: So, we're going to get past the air  
9 side discussion, and we've already discussed all of this, and  
10 we're going to go back and look at that alternative to  
11 recover that by extending it 700 feet. But we've already  
12 looked at a couple of these east side -- these east side  
13 alternatives, and these are the two that we've already looked  
14 at and have chosen -- really chosen this one and modified it  
15 a little bit. I'll show that here in a minute. But you guys  
16 have already seen these from the front-loaded information.  
17 Then we look at that southeast side. So, this area that  
18 is --

19 MR. McKENZIE: Right here.

20 MR. HAVENAR: Right.

21 MR. KING: Yeah.

22 MR. HAVENAR: South and east over here between  
23 Dugosh and the entrance to the terminal building, in three  
24 different methods. And just like we did with the previous  
25 alternatives, I'd like to come out of this with, "All right,

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1 we want this out of this one, this out of this one." Let's  
2 come out of here with a cohesive direction so that we can  
3 show that, and then as a preferred alternative for this  
4 particular area, and then we will tie that in then with the  
5 rest of the airfield as it needs to be. So, the first one  
6 I'm going to -- I'm going to talk about is this one where we  
7 were -- the first couple of them look at this taxi lane that  
8 goes up in between Kerrville Aviation's hangar here next to  
9 the terminal building, and the next hangar to the southeast,  
10 and it can be built. But much like everything that can be  
11 built at Kerrville -- Kerrville's airport, it comes -- this

12 one comes with a significant cost, because to get that taxi  
13 lane in there from your apron to that horizontal line that  
14 runs across the apron in that -- in that new area, right, we  
15 need about 5 feet of cut to maintain the appropriate -- the  
16 appropriate slope --

17 MR. McKENZIE: Grade.

18 MR. HAVENAR: -- on the taxi lane. So -- and if  
19 you're cutting 5 and a half feet back to that, to get the  
20 hangars in back there, the back side of those hangars, we're  
21 looking at 8 -- almost 8 feet.

22 MR. MOSER: Good gracious.

23 MR. HAVENAR: So the cost-effectiveness of doing  
24 this alternative are -- is not good, and so I would not  
25 recommend this one.

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1 MR. VOGT: Next.

2 MS. HANNAH: Okay.

3 MR. HAVENAR: You okay with that? All right. You  
4 said okay. I thought you were going to --

5 MR. COWDEN: Next.

6 MR. KING: Been there, seen that.

7 MR. HAVENAR: This has the same issues in terms of  
8 those four hangars up in that particular area, okay? We've  
9 -- in this alternative, we're relocating Joey's 24-hour avgas  
10 tank over to another area on the apron and opening that up  
11 then -- then to provide a big hangar that can taxi through,  
12 has apron on both sides, and then some hangars to the north  
13 and west of Dugosh, with a new entrance for auto parking and  
14 enough parking to accommodate all of those hangars.

15 MS. HANNAH: Which ones are existing? Thank you.

16 MR. HAVENAR: The only hangars that are existing  
17 are going to be Kerrville Aviation's terminal building, that  
18 one. And then the far upper right is Dugosh.

19 MR. KING: That's Dugosh right there?

20 MR. HAVENAR: Yes, sir.

21 MR. WALTERS: Where is the existing Gate 2?

22 MR. HAVENAR: Not on this.

23 MR. KING: It's right --  
24 MR. MOSER: Right there.  
25 MR. HAVENAR: It's right there.

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1 MR. MOSER: Perry, on this one, with all the  
2 excavation required, --  
3 MR. HAVENAR: Yes, sir?  
4 MR. MOSER: -- at one time we talked about it  
5 exceeds the incline --  
6 MR. HAVENAR: Yes, sir.  
7 MR. MOSER: -- requirements, but we said one way  
8 around that is to have somebody -- an individual or hangar  
9 owner or whatever do it quid pro quo for them getting  
10 something in return, so we don't have to use --  
11 MR. VOGT: Oh.  
12 MR. MOSER: -- grant money to do that. Is that --  
13 I mean, is that --  
14 MR. VOGT: Is that even a realistic approach? Or  
15 we're talking about an incline like --  
16 MR. HAVENAR: To get it on grade, --  
17 MR. MOSER: Yeah?  
18 MR. HAVENAR: -- I'm trying to remember what -- how  
19 much that was to get it on grade. It was, like, four and a  
20 half percent, and the max grade is two.  
21 MR. MOSER: Yeah. So, that was four and a half  
22 percent?  
23 MR. HAVENAR: To put it on grade.  
24 MR. MOSER: Yeah. I see --  
25 MR. HAVENAR: If memory serves. And I'm -- I could

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1 be wrong about that. It's twice the amount -- it was over  
2 twice the amount of what it could be.  
3 MR. MOSER: Okay.  
4 MR. HAVENAR: By design standards.  
5 MR. KING: The problem is, the cut -- if you're  
6 driving a car up there, it's not a big deal, but when you got

7 a wingspan out there about 65 feet, 70 feet, you -- that

8 cut's kind of a problem.

9 MS. HANNAH: Is there another way --

10 MR. HAVENAR: We'll get to that.

11 MR. KING: Unless you want to cut it 200 foot.

12 MR. MOSER: What's -- forget the one and a half or

13 two percent. What's a realistic incline a plane can --

14 MR. KING: Two percent.

15 MR. MOSER: Two percent is realistic?

16 MR. WALTERS: Down out there at, like, the Brinkman

17 hangar, Bruce, do you know what the grade would be? I taxi

18 up that way all the time.

19 MR. MCKENZIE: Less than one percent right there.

20 MR. WALTERS: I tell you what, that's not -- it's

21 significant.

22 MR. HAVENAR: Not easy.

23 MR. WALTERS: You got to give -- you can't just

24 taxi idle and get up that grade.

25 MR. HAVENAR: Just to go into and out of hangars,

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1 typically we want to design those so that they're less than a

2 half. Normally we want to design them so they're less than a

3 quarter --

4 MR. MOSER: Okay.

5 MR. HAVENAR: -- between the hangar floor and the

6 taxi lane, so that you don't have to -- so the pilot doesn't

7 have to exert significant effort just to get in and out of

8 their hangar.

9 MR. MOSER: Right, okay.

10 MR. HAVENAR: So, this one has, I think, some --

11 some good aspects to it. It does have that detractor of

12 still needing that 7 to 8 feet of cut by the time to get back

13 up in there.

14 MR. MOSER: For four hangars.

15 MR. HAVENAR: For four hangars.

16 MS. HANNAH: To be able to access that taxiway.

17 MR. HAVENAR: Yes, ma'am.

18 MR. MOSER: Yeah. Okay.

19 MS. HANNAH: Woo-hoo.  
20 MR. HAVENAR: However, --  
21 MR. MOSER: However.  
22 MR. HAVENAR: -- we can go this route as well,  
23 where we're utilizing the newest taxiway that goes up to  
24 Dugosh, teeing off that and coming right in behind there and  
25 being able to develop all of that area for this size hangars,

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1 at less than a 2 percent grade easily.  
2 MR. MOSER: Say that again. Less than what?  
3 MR. HAVENAR: That's less than a 2 percent grade  
4 from in front of Dugosh all the way over to nearly the  
5 airport entrance road, the entrance road there.  
6 MR. MOSER: Wow.  
7 MR. VOGT: What's the change in grade in that road  
8 to the back of hangars? Is there a retaining wall back  
9 there, or --  
10 MR. HAVENAR: I can't remember.  
11 MR. VOGT: But it's going to be significant. It's  
12 not going to be a -- still a lot of cut back there.  
13 MR. HAVENAR: I think that, if memory serves, we  
14 can build the vast majority of this on grade.  
15 MR. VOGT: To the right? Oh, really?  
16 MR. HAVENAR: Yes, sir.  
17 MR. MOSER: Yeah, I think that's what he's saying.  
18 Coming around -- kind of like coming up the mountain, just  
19 going around.  
20 MR. HAVENAR: I didn't realize how high Dugosh sits  
21 already.  
22 MS. HANNAH: If Dugosh can be there, why can't  
23 everybody else? I mean, we got a nice taxiway going out  
24 here.  
25 MR. KING: Where did we put in that water line?

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1 MR. MOSER: Right down --  
2 MR. COWDEN: Goes right under that one hangar.

3 MR. HAVENAR: Right here. Excellent. Put a "T" in  
4 there --

5 MR. McKENZIE: We already teed it. Water line  
6 comes around here and comes right down here. That goes all  
7 the way around.

