



AIRPORT BOARD

WEDNESDAY, NOVEMBER 9, 2022 6:00 PM

WILLIAM F. LONG TERMINAL BLDG.

400 BRITISH FLYING SCHOOL BLVD., TERRELL, TX 75160

CONFERENCE ROOM

Bill Huthmacher
Chairman

- 1) CALL TO ORDER
- 2) DISCUSS AND CONSIDER APPROVAL OF THE MINUTES FOR SEPTEMBER 14, 2022

Carlton Tidwell
Vice Chairman

- 3) UPDATE ON AIRPORT PLANNING & TXDOT CIP
 - a. AIRPORT MASTER PLAN

Bryan Thayer
Member

- 4) RECEIVE FBO'S REPORT ON AIRFIELD OPERATIONS & ACTIVITIES
- 5) DISCUSS GENERAL AIRPORT-RELATED MATTERS

Sarah Hatley
Secretary

- A. FUEL PRICE COMPARISON REPORT
- B. FINANCIAL STATEMENT
- C. MISCELLANEOUS ITEMS

Harold Wilson
Member

- 6) HEAR REMARKS FROM VISITORS

David Lindsey
Member

- 7) ITEMS FOR FUTURE MEETINGS
- 8) SET NEXT MEETING DATE - JANUARY 11, 2023

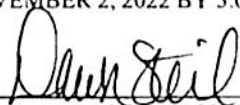
Andrew Jones
Member

- 9) CONSIDER A MOTION TO ADJOURN

Juanita Attaway
Member



I HEREBY CERTIFY THAT THIS NOTICE
WAS POSTED ON THE BULLETIN BOARD
AT TERRELL, TEXAS, ON WEDNESDAY,
NOVEMBER 2, 2022 BY 5:00 P.M.


DAWN STEIL, CITY SECRETARY
(SEAL)



**AIRPORT BOARD MEETING
WEDNESDAY, SEPTEMBER 14, 2022
WILLIAM F. LONG TERMINAL BLDG
400 BRITISH FLYING SCHOOL BLVD., TERRELL, TX 75160
6:00 PM**

MEMBERS PRESENT: Bill Huthmacher, Carlton Tidwell, Harold Wilson, Andrew Jones, Bryan Thayer and Sarah Hatley.

MEMBERS ABSENT: David Lindsey and Juanita Attaway

VISITORS PRESENT: Dennis Rottler - Airport Hangar Tenant, Melissa Hardin - FBO, Glenn Caldwell - Director of Public Services, Carnell Horn - Public Services Project Manager, Demeter Turner - Public Services Project Manager.

CALL TO ORDER: Chairman Bill Huthmacher called the meeting to order at 6:00pm.

CONSIDER APPROVAL OF THE CORRECTED MINUTES FOR MAY 11, 2022: Motion made by Carlton Tidwell to approve the corrected minutes. Seconded by Harold Wilson. Motion carried.

CONSIDER APPROVAL OF THE MINUTES FOR JULY 13, 2022: Motion made by Carlton Tidwell to approve the corrected minutes. Seconded by Bryan Thayer. Motion carried.

UPDATE ON AIRPORT MASTER PLAN AND ZONING ORDINANCE: The presentation provided by Garver was presented by Demeter Turner. The Draft Inventory Chapter completed, reviewed by the City and submitted to TxDOT for review. The Airport Master Plan Forecast: Socioeconomic Data Collection is complete and has been reviewed by the Terrell Economic Development Corporation. The draft Baseline Forecast has been completed and has been reviewed by the City and TxDOT Aviation. The Derivative Forecast is scheduled to be developed in September and will be sent to the Steering Committee for review, then to the TxDOT Aviation.

UPDATE ON AIRPORT BUSINESS PLAN AND MINIMUM STANDARDS: The presentation provided by Garver, was presented by Demeter Turner. The Rates and Charges Analysis is currently being conducted to benchmark against eight other airports. We are waiting on data from one additional airport before that analysis is complete. Comparative Airport Analysis has been completed. The Airport Stakeholders Survey is complete. We received 27 responses. The Draft Aeronautical Business Feasibility Analysis is complete. The Land Use Development Alternatives are currently being developed to identify the best use of Airport

property. We had hoped to get a better response on the Stakeholders Survey. City Staff is satisfied with the work that was put into the survey and with the responses that we received. There were at least 75 surveys sent out. We also reached out on social media

We plan to have Garver at the November meeting to go over everything we have presented tonight. They will be able to give you more information in depth.

The Strategy Workshop will be held in late September or early October. Information from the workshop will be presented in November.