8 MR. KING: Right underneath where that black is.  
9 Kind of where the black is.

10 MR. VOGT: Where the black is.

11 MR. McKENZIE: This is existing Hangar 4, and the  
12 water line terminates right there.

13 MR. KING: This is also moving Joey's storage  
14 service?

15 MR. HAVENAR: Correct.

16 MS. HANNAH: Where is it?

17 MR. McKENZIE: Actually, it sits right there.

18 MS. HANNAH: It doesn't have to move yet.

19 MR. HAVENAR: It sits right there on that grade.

20 MR. MOSER: So, Perry, this is all -- this is all  
21 within grade, --

22 MR. HAVENAR: Yes, sir.

23 MR. MOSER: -- as your memory serves you, and meets  
24 the 2 percent?

25 MR. HAVENAR: Yes, sir.

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1 MS. HANNAH: Already have access.

2 MR. HAVENAR: And you get to utilize that space  
3 where we were going to put the taxi lane, but we can't now.  
4 There's a -- a pretty good size hangar that you can put in  
5 there and still have enough -- I think there's 25 foot  
6 separation between buildings there, so --

7 MR. MOSER: Plus you could put a lot of parking.

8 MR. HAVENAR: Yes, sir.

9 MR. MOSER: Right. Show your -- put your little  
10 pointer up there where we're talking about.

11 MS. HANNAH: You could fill up --

12 MR. MOSER: Well, right there is where we were  
13 talking about earlier at today's meeting.



14 MR. McKENZIE: The parking on the --  
15 MR. HAVENAR: That could be additional parking very  
16 easily.  
17 MR. MOSER: That would be compatible with this.  
18 MR. McKENZIE: That's good.  
19 MS. HANNAH: Yeah. That could be expanded all the  
20 way across.  
21 MR. MOSER: You could do the parking, like, now --  
22 now, and not impact on future application.  
23 MS. HANNAH: Do y'all have rental cars out here?  
24 There could be at some point.  
25 MR. MOSER: When we get to a 15,000-foot terminal,

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1 we're going to need more rentals.  
2 MS. HANNAH: Hopefully it will be spread out.  
3 MR. KING: I like that one. Let's vote.  
4 MS. HANNAH: Build it, let's go.  
5 MR. VOGT: Let's build it.  
6 MS. HANNAH: Let's do it.  
7 MR. HAVENAR: The other option that isn't presented  
8 here that I thought about, but didn't present in terms of an  
9 alternate, was to have taken this same alternate here,  
10 removing the taxi lane that is incapable, taking that apron  
11 right up through there and between just to the -- let me  
12 borrow your pointer. I always forget to bring a pointer; I  
13 don't know why. But taking this now, and having this become  
14 the taxi lane, that T's back up in here for this development  
15 and joins in here. The problem with that is, is as you  
16 develop any of this down here, if we develop that across  
17 there, then auto access becomes an issue, and you don't have  
18 anybody -- other than mixing it with your taxi lane.  
19 MR. McKENZIE: Cut them off.  
20 MR. HAVENAR: Yeah, you're cutting your auto access  
21 off for these guys that build down here.  
22 MR. KING: How would the auto access do that other  
23 one again, the second one? Where's the auto access there?  
24 MR. HAVENAR: It comes down here and comes off your  
25 auto parking here and comes through.

1 MR. McKENZIE: That building in the building where

2 Hangar 4 and 5 existing is. That's where the ramp is now.

3 MR. HAVENAR: Yep.

4 MR. McKENZIE: Right. But if that building were

5 actually there, how do you get an airplane out of that Hangar

6 4?

7 MS. HANNAH: It is aimed that way? I guess you --

8 MR. HAVENAR: There's doors on both ends.

9 MR. VOGT: Well, stop coming out that one end.

10 MR. HAVENAR: Yeah. If that's -- if that's the

11 case, I mean, we can certainly take this off this alternate.

12 MS. HANNAH: Can that back up any? Can you halve

13 that?

14 MR. KING: Up against a bluff; it can't go past

15 where George --

16 MR. HAVENAR: There's a grade situation here where

17 it jumps about 8 feet, 10 feet.

18 MR. McKENZIE: When we built Hangar 5, the cut at

19 the back of the hangar from the edge of the ramp was 7 feet.

20 MR. MOSER: Yeah.

21 MR. KING: That's not a problem if we have to take

22 that hangar out right there. But --

23 MR. KENNEDY: That's the reason we removed Hangar 5

24 over that far, is to leave that for taxiway if it ever --

25 it's not quite wide enough for a hangar that's a usable size.

1 MR. KING: Yeah.

2 MR. VOGT: There's a hangar right there.

3 MR. HAVENAR: We're going to take this out and

4 leave that in?

5 MR. VOGT: No, that's just an operational problem

6 for Joey.

7 MR. McKENZIE: Thanks.

8 MR. KING: Actually, that side of the hangar, the

9 doors always fall down anyway. (Laughter.)

10 MR. HAVENAR: Might as well weld them closed.

11 MR. MCKENZIE: Actually, at one time it was the  
12 opposite side.

13 MR. KING: Was it really?

14 MR. MCKENZIE: It was twice in 15 years.

15 MR. KING: Got a wall there so they wouldn't blow  
16 down, air couldn't blow through. We're helping you,  
17 actually.

18 MR. HAVENAR: I expected somebody to ask, "Why  
19 don't we build a hangar here and why don't we build a hangar  
20 here?"

21 MR. KING: There's a drainage ditch somewhere.

22 MR. HAVENAR: There's a drainage ditch. Why don't  
23 you build a hangar here?

24 MR. KING: I don't know.

25 MR. HAVENAR: We're getting too close to --

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1 MR. VOGT: Setback.

2 MR. HAVENAR: -- your runway setback. Your  
3 building setbacks, you know. So, you could -- you could  
4 build some smaller box hangars in here, but I just didn't  
5 show them. You could probably build some 40-by 60's in there  
6 if you wanted to put in some singles over along this taxi  
7 lane. But to --

8 MR. WALTERS: Should we show that -- go ahead and  
9 show that -- shouldn't we go ahead and show it on the plan,  
10 on the paper?

11 MR. HAVENAR: We can do that.

12 MS. HANNAH: We can, yeah.

13 MR. MOSER: We should.

14 MR. HAVENAR: Just a matter of a note.

15 MR. KING: Now, that thing going up there to  
16 Dugosh, it's going to -- going to impede his progress there.  
17 You're taking away -- well, I guess that's a ramp we gave  
18 him.

19 MR. HAVENAR: Yeah, I wasn't sure.

20 MR. KING: Only gave it to him for about -- what?

21 Not for very long, 'cause we're going to take it right back.

22 MR. McKENZIE: See, what happened was, the reason

23 we built that, that was another engineering snafu. The

24 T-hangars that he has over to the right that are out of the

25 picture, if Ronnie's got airplanes parked out in front of his

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1 hangar, then they're cut off from getting out of their

2 T-hangars and down the new taxiway, so we added that later

3 gray area up there. That's where we built it, just so folks

4 could get around and down where that -- see the adjacent

5 taxiway there now, so if you start taxiing down that, you're

6 still -- then you're going to cut those folks off again.

7 MR. HAVENAR: Yeah.

8 MR. McKENZIE: So that's --

9 MR. KING: Where's he park his airplanes?

10 MR. McKENZIE: Right out there, and he puts them

11 out there on the left where the ramp is.

12 MR. WALTERS: Yeah, where the gray area is.

13 MR. HAVENAR: This should be a two-way?

14 MS. HANNAH: Or bumped out somewhere.

15 MR. KING: Pretty good grade there. You can't come

16 this way.

17 MS. HANNAH: Or leave it mirrors.

18 MR. McKENZIE: That's a thought.

19 MR. KING: That's a thought.

20 MR. HAVENAR: That would be --

21 MR. KING: You might want to revisit that -- your

22 idea at the last minute about that taxiway over here.

23 MR. HAVENAR: That's going up through this way.

24 MR. KING: See what it looks like, because that

25 guy -- that guy's got -- I don't know where he's going to

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1 park airplanes. You can -- if you park to the right of the

2 hangar, Bruce, what's over in that area -- gray area?

3 MR. McKENZIE: That's the entrance gate where he

4 pulls in.

5 MR. KING: His driveway?  
6 MR. McKENZIE: Yes, sir.  
7 MR. KING: Nothing else over there?  
8 MR. McKENZIE: T-hangars.  
9 MR. HAVENAR: T-hangars there.  
10 MR. VOGT: Well, how many slots does he need?  
11 MR. HAVENAR: Not much space.  
12 MR. KING: What's this area coming down that way?  
13 MR. McKENZIE: Right there? The grade falls off  
14 right where Perry's got the pointer, falls off into a hole.  
15 MS. HANNAH: Need to show auto access behind all  
16 that too.  
17 MR. WALTERS: That's -- are those two hangars that  
18 are to the right of Dugosh, do those just exit on one side?  
19 Facing --  
20 MR. KING: Both ways.  
21 MR. McKENZIE: Go out both ways?  
22 MR. KING: They come off both sides.  
23 MR. WALTERS: Okay.  
24 MR. KING: Are those hangars you have down up there  
25 a pretty good size?

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1 MR. WALTERS: They are. They're not box T-hangars.  
2 MR. McKENZIE: An open building, actually.  
3 MR. WALTERS: An open building.  
4 MR. McKENZIE: If you look inside, you just got --  
5 MR. KING: It's open inside.  
6 MR. McKENZIE: Open inside. There's no partitions.  
7 MR. MOSER: Looks like a hay barn.  
8 MR. WALTERS: Why can't you block his plane over  
9 there, make the hangar going out on the east?  
10 MR. McKENZIE: They're backed in there like this.  
11 MR. WALTERS: Oh, they're T-hangars, actually.  
12 MR. McKENZIE: They're just not divided inside, but  
13 there's actually center support bars.  
14 MR. WALTERS: Okay.  
15 MR. KENNEDY: Pipes in the middle.  
16 MS. HANNAH: They have doors?

17 MR. McKENZIE: Yes.  
18 MR. HAVENAR: So, am I hearing you want me to go  
19 back and revisit this access to this area --  
20 MR. WALTERS: What's the grade?  
21 MR. HAVENAR: -- and keep the auto access coming in  
22 Gate -- is that Gate 3 or 2? That's Gate 2?  
23 MR. McKENZIE: Gate 2.  
24 MR. HAVENAR: That's coming in right here.  
25 MS. HANNAH: We'll connect them in right off that

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1 road. Right there?  
2 MR. HAVENAR: Yeah.  
3 MS. HANNAH: I don't have a pointer finger.  
4 MR. HAVENAR: You mean that would come in off  
5 that --  
6 MR. McKENZIE: High left.  
7 MR. MOSER: Right there.  
8 MS. HANNAH: To go behind.  
9 MR. HAVENAR: Ought to go behind, sure. From both  
10 directions.  
11 MS. HANNAH: You've got two roads going --  
12 MR. KING: Two hangars down here. You're not going  
13 to have any auto access down here, right there, that one and  
14 that one.  
15 MR. MOSER: Yeah, you do.  
16 MS. HANNAH: Depends. You can have taxiway running  
17 right through there.  
18 MR. HAVENAR: We're talking about a different  
19 alternative to that. Take this one back out. Let that auto  
20 access come through, and then have it -- have access for  
21 these coming up.  
22 MR. KING: Oh, I see what you're saying.  
23 MR. HAVENAR: And more over here; have the access  
24 come this way.  
25 MR. KING: Okay, I got you.

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1 MR. VOGT: I have to ask while we're doing this,  
2 this looks pretty good to me. I don't want to jump through  
3 and --

4 MR. MOSER: I'm with Fred.

5 MR. VOGT: So it just -- 'cause he's got I don't  
6 know how many airplanes they have to leave outside.

7 MR. KING: He's an existing customer that does a  
8 lot of maintenance, probably 15 airplanes at one time over  
9 there. But I don't think -- man, I tell you what; where's --  
10 okay, he needs to empty out his hangar. Joey empties his  
11 hangars all the time. He puts them out on the ramp out here.

12 (Low-voice discussion off the record.)

13 MR. McKENZIE: Perry's got the idea.

14 MR. HAVENAR: Why not just pave this?

15 MR. McKENZIE: Then come right across --

16 MR. KING: You can make the turn a little sharper  
17 there and make the curve. You know, like a -- like you did  
18 on that -- you know, that other picture over here on the  
19 other side.

20 MR. HAVENAR: Yeah.

21 MR. KING: The development, how you have that  
22 taxiway going like that, maybe if you turn it and go that  
23 way, I don't know how flat that is. Turn it and go through  
24 there, and don't impede him. But, Fred, you got to empty  
25 that hangar. You got to empty those hangars probably, you

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1 know, once every other day or so. I don't know where you're  
2 going to empty them to.

3 MR. VOGT: Well, yeah, you -- this is just square  
4 footage of what he's got and what he needs, and see if that  
5 works, Perry. That -- that may be the alternative, running  
6 another taxiway going up.

7 MR. KING: Yeah. I didn't know what the -- the  
8 land looks like through there, but if it's pretty flat, just  
9 turn that thing, cut it across.

10 MR. McKENZIE: Right there.

11 MR. KING: Make a turn, --

12 MR. HAVENAR: Have this --  
13 MR. KING: A sharp turn; pave that.  
14 MR. HAVENAR: Pave this in and cut this across  
15 instead of --  
16 MR. KING: Exactly.  
17 MR. HAVENAR: Okay.  
18 MR. VOGT: We can do it at midnight; not a lot of  
19 traffic here.  
20 MR. KING: We just gave him that ramp. Oh, by the  
21 way, there's going to be a couple Hawkets and a G-35 coming  
22 through here about once or twice a day. Need to keep that  
23 all clean.  
24 MR. HAVENAR: Okay. So, we'll take a look at  
25 modifying that, some additional pavement in here so it will

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1 circulate easier and allow Dugosh a little more --  
2 MR. MOSER: And show the other hangars on the right  
3 side of that.  
4 MR. HAVENAR: And show these hangars here.  
5 MR. KING: He pulls airplanes out to test fly them.  
6 He's going to park them there.  
7 MR. HAVENAR: Every single time.  
8 MR. KING: Can't, like, not pull them out.  
9 MS. HANNAH: So -- okay, go ahead. Sorry.  
10 MR. HAVENAR: So, what?  
11 MR. VOGT: Your "so" is important.  
12 MS. HANNAH: Just -- so, is this the preferred  
13 development area out here?  
14 MR. KING: Don't you think that's less expensive  
15 than running another taxiway up through that, Perry? We're  
16 getting to use that free one they already built us.  
17 MR. HAVENAR: Cost-wise, I would have to agree,  
18 yes. This would be the next place to develop, because it's  
19 going to cost you less. Short of going -- if I can get all  
20 the way back there --  
21 MR. KING: I like the other one, too. This is  
22 good.  
23 MR. HAVENAR: Short of going right here. If you



24 had somebody who needed something right away, you could put  
25 them in right here.

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1 MR. KING: But you drew that up as a four-hangar  
2 deal. It's on your plan as a two and two deal.

3 MR. HAVENAR: Right.

4 MR. KING: That's one thing -- we've had several  
5 guys interested in just plopping a hangar up there.

6 MR. HAVENAR: Limits you.

7 MR. KING: It just limits your whole building there  
8 if you stick one 10,000 --

9 MR. HAVENAR: That's what we're fixing to get to.

10 MR. VOGT: We can't do that.

11 MR. HAVENAR: So, we're going to go with --

12 MR. MOSER: Yeah.

13 MR. HAVENAR: -- this one the way it is, plus  
14 modifications we've discussed.

15 MR. MOSER: Right.

16 MR. HAVENAR: Okay. So, now we go to the opposite  
17 end of things. Three different alternatives here, and this  
18 is what Steve was talking about.

19 MR. KING: See, there's four spots there.

20 MR. MCKENZIE: That's the hot spot right there.

21 MR. HAVENAR: That's the hot spot to build on right  
22 there.

23 MS. HANNAH: I'm confused. Where are we?

24 MR. HAVENAR: That's the terminal. Come down the  
25 apron, and there's your fuel storage.

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1 MR. MOSER: Always have to find the orange  
2 terminal, then go from there.

3 MR. VOGT: Holy smokes.

4 MR. HAVENAR: So, this one's got a lot going on.

5 The first option to build is to come in here and come up, tee  
6 right off of this that we're building for this access in  
7 here, to tee off of it and build this four-plex in here.