UPDATE ON AIRPORT PLANNING & TXDOT CIP: The Airfield Lighting Rehabilitation Project that was originally planned for FY23 is not shown in the current TxDOT CIP. Gatver and the City collaborated to provide justification for project inclusion for the TxDOT CIP, which may be included in the TxDOT Aviation On-Call Engineering Contract vs. the CIP.

RECEIVE FBO'S REPORT ON AIRFIELD OPERATIONS & ACTIVITIES: Melissa Hardin provided a verbal report. Steady traffic, fuel prices declining. There's a scheduled Memorial Ride and a Fly Over event this weekend, Saturday, September 17, 2022 at 12:00pm called the Missing Man Formation.

The approval for Unleaded AvGas has been approved for all engines. In the near future we will be able to get Unleaded AvGas. We received a courtesy car for the Airport, thanks to Glenn.

DISCUSS GENERAL AIRPORT-RELATED MATTERS:

- A. **Fuel Price Comparison Report** – The Airnav.com comparison report of fuel rates within a 35-mile radius of Terrell was provided in the agenda packets.
- B. **Financial Statements** – Airport Proposed FY23 Budget was provided in the packets. Carnell Horn shared the breakdown of financials (revenue & expenses).
- C. **Miscellaneous Items** – Change the Airport Board letterhead to reflect Carlton Tidwell as the Vice Chairman. The Airport website is outdated, this will be included in the Master Plan.

HEAR REMARKS FROM VISITORS: Dennis Rottler - What percentage or how many surveys were received from tenants? Glenn - we do not have that information but we have sent a request to Garver to provide that information.

Dennis Rotter - Is the budget calendar year or fiscal year? Glenn - fiscal year.

Dennis Rottler - What makes up the majority of the transfers in? Glenn - There's a two-fold. We have two accounts - Operational and Capital funds. Transfer funds can come in through Operations, Capital or City obligations like revenue for leased property that is owned by the Airport.

Dennis Rottler - What is debt services? Glenn - The debt services will fall under the City Engineer. We are not in debt, the Airport is a self-sustaining airport. We will need to follow-up on the number that is reflected in the budget to determine what exactly that number is. I believe that is the funds for Airport Equipment. The airport does not have a line item for equipment. It could be a transfer to cover the expenses.

ITEMS FOR FUTURE MEETINGS:

- UPDATE ON FREQUENCY CHANGE

SET NEXT MEETING DATE: All board members present agreed to have the next meeting on the second Wednesday, November 9, 2022 at 6:00 p.m.

CONSIDER A MOTION TO ADJOURN: Motion made by Harold Wilson to adjourn the meeting at 6:50pm. Seconded by Carlton Tidwell. Motion carried.



Airport Master Plan Full Forecast Review

October 11, 2022



- **Overview**

- Purpose and How Forecasting is Used in the AMP
- Forecasting Basics
- Socioeconomic Information
- Baseline Forecasts
- Derivative Forecasts

Purpose and How Forecasting is Used in the AMP

Goal:

To develop an aggressive but realistic forecast of future aeronautical activity to guide the future development of the airport.

How Forecasting is Used:

- Basis for planning “assumptions” for Facility Requirements & Alternatives
- Guides scale/size of future development (*hangars, aprons, etc.*)
- Aid for determining timing of future projects

Forecasting Basics

- Forecasting Techniques
- “Unconstrained” Forecasts
- Historic Airport Data, National Trends, and Socioeconomic Data (Historic and Forecasted) Used as a Basis
- Baseline Forecasts vs Derivative Forecasts

Terminal Area Forecast

Year	Total Itinerant Operations	Itinerant Air Taxi Operations	Itinerant General Aviation	Itinerant Military Operations	Total Local Operations	Total Annual Operations	Based Aircraft
2000	8,550	50	8,500	0	17,000	25,550	85
2001	8,550	50	8,500	0	17,000	25,550	85
2002	8,550	50	8,500	0	17,000	25,550	85
2003	8,550	50	8,500	0	17,000	25,550	85
2004	8,550	50	8,500	0	17,000	25,550	85
2005	8,550	50	8,500	0	17,000	25,550	85
2006	8,550	50	8,500	0	17,000	25,550	85
2007	8,550	50	8,500	0	17,000	25,550	86
2008	8,550	50	8,500	0	17,000	25,550	61
2009	8,550	50	8,500	0	17,000	25,550	61
2010	8,550	50	8,500	0	17,000	25,550	61
2011	8,550	50	8,500	0	17,000	25,550	61
2012	8,550	50	8,500	0	17,000	25,550	61
2013	8,550	50	8,500	0	17,000	25,550	45
2014	8,550	50	8,500	0	17,000	25,550	68
2015	8,550	50	8,500	0	17,000	25,550	70
2016	8,450	50	8,400	0	25,200	33,650	81
2017	8,450	50	8,400	0	25,200	33,650	83
2018	8,450	50	8,400	0	25,200	33,650	83
2019	8,450	50	8,400	0	25,200	33,650	73
2020	8,450	50	8,400	0	25,200	33,650	72
2021	8,450	50	8,400	0	25,200	33,650	72