8 It's this four-plex of hangars in here that can be various  
9 different sizes, depending on the needs of the customer.  
10 MR. MOSER: Suggestion, Perry.  
11 MR. HAVENAR: Sir?  
12 MR. MOSER: In your presentation, why don't you  
13 just -- as Michelle was asking a while ago, what is existing?  
14 We've got that one existing.  
15 MR. HAVENAR: Yeah. I made a note of that.  
16 MR. MOSER: Did you? Good.  
17 MR. HAVENAR: So that we differentiate between --  
18 you can see it with pavement.  
19 MR. MOSER: Yeah, I understand.  
20 MR. HAVENAR: But you don't see it with building,  
21 so that's -- we need to make sure you can see the difference  
22 between the existing and alternate buildings.  
23 MR. MOSER: I agree.  
24 MR. KING: Red or gold.  
25 MR. HAVENAR: We can do that.

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1 MR. KING: Or yellow.  
2 MR. HAVENAR: So you've got that set of four that  
3 we built off of there, and we still got auto access coming  
4 off of this. We're going to end up having to cut that off  
5 for this other alternate that we've -- the preferred  
6 alternate that we've got going in here and turning in here.  
7 This access to this parking is accommodating for that  
8 alternate, so that then you can come into that parking, come  
9 swing down here, and it doesn't cut your current customer  
10 off. It changes his entrance a little bit, takes him kind of  
11 through some parking lots, but gets him there.  
12 MR. KENNEDY: Isn't that pretty high? How are you  
13 making that grade right there?  
14 MR. MOSER: That's auto.  
15 MR. HAVENAR: That's the engineer's problem.  
16 MR. KENNEDY: On the new -- no, to the left.  
17 Further left.  
18 MR. HAVENAR: Over here.

19 MR. KENNEDY: How are you getting to that, anyway?  
20 MR. HAVENAR: I haven't gotten to that part yet.  
21 MR. KENNEDY: That's a huge slope there.  
22 MR. HAVENAR: So, there's -- Joey brings up the  
23 biggest problem with this layout, and that's this right here.  
24 And we've gone back to the same issue that we had with some  
25 of those other alternates, and that's the grade between here

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1 and here.  
2 MR. McKENZIE: That's a bear.  
3 MR. HAVENAR: It's like --  
4 MR. McKENZIE: It's 15 to 20 feet.  
5 MR. HAVENAR: You get to rob Peter to pay Paul,  
6 though. You get to rob from here to slope up here.  
7 MR. KING: From Steve Drane's hangar.  
8 MR. McKENZIE: Right there.  
9 MR. HAVENAR: Okay. So you get to rob from this  
10 hill here, bring it up on the grade here. But it's extremely  
11 difficult -- continuing to be extremely difficult to make  
12 that 2 percent grade on this, and so I would not recommend  
13 this one at all, because it becomes costly in terms of the  
14 amount of dirt and rock and everything you got to move to  
15 make this one happen. I like this part of this one, but this  
16 part of this one makes it real hard.  
17 MR. KING: How about this?  
18 MR. HAVENAR: Sorry? Oh, I got --  
19 MR. KING: You got more plans?  
20 MR. HAVENAR: Three different ones.  
21 MS. HANNAH: Wait, there's more.  
22 MR. HAVENAR: Wait, there's more.  
23 MR. KENNEDY: Wait.  
24 MR. HAVENAR: So here, you know --  
25 MR. McKENZIE: If you order now...

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1 MS. HANNAH: Taxi lane special.  
2 MR. HAVENAR: Now we have the taxi lane special, so

3 now we're coming up and coming off of this. That's that same  
4 entrance. These are almost parallel. This is just -- almost  
5 goes right in though that other alternate that we've chosen,  
6 comes to here, comes in here, put you a bunch of big 70-by-70  
7 or 80-by-80 box hangars in here; limits, you know,  
8 development here. So that these are roughly some 60-by-60  
9 box hangars in here. We're able to bring off -- pave that in  
10 and bring that off in here to allow for auto parking on both.  
11 Granted, their auto parking's going to be up on top of that  
12 berm. So --

13 MR. McKENZIE: Part of that space there. There's  
14 still a significant amount of dirt that's going to have to be  
15 moved just for the lower part there. It's almost like you  
16 need to decide if you're ever going to move that dirt.

17 MR. KING: Haven't we looked at that one when we  
18 built the T-hangars, \$220,000 to move dirt or something?

19 MR. McKENZIE: About a quarter of a million dollars  
20 to move that little bit of dirt right there.

21 MR. HAVENAR: Wait, we're not done yet. So, now,  
22 again, we're still going to have that same issue with that  
23 berm back in here, but that doesn't mean you don't start by  
24 building. You got room to build 22 T-hangars over here, just  
25 like what you have, and then eventually get to the need to

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1 move a bunch of this dirt. And I realize we're still  
2 talking -- just like you have here, there's a 15-foot drop  
3 from here to here. There would be as well here. Now, we're  
4 opening this up in a different way such that you now taxi  
5 through here and have access to these hangars and can taxi up  
6 to here for these hangars.

7 MR. KING: Okay. Next? (Laughter.)

8 MR. HAVENAR: That's -- that's what we have in  
9 this -- that's what we have for the three alternates in that  
10 area.

11 MR. KING: Go back to Option 1; I'll show you a  
12 different way to do that.

13 MR. HAVENAR: Okay.

14 MR. WALTERS: Bruce, if the board is -- as we're

15 contemplating making this deal with George and having another

16 lot --

17 MR. COWDEN: We need to have that in here, don't

18 we?

19 MR. WALTERS: Why don't we provide that information

20 to Perry so he can modify those plans?

21 MR. KING: That's not one -- yeah, that's one.

22 Okay, here's what I've always thought. If you take the

23 entrance -- Steve Drane's hangar is about even -- the back of

24 his hangar is even with the bluff, or he cut in. He didn't

25 cut --

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1 MR. McKENZIE: He cut in a little.

2 MR. KING: If you go right around -- right across

3 there -- see where that line is? If you go right there,

4 that's the bluff. That's the bluff, okay? We're going to

5 take this area, which is 300 feet, down here, okay? And

6 divide it up and put two hangars there, a 6,000-foot hangar

7 here and a 6,000-foot hangar here. So, divide it in two,

8 okay? I've always thought there's no reason to come or go up

9 that hill when you can develop on top of the hill. If you

10 can get to the top of the hill, you're -- a lot easier

11 development on the top of the hill. Then you just develop on

12 the top of the hill and not on the bottom of the hill,

13 instead of trying to get up the hill to get --

14 MR. HAVENAR: I completely agree.

15 MR. KING: Just operate in two areas, and so then

16 you can do something. If you can get through here, this big

17 taxiway you got here, --

18 MR. HAVENAR: Right.

19 MR. KING: -- this big area you got going through

20 here and develop something up on top of the hill.

21 MR. HAVENAR: That opens --

22 MR. KING: On top, the grades, open that one that

23 goes through this way, and then we'll just leave that; just

24 take this two pieces of land here, this 300 feet by about --

25 I don't know; it's 100 and something feet deep, I think 150

1 feet deep, 130 feet deep, and just use it for development  
2 straight onto this taxiway. We already got a tenant who  
3 wants to build a 6,000 square foot hangar right on here,  
4 right here in the middle, and we're going to make him divide  
5 the piece of property in half.

6 MR. HAVENAR: Okay.

7 MR. KING: The 300, divide it in half. He can  
8 build on this one, he can build one more over here, and  
9 they'll both have access. He's going to build all the  
10 aprons, everything. He's going to build -- we just lease him  
11 the land; he gets the taxiway done any way he can.

12 MS. HANNAH: Cool.

13 MR. KING: He'll build the road and driveway too.  
14 So, don't y'all think that's a better idea? If you're going  
15 to get to the top, develop on the top to get to the top.  
16 Don't go up the top, 'cause it's 8 feet.

17 MR. McKENZIE: And to Corey's point, Perry needs to  
18 know that this morning we agreed to lease a piece of property  
19 to a gentleman to build a 60-by-100 foot hangar where that  
20 300 foot --

21 MR. HAVENAR: Okay.

22 MR. McKENZIE: I got a picture of it right there.

23 MR. MOSER: So, what's the taxiway to get up to the  
24 top, Steve?

25 MR. KING: Huh?

1 MR. McKENZIE: Tie into the existing.

2 MR. KING: Just divide this.

3 MR. MOSER: I understand the divide, but what's the  
4 taxiway to get to the upper development?

5 MR. KING: You're going to get to it -- well, he's  
6 going to figure out a way to get to it up here. He's got all  
7 these hangars here.

8 MR. MOSER: I see. Just come across.

9 MR. KING: Out there, however you get to it right

10 here. You get to it from up here.

11 MR. MOSER: I got you.

12 MR. KING: Divide this into a lower half and an  
13 upper half, and just access the upper half, and the lower for  
14 the lower.

15 MR. MOSER: He's coming through the other way.

16 MR. KING: Stay away from that hill.

17 MR. HAVENAR: So, if I come -- I can come in up off  
18 of this and turn in here, similar to this option, but instead  
19 of having it come straight across and do that, I'll have it  
20 come across a certain distance, and then I can put a "T" on  
21 it.

22 MR. MOSER: Yeah.

23 MR. HAVENAR: And so I can have hangars on both  
24 sides of that "T", plus coming out. Plus these.

25 MR. MOSER: Yeah, okay.

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1 MR. HAVENAR: Okay. And what I'll do is I'll  
2 modify between this one and this one.

3 MR. MOSER: Right.

4 MR. HAVENAR: To arrive at something that's sort of  
5 like this, but not quite.

6 MR. MOSER: Right.

7 MR. HAVENAR: And send that back to Bruce and let  
8 him get that to y'all.

9 MR. MCKENZIE: And make sure that you put -- split  
10 this in half and stay long below that -- toward that slope  
11 right there, 'cause we're going to build a 60-by-100 here and  
12 a 60-by-100 here.

13 MR. HAVENAR: Right. I've got notes to that --

14 MS. HANNAH: A contract is what they are.

15 MR. MCKENZIE: Well, the one man -- I'm just using  
16 the example today for the other half. The lot's a 60-by-100;  
17 they'll both fit in there nicely. A gentleman was the one  
18 that said he wanted to do that.

19 MR. HAVENAR: That's what I'll do, then, is I'll  
20 modify between the three of these, kind of.

21 MR. MOSER: Yeah.

22 MR. HAVENAR: We'll come out with one and I'll send  
23 that to Bruce and let him disseminate that to y'all, and make  
24 sure I'm headed down the right track for this preferred  
25 development in this area.

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1 MS. HANNAH: I'm really glad we looked at this  
2 piece again.

3 MR. HAVENAR: Yeah, it opens up a lot of options.  
4 So, these ones we've -- if I can get it together, these ones  
5 we've already -- we've already seen and discussed and arrived  
6 at a preferred alt., which we're going to look at both of  
7 those now. For the east side, this is what we ended up with,  
8 and we're going to modify -- we're going to modify some of  
9 this, based on the need to come off of this now.

10 MR. MOSER: Right.

11 MR. HAVENAR: To get into this area. Okay. But it  
12 won't be significant. And then on the west side, we ended up  
13 with this, and I sent Bruce, last week, development costs for  
14 developing this part of it.

15 MR. MOSER: Do you have the graphic -- do you have  
16 a slide on that?

17 MR. HAVENAR: I did not bring those.

18 MR. MCKENZIE: We can print it for you.

19 MR. MOSER: Why don't we do that, 'cause that's  
20 good stuff.

21 MR. HAVENAR: What it does is -- and the reason we  
22 went with this particular part of this development is because  
23 of where Mooney's paint hangar is right here. We can't --  
24 I'd like to build these four.

25 MR. KING: Yeah.

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1 MR. HAVENAR: But we can't do that because of where  
2 Mooney's hangar is right now. Once that's out of the way,  
3 we've got these built. We could actually -- the next one  
4 could be this one, but we're still im -- for these two here,  
5 we're still imposed by Mooney's big hangar.



6 MR. MOSER: And the neat thing about your phase --  
7 first phase of this development is you don't need the taxiway  
8 parallel to --

9 MR. HAVENAR: No.

10 MR. MOSER: -- to the one you just --

11 MR. HAVENAR: Right. We're just coming across.

12 MR. MOSER: Right.

13 MR. HAVENAR: And building this.

14 MR. MOSER: Right. And that was, like, 30 --

15 wasn't that, like, about 30 T-hangars?

16 MR. HAVENAR: Twelve, nine --

17 MR. MOSER: It was about 30.

18 MR. HAVENAR: Twenty-six.

19 MR. MOSER: I said "about" 30.

20 MR. HAVENAR: I'm trying to remember. A 12, a 9,  
21 and a 5, so 26.

22 MR. VOGT: While they're producing that paper with  
23 the cost estimates, did that cost estimate include the  
24 demolishing and removing of that paint hangar?

25 MR. HAVENAR: No, sir.

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1 MR. MOSER: No, it left it there.

2 MR. HAVENAR: No, sir, this has got --

3 MR. MOSER: Yeah, it does. It's compatible with it  
4 if it didn't move.

5 MR. HAVENAR: This has got us developing just this.

6 MR. MOSER: Yeah.

7 MR. VOGT: Okay, with the paint hangar there.

8 MR. HAVENAR: Mooney's paint hangar in place.

9 MR. MOSER: So if that doesn't come about, you can  
10 still start --

11 MR. HAVENAR: Right, 26 new T-hangars. And then if  
12 you've got those done and they start filling up fast, you can  
13 jump over and start building these.

14 MR. MOSER: That's -- and the ones down on the  
15 lower left.

16 MR. HAVENAR: And if you do boxes, realize if you

17 get beyond this point right here, and you've extinguished the  
18 amount of fill you've already got there now, you got to still  
19 start filling in this back in here.

20 MR. VOGT: Have to have a new post office back in  
21 there.

22 MR. HAVENAR: And that's why we put this public  
23 space in the end of this T-hangar here, with the fuel here.

24 MR. MOSER: Right. It's a good -- it's a good  
25 Phase I, Perry.

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1 MR. KING: Yes, sir. Those buildings, we were  
2 talking about taking back the "U" building. The "U"  
3 building, this one here. Thinking about taking that back.

4 MR. HAVENAR: The "T" -- the paint hangar's across  
5 this one?

6 MR. KING: Yep, and that other one.

7 MR. HAVENAR: And this one. So, everything here.

8 MR. KING: Yeah. We asked them to demo, but those  
9 are just demo.

10 MR. VOGT: They're going to throw the keys on the  
11 table and say, "It's your problem."

12 MR. COWDEN: As soon as they get that --

13 MR. HAVENAR: Just opening up, I start --

14 MR. KING: That's why we asked --

15 MR. HAVENAR: -- my development brain starts going  
16 off.

17 MR. KING: That's why we asked them in their  
18 contract to give us that back, 'cause they're not using it.

19 MR. HAVENAR: Yeah. 'Cause if you do that, you  
20 don't want to put 24-hour fuel here.

21 MR. KING: Yeah.

22 MR. HAVENAR: Because, you know, I can build  
23 another T-hangar here and just set this whole -- this whole  
24 scenario right here.

25 MS. HANNAH: How many aircraft will we have by the

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1 time they're building all this?  
2 MR. HAVENAR: 6,700 --  
3 (Multiple-voice discussion off the record.)  
4 MR. KING: That's why they call it a plan.  
5 MS. HANNAH: Supposed to be a 20-year horizon. We  
6 have 1,000 airplanes.  
7 MR. VOGT: We're not a 20-year horizon on this  
8 board.  
9 (Discussion off the record.)  
10 MR. HAVENAR: Supposed to not even be in there.  
11 Those are the same things again.  
12 MS. HANNAH: My question is, can we line those up  
13 to the other stubs?  
14 MR. HAVENAR: Which ones?  
15 MS. HANNAH: Across the taxiway to the ones above?  
16 I can't see what that is, the whole picture.  
17 MR. HAVENAR: On the other side of the runway?  
18 MS. HANNAH: Yeah.  
19 MR. McKENZIE: The far left one goes to a private  
20 hangar. The other two together are T-hangars that you see on  
21 the right.  
22 MS. HANNAH: Okay. So they go nowhere, so just  
23 taking it to the taxiway.  
24 MR. McKENZIE: We're just connecting the taxiway.  
25 Perry is trying to do it, I think.

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1 MR. HAVENAR: Yep, I'm trying.  
2 MR. MOSER: Okay. Perry, go back to your other  
3 one, the one we agreed to on the west side.  
4 MR. HAVENAR: Getting there.  
5 MR. MOSER: That's it.  
6 MR. HAVENAR: No, not quite. That's it.  
7 MR. MOSER: So, that's the one we agreed to last  
8 time?  
9 MR. HAVENAR: Yes, sir.  
10 MR. MOSER: Right. And what's --  
11 MR. McKENZIE: Where's the fuel farm?  
12 MR. HAVENAR: Right --

13 MR. McKENZIE: Oh, I see.  
14 MR. MOSER: Is that what you're making copies of,  
15 Bruce? Yeah, 'cause that's the Phase I.  
16 MR. McKENZIE: This and the one with the costs on  
17 it as well. This is it.  
18 MR. MOSER: Yeah, that's it.  
19 MR. McKENZIE: 2,900,000.  
20 MR. HAVENAR: To build those two T-hangars, cross  
21 taxiway and all the taxiways associated with it.  
22 MR. WALTERS: 2.9 million.  
23 MR. KENNEDY: You can do that in about three years,  
24 right?  
25 MR. MOSER: Are you making -- Bruce, are you

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1 making --  
2 MR. McKENZIE: She's making copies of it right now.  
3 MR. MOSER: The best way to do it.  
4 MR. VOGT: She can't take notes, by the way, when  
5 you all do --  
6 MR. HAVENAR: I gave them costs for all of that.  
7 MS. HANNAH: What's the first big one?  
8 MR. McKENZIE: She's going to put that on a thumb  
9 drive, Perry, so you can put it up.  
10 MR. HAVENAR: 12,500 square feet at \$30 a square  
11 foot, roughly? \$900,000 for the building.  
12 MS. HANNAH: What about the pavement?  
13 MR. HAVENAR: Just for the first one?  
14 MR. VOGT: He said you do that.  
15 MR. HAVENAR: You still have to -- you still have  
16 to get them access across. Are you -- you're talking about  
17 that pavement and this pavement, right? I didn't have it  
18 broken down into the individual -- into the individual parts.  
19 In my head -- I've got the whole number in my head.  
20 MR. KING: Don't ever talk about that whole number  
21 again. (Laughter.)  
22 MR. VOGT: What happened to our --  
23 MR. HAVENAR: He heard the number and left -- Guy

24 left.

25 MS. HANNAH: That's the first project y'all want to

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1 do?

2 MR. KING: No, we want to start with something

3 smaller, but we have a plan.

4 MS. HANNAH: Okay.

5 MR. KING: I mean, I can envision that these

6 hangars -- let me see. I can envision these hangars over

7 here being independently financed. I think they will be

8 independently financed by somebody, like George. I don't

9 know how big those are. Do you know how big those are?

10 MR. HAVENAR: 40-by-60.

11 MR. KING: 2,400 square foot, yeah. I can

12 envision -- you could take two of those; you could double

13 them up or something like that, and make --

14 MR. HAVENAR: Sure.

15 MR. KING: -- 5,000.

16 MR. HAVENAR: Just a placeholder for that.

17 MR. KING: Pretty good land behind here, right?

18 MR. HAVENAR: Drops off significantly.

19 MR. KING: Quickly?

20 MR. HAVENAR: No -- yes, sir.

21 MR. KING: Anyway, but that's got numbers on the

22 back. That's why you want to take it back.

23 MR. MCKENZIE: She's going to put it on a thumb

24 drive so we can pull it up. We're going to have to take that

25 away from you before you leave.

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1 MR. HAVENAR: With the price of steel where it

2 is --

3 MR. KING: I'd like to go on record as the

4 management saying we are not proposing any of this. This is

5 strictly planning. Planning. There's no proposals been

6 made.

7 MR. MCKENZIE: Nothing to say the private sector

8 wouldn't fund all of it.

9 MR. KING: Exactly. Exactly.

10 MR. McKENZIE: Is that right, \$540,000 for the  
11 lime? Whoa. We just put 6,000 foot of taxiway in. I don't  
12 think -- I'm not questioning your engineer's numbers. I know  
13 that didn't cost that much out here. I'm just wondering --  
14 just asking.

15 MR. COWDEN: How many are there?

16 MR. MOSER: Twenty-six.

17 MR. HAVENAR: Initial development, 26 T-hangars.

18 (Multiple-voice discussion off the record.)

19 MS. BAILEY: Y'all try to talk one at a time or  
20 Kathy's head will explode.

21 MR. MOSER: Impossible.

22 MR. KING: Michelle, but it was my understanding at  
23 one of our previous meetings that some of this is  
24 grant-eligible, like taxi paving and such like that is  
25 grant-eligible, right?

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1 MS. HANNAH: Right.

2 MR. KING: Okay. All right. So, we'll take this  
3 into consideration.

4 MS. HANNAH: We will too.

5 MR. KING: 2.8 million, maybe.

6 MR. VOGT: Well, Michelle also said that it  
7 probably would be best if we start developing this side for  
8 the corporate hangars, which is what we need.

9 MR. MOSER: Here we are.

10 MR. WALTERS: Start developing -- pardon me?

11 MR. VOGT: Well, this side. Because we're a  
12 business airport. So --

13 MR. MOSER: Go back to your previous one, Perry.

14 MR. VOGT: Hangars, as opposed to west side.

15 MR. MOSER: So everybody can see that. So, you see  
16 where the paint hangar is.

17 MR. HAVENAR: Right.

18 MR. MOSER: Right there. And we all -- we have all  
19 the material at that part of the west side development. It's

20 just down in the lower right that we don't.

21 MR. HAVENAR: Beyond about right here --

22 MR. MOSER: Right.

23 MR. HAVENAR: -- where it drops off.

24 MR. MOSER: And that's 26 hangars, 1, 2, and 3.

25 (Low-voice discussion off the record.)

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1 MR. MOSER: So, if you were to go to your next

2 slide now on the costs, you know, what -- what items in that

3 are grant-eligible?

4 MS. HANNAH: The pavement.

5 MR. MOSER: Which is --

6 MR. McKENZIE: Bituminous prime coat and bituminous

7 surface course, 401 and 602.

8 MR. MOSER: 401 and 602?

9 MR. McKENZIE: Yes, sir.

10 MR. HAVENAR: Crushed aggregate that's under that

11 pavement.

12 MR. McKENZIE: And the crushed aggregate, which is

13 209.

14 MR. MOSER: 209?

15 MR. McKENZIE: Yes, sir.

16 MR. MOSER: Wait -- 209, okay. So, that's 200,

17 400 -- \$450,000. 450K, is that all? Is that all Michelle's

18 good for?

19 MS. HANNAH: It looks like that you could just

20 subtract --

21 MR. MOSER: Huh?

22 MS. HANNAH: Looks like you could just subject

23 975,000, and that would give us a million --

24 MR. VOGT: Two million.

25 MS. HANNAH: Yeah.

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1 MR. VOGT: Write a check for two million; we'll be

2 happy.

3 MR. MOSER: Huh?

4 MS. HANNAH: Yeah, about 2 million would be our  
5 pavement improvements.

6 MR. MOSER: Would be 2 million?

7 MS. HANNAH: Uh-huh, thereabouts, because the  
8 building foundation was almost a million estimate.

9 MR. MOSER: Right. So -- yeah, right. Okay.

10 MR. HAVENAR: As we get into the capital  
11 improvement program, these costs will all be revisited and  
12 refined.

13 MR. MOSER: Okay.

14 MS. HANNAH: Engineered. We don't --

15 MR. MOSER: Right. So that's the next phase; is  
16 that right?

17 MR. HAVENAR: We'll do a phasing plan and a capital  
18 improvement plan.

19 MR. MOSER: Right.

20 MR. HAVENAR: Along with the airport financial  
21 plan.

22 MR. MOSER: Okay. And what's eligible for grants,  
23 and --

24 MR. HAVENAR: Yes, sir, we'll show --

25 MR. MOSER: -- all that cool stuff.

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1 MR. HAVENAR: Once we go to the capital improvement  
2 program, we'll show what the total cost is, the local cost  
3 and the shared cost with the state, and what specific program  
4 it's with, whether it is a 90/10 amount or whether it's a  
5 50/50 amount, or --

6 (Multiple-voice discussion off the record.)

7 MR. HAVENAR: So that's --

8 MS. HANNAH: But will y'all be looking at those  
9 three on this, or just the first one?

10 MR. VOGT: Are you talking about the development  
11 areas?

12 MS. HANNAH: Yeah, three different --

13 MR. VOGT: Well, as far as the planning, we would  
14 put that in our master plan, but as far as actually



15 programming it, we're taking your advice and going to be  
16 looking at this side first. Would we not? Am I -- I  
17 don't -- that's what I thought we decided last time, that we  
18 would look at the east side development before we would --

19 MS. HANNAH: Are y'all --

20 MR. MOSER: No, we didn't say that.

21 MR. VOGT: We didn't say that? Okay. That's what  
22 I thought.

23 MS. HANNAH: I just wanted to look at this area as  
24 far as your corporate area. We didn't look at the  
25 development. We didn't look at this area and --

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1 MR. KING: Yeah.

2 MR. VOGT: All right. Well, I thought I heard you  
3 say that since these are all T-hangars -- and I totally  
4 appreciate if you take the little airplanes out and put them  
5 over here, you've got more corporate space over here. That's  
6 one -- that's one way of doing it. But I thought I heard you  
7 say that you would be more inclined to fund the site prep and  
8 the horizontal -- all the horizontal stuff over here on this  
9 side of the runway, as opposed to over there by Mooney.

10 MS. HANNAH: I may have --

11 MR. VOGT: I thought you said that, but --

12 MS. HANNAH: I might have said something along that  
13 line, but I wasn't really -- I do think that these are  
14 separate issues. I just didn't feel that this area was  
15 looked at versus that area and this area. We don't look at  
16 the whole --

17 MR. VOGT: So that's part of the C.I.P. process.

18 MR. HAVENAR: Correct.

19 MR. VOGT: And we'll have programming as far as the  
20 years we're looking at it and cost and so forth.

21 MR. KING: One thing I think you got to take into  
22 consideration, that part where you're putting those  
23 T-hangars, that's got to be the cheapest place to build  
24 anywhere.

25 MS. HANNAH: Yeah. I think that's --

1 MR. KING: It's flat as a pancake right there.  
2 It's already -- we already could build out there. It's flat  
3 as a pancake; no other place on this airport that's flat.  
4 This up here is not flat; you're cutting and filling up here.  
5 And, I mean -- so, I mean, if you're going to build anything,  
6 the most economical thing to build would be, whatever  
7 buildings you build, build it right there, 'cause that's the  
8 flattest spot, and it's right next to the taxiway.

9 MR. MOSER: Yeah, and he doesn't -- precisely.

10 MR. VOGT: I just -- my sense was, Michelle,  
11 because we're using some kind of grant money to do this, that  
12 -- that you were pushing for more of a corporate end, which  
13 would be the east side as opposed to west side. But I'm okay  
14 with that. I just might have read into that.

15 MS. HANNAH: I --

16 MR. VOGT: We're looking for free money.

17 MS. HANNAH: I'm not going to put a hook on  
18 anything. I was just trying to -- to just make a thoughtful  
19 consideration that -- you know, and I do still think it's  
20 true and relevant that you have corporate -- and you support  
21 the structure of corporate money. That makes sense. 30,000  
22 versus 12.5, pavement, all that kind of stuff. You need to  
23 be thoughtful how do you that, that's all. I just didn't  
24 want to overlook this area. It looks like this area right  
25 over here might be the easiest thing to develop besides the

1 challenge we had behind us.

2 MR. MOSER: Steve, those three T-hangars there,  
3 that's like \$200,000 a year revenue at \$300 a month for those  
4 26.

5 MR. KING: 2.9 million?

6 MR. MOSER: Well, but that's -- no, it's like one  
7 million -- one million for the buildings and the -- and the  
8 preparation, and two million for if you did everything that's  
9 in Phase I, all the pavement and all.

10 MR. KING: Well, I mean, I see, looking at it, the

11 pavement cost has got to be a huge number in there.

12 MR. MOSER: It's in there. It's big.

13 MS. HANNAH: Two million.

14 MR. KING: We figured up a while ago \$90 a square  
15 foot for the hangars, and 30 bucks of that is metal. Sixty  
16 dollars worth of -- \$60 worth of --

17 MR. MOSER: Most estimates for buildings is \$30 a  
18 square foot.

19 MR. KING: When you do 2.5 million and divide it by  
20 the number of square footage, it comes up to \$90 a square  
21 foot.

22 MR. MOSER: Oh, yeah, yeah, yeah.

23 MR. KING: Ninety dollars. That's \$60 a square  
24 foot for site work -- site and flat work, flat work other  
25 than putting them up. I don't think that's a huge number.

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1 So, I mean, it's almost two to -- you know, it's a two-to-one  
2 number. I thought it would be about 50/50, but it's a big  
3 number. But a lot of it is you're having to build a huge  
4 taxiway in front of this first one. You're building a  
5 monstrous --

6 MS. HANNAH: Your up-front is --

7 MR. HAVENAR: It doesn't mean -- when you build  
8 initially, it doesn't mean you have to build it all the way  
9 out to this point. If you build just the minimal taxiway  
10 around that, make sure it's checked in, this can come back in  
11 later.

12 MR. MOSER: Right.

13 MR. KING: Is that concrete or --

14 MR. HAVENAR: Asphalt.

15 MR. KING: All of it's asphalt?

16 MR. HAVENAR: Yes, sir.

17 MR. KING: As opposed to --

18 MR. HAVENAR: Except for the foundation beneath the  
19 building.

20 MR. KING: Wow.

21 MR. MOSER: What's your -- Perry, can you show your

22 Phase I of this, put that slide back up there?

23 MR. KING: That's problematic right there.

24 MR. MOSER: See, right there, see that doesn't have

25 all of the -- well, it does have all the asphalt in front of

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1 Building 1 there, but you don't have to do that.

2 MR. HAVENAR: Yeah, if you wanted to come back in

3 later and complete that section of that partial parallel, --

4 MR. MOSER: Right.

5 MR. HAVENAR: -- you can do that. Then you just

6 have this pavement through there as part of what you're

7 developing initially.

8 MR. MOSER: Right.

9 MR. COWDEN: Have you run cost numbers on some of

10 the alternatives? Back to Michelle's point.

11 MR. HAVENAR: Other alternatives?

12 MR. COWDEN: Yeah. Any T-hangars over here?

13 MR. HAVENAR: No, sir.

14 MR. VOGT: Michelle, what's the grant split for

15 horizontal work with site --

16 MS. HANNAH: 90/10 -- pavement? 90/10.

17 MR. KING: Perry, do you know -- I mean, I've

18 always understood that it's more -- the most expensive hangar

19 you can build is a T-hangar versus a box hangar, right? Got

20 to be. I can't imagine --

21 MR. MOSER: Per square foot, that's true.

22 MR. HAVENAR: Actually, that's not true.

23 MR. KING: About the same?

24 MR. HAVENAR: It's close to the same. The bigger

25 the hangar you get, the more expensive it gets. Because

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1 of --

2 MR. KING: Up to a certain point, 5,000 or 6,000

3 square feet.

4 MR. MOSER: It's the clear span that drives it up.

5 MR. HAVENAR: Yep. You've got the big iron in

6 there and the overhead that you've got to --

7 MR. VOGT: T-hangars have got to be cheaper per  
8 square foot.

9 MR. KING: Really?

10 MR. HAVENAR: Yes, sir.

11 MR. KING: Well --

12 MR. MOSER: 'Cause it's such a low building and  
13 minimal structure.

14 MR. HAVENAR: But historic --

15 MR. KING: I don't understand what the -- what the  
16 logic is behind looking at this property behind us for  
17 T-hangars. It can't be cheaper. I don't see how it can be  
18 cheaper. It's been -- basically, it's been a --

19 MR. HAVENAR: Well, and then --

20 MR. KING: -- 6,000 square foot hangar; you got two  
21 airplanes in it. Or if you build a 6,000 square foot  
22 T-hangar and you got five airplanes in it or six airplanes in  
23 it, you're going to complicate our traffic problems coming  
24 down that hill. And I always thought that the reason we were  
25 going to put corporate hangars up here is 'cause it limits

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1 the amount of airplanes that to have to come off of a hill,  
2 off of the 2 percent grade, between other hangars and such.

3 MS. HANNAH: Mm-hmm.

4 MR. KING: You know, if you put 30 T-hangars up  
5 here, now you got 30 other planes potentially zipping back  
6 and forth, you know. And you think that's a --

7 MR. HAVENAR: And you're bringing them all through  
8 one place. So, do you want to bring the big iron, the  
9 business jets and the turboprops down there, or do you want  
10 to bring all the singles? And that's what I was of the  
11 understanding we were trying to do, was to limit that small  
12 aircraft on this side of the development.

13 MR. VOGT: They go over there.

14 MR. MCKENZIE: Corporate over here.

15 MR. KING: Well, I guess I don't have a problem. I  
16 like this layout here. Just -- I guess I need to see a  
17 breakout on -- on what's eligible for a RAMP grant.

18 MS. HANNAH: Can you go back to --

19 MR. MOSER: Basically, there's \$3 million, so what

20 Michelle said a while ago, 2 million of it's eligible for a

21 grant. No, not for a RAMP grant.

22 MS. HANNAH: Capital improvement, 90/10. However,

23 part of it would be. The pavement generally that we do

24 around hangars are 75/25. When we combine pavement, we kind

25 of have two different approaches in our office grant-wise to

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1 simplify the process, because we've -- we'll have a grant

2 that has part pavement, which is 90/10; then we have the

3 building, which is 75/25. Then we shove them together.

4 Sometimes they just want 80/20, because now it's just made

5 the math easier. But the connecting stubs would definitely

6 be 90/10.

7 MR. MOSER: 90/10.

8 MR. HAVENAR: She's saying this is a 90/10 cost.

9 MS. HANNAH: Yeah.

10 MR. HAVENAR: Then --

11 MR. VOGT: Taxiway out front would be.

12 MR. HAVENAR: As well as would this piece of

13 pavement. But then once you get beyond that, you -- once you

14 come into here --

15 MS. HANNAH: Go around.

16 MR. HAVENAR: -- around the T-hangar, you're

17 talking 75/25.

18 MS. HANNAH: Along with --

19 MR. MOSER: Or she said 80/20.

20 MS. HANNAH: That pavement -- along with the

21 pavement would be 80/20.

22 MR. VOGT: You don't do the building, do you?

23 MS. HANNAH: If you've got into the other -- if

24 you've got into the hangar program, it would be.

25 MR. VOGT: We're in the hangar program, by

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1 definition.

2 MS. HANNAH: That's 75 --

3 MR. HAVENAR: Hangars are 75/25.

4 MR. VOGT: So -- well, right now it's 100 percent

5 us, the vertical stuff. So, formal --

6 MR. HAVENAR: This is a formal request to get into

7 the T-hangar program?

8 MR. MOSER: Yes, it is.

9 MR. KING: To move this forward, I think what we

10 need, Perry, we need --

11 MS. HANNAH: Have to wait a little longer to move

12 in there.

13 MR. KING: We need a breakdown on the costs which

14 you've given us. You got 25 percent contingency. Is that

15 really -- that's a pretty big contingency.

16 MR. VOGT: They're just the planners.

17 MR. KING: Okay. Give us a cost, and then outline

18 in each individual cost what is eligible for grants.

19 MR. HAVENAR: That's what --

20 MR. MOSER: That's the next step.

21 MR. HAVENAR: That's the next iteration. That's

22 the next working paper we'll be doing.

23 MR. MOSER: 'Cause I'm like Fred. I learned

24 something new today on the hangar program being 75/25.

25 MR. KING: This thing has to be economically

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1 feasible for any one of our owners to even consider. They're

2 going to have to get a return on investment, and a 1 percent,

3 2 percent return on investment is not going to be -- or 3

4 percent return on investment is not going to be feasible.

5 So, it's going to have to be a return on investment that

6 we're going to have to take to both of our owners and say,

7 "Hey, look, guys, we think we can pay this out in 10 years."

8 Get your money back in, you know, 10 years, and we'll go from

9 there. If not, I mean, I wouldn't give you the money anyway.

10 MR. VOGT: It's sounding better, though. The --

11 MR. WALTERS: Hangar program.

12 MR. VOGT: Plus we got ad valorem taxes.

13 MR. KING: I agree. Okay.

14 MS. HANNAH: Across the field where you're doing

15 your lease this morning, you're splitting your property up.

16 When we first talked about doing one set of T-hangars, would

17 that not fit in the remaining area?

18 MR. McKENZIE: It would, but this is more feasible.

19 We can put more in there, Michelle. That's the only reason

20 we moved across the runway. We can get more T-hangars in

21 there. We prepared the area, you know. We've just got a lot

22 of people on our waiting list now. We've got a gentleman

23 that is locked and loaded.

24 MS. HANNAH: For part of it. You still wouldn't

25 have the remaining; that's not leased.

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1 MR. McKENZIE: The other 150 feet will still be

2 remaining to build another hangar.

3 MS. HANNAH: Like his.

4 MR. McKENZIE: Yes.

5 MS. HANNAH: He only has one lease. The other --

6 the remaining part, wouldn't it be a short T-hangar?

7 MR. McKENZIE: It would, but esthetically -- I

8 don't know. It would. It would be small, but it would look

9 kind of goofy, and you'd have to be coming out of one side of

10 it because the top of that slope comes down so far.

11 MS. HANNAH: Okay.

12 MR. McKENZIE: I see where you're going.

13 MR. HAVENAR: Trying to shove something in here.

14 MS. HANNAH: Yeah, like that over there.

15 MR. McKENZIE: I think the way we've got it now

16 is --

17 MR. VOGT: We'll sell that --

18 MR. McKENZIE: I think can we can sell it once we

19 get a building over there.

20 MR. VOGT: The water held us up. The water's in

21 place now, so the community will know -- the aviation

22 community will know that that's very much developable. So --

23 MR. MOSER: That's the other reason, Michelle, we

24 looked over here first, 'cause we had water here; it was not



25 an issue. So, we said if we wanted to do something quick, do

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1 that. Well, while we -- while we were waiting, we got the

2 water thing fixed. So, okay. Mr. President --

3 MR. McKENZIE: You had a question about Joey and

4 the RSA, so that's why we asked him to come in here.

5 Remember?

6 MS. HANNAH: Operation.

7 MR. McKENZIE: You had a question for Joey.

8 MS. HANNAH: How often do you see your big guys

9 have to take off --

10 MR. KENNEDY: Taking off to the north?

11 MS. HANNAH: To the north.

12 MR. KENNEDY: Quite a bit. I mean, because in the

13 wintertime, when we get weather like we've had the last few

14 days, even when the prevailing wind comes out of the north,

15 but --

16 MR. HAVENAR: How often does the fact that you

17 don't have 1,000 feet off the 12 end for safety area limit

18 them in terms of where they got to go?

19 MR. KENNEDY: In reality, that's a tough question.

20 Because if you look at the F.A.R., how many of those guys are

21 using what asphalt's sitting there, and how many of them are

22 using -- using the displacement?

23 MR. VOGT: Well, yeah, but they're supposed to

24 calculate the 135 start and stops.

25 MR. KENNEDY: I couldn't tell you that. I know

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1 people talk about it. People -- you know, some of the bigger

2 aircraft do talk about it. Now, our local guys that are

3 around here a lot, they don't, and a lot of time we don't get

4 the -- they're familiar. A lot of times it's the fractionals

5 and the charter operator.

6 MR. VOGT: That's exactly what Michelle wants to

7 hear.

8 MR. KENNEDY: It's hard for us to quantify that.

9 Hard for me to say, other than the fact that fuel sales are  
10 off the last two years around 60,000 gallons, but that has a  
11 lot to do with the economy, too. So -- but, you know,  
12 whether you attribute it to that, I can't say.

13 MR. VOGT: Well, that's good to know that they do  
14 use that, if someone wants to go wherever -- to California,  
15 they're hauling a lot of fuel out there. They're limited in  
16 their fuel --

17 MR. KENNEDY: Sure.

18 MR. HAVENAR: They may have to stop en route.

19 MS. HANNAH: Not on a day like today; it's calm  
20 enough they can take off any way they wanted to.

21 MR. KENNEDY: Right. Okay.

22 MR. HAVENAR: Calm days are rare.

23 MR. MOSER: Where did our chairman go?

24 MR. McKENZIE: He stepped out the door.

25 (Low-voice discussion off the record.)

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1 MR. McKENZIE: Are we through, Perry?

2 MR. MOSER: I think we are.

3 MR. McKENZIE: Let me see if I can find him.

4 MR. MOSER: So she can quit taking minutes. Good  
5 luck with all of that, everybody chatting.

6 (Discussion off the record.)

7 MR. HAVENAR: I was going to spend time with Rob,  
8 who's here from --

9 MR. VOGT: Rob?

10 MR. HAVENAR: -- Randal Wiedemann.

11 MS. HANNAH: Are we going to see a movie?

12 MR. KING: Are we done? Okay.

13 (Airport Board meeting adjourned at 12:15 p.m.)

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1 STATE OF TEXAS |

2 COUNTY OF KERR |

3 I, Kathy Banik, official reporter for Kerr County,

4 Texas, do hereby certify that the above and foregoing is a

5 true and complete transcription of my stenotype notes taken

6 at the time and place heretofore set forth.

7 DATED at Kerrville, Texas, this 4th day of February,

8 2011.

9

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Kathy Banik, Texas CSR # 6483  
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