Source: 2021 FAA Terminal Area Forecasts, Last Updated June 15, 2022

Socioeconomic Results

- Local area has shown strong growth in population, employment, and income outpacing average national and state growth in most areas
- Median Household Income Higher than State and National Averages
- Socioeconomic factors indicate a strong economy and population base that could support aeronautical growth

Baseline Forecast – Based Aircraft

Year	FAA Terminal Area Forecast (TAF)	FAA Aerospace Forecast - Active GA and Air Taxi Aircraft Growth Rate (0.1%)	FAA TAF - Southwest Region Based Aircraft Growth Rate (1.05%)	FAA TAF - Texas Statewide Based Aircraft Growth Rate (1.16%)	Texas Population Average Annual Growth Rate (2.07%) (Preferred)	Kaufman County Population AAGR (2.61%)	Average
2021	72	86	86	86	86	86	86
2022	72	86	87	87	88	88	87
2026	72	86	91	91	95	98	92
2031	72	87	95	97	106	111	99
2036	72	87	101	102	117	127	107
2041	72	88	106	108	130	144	115

- 86 Based Aircraft Currently (higher than TAF - 72)
- Current Waiting Lists:
 - 37 Aircraft on T-Hangar Waiting List
 - Interest in Building Additional Box Hangars

Baseline Forecast - Operations

Year	FAA Terminal Area Forecast (TAF)	FAA Aerospace Forecast (Hours Flown) - 1.0%	FAA Aerospace Forecast (Fuel Consumption) - 2.2%	FAA TAF - Texas Statewide OPS Growth Rate (1.33%)	Kaufman County Household Income AAGR (2.33%)	Texas Median Household Income - 2.86%	Average
2021	33,650	33,650	33,650	33,650	33,650	33,650	33,650
2022	33,650	33,987	34,390	34,098	34,434	34,612	34,304
2026	33,650	35,366	37,518	35,948	37,757	38,745	37,067
2031	33,650	37,171	41,831	38,403	42,366	44,612	40,876
2036	33,650	39,067	46,639	41,026	47,537	51,367	45,127
2041	33,650	41,059	52,000	43,827	53,339	59,145	49,874

- ADSB data indicates approximately 87% of operations to/from TX Airports.
- Significant number of flight training operations
- Growth at HQZ

Based Aircraft Fleet Mix – Aircraft Type

Year	2021	2022	2026	2031	2036	2041
Single-Engine Piston	70	72	76	80	85	90
Multi-Engine Piston	11	11	11	12	12	13
Turbo-Prop	3	3	4	7	9	11
Turbo-Jet	1	1	2	4	7	11
Helicopter	1	1	2	3	4	5
Total	86	88	95	106	117	130

- Highest percentage growth expected in helicopter, turbo-prop, and jet categories.

Operations Fleet Mix – Aircraft Type

Operations By Type	2021	2022	2026	2031	2036	2041
Single-Engine	31,295	32,024	34,813	38,800	43,309	48,405
Multi-Engine	337	344	378	424	475	533
Turbo-Prop	841	861	1,094	1,359	1,638	1,933
Turbo-Jet	1,110	1,136	1,396	1,698	2,020	2,361
Helicopter	67	69	76	85	95	107
Total	33,650	34,434	37,757	42,366	47,537	53,339

- Single engine piston activity expected to increase due to flight training traffic
- Jet and turboprop growth is expected to accelerate in alignment with national trends and with economic growth in the area

Operations Fleet Mix – AAC/ADG

Aircraft Approach Category (AAC)	2021	2022	2026	2031	2036	2041
Category A (Less Than 91 Knots)	31,193	31,921	35,000	39,273	44,066	49,445
Category B (92 – 120 Knots)	2,356	2,410	2,643	2,966	3,328	3,734
Category C/D (121 – 160 Knots)	34	34	38	42	48	53
Helicopter	67	69	76	85	95	107
Airplane Design Group (ADG)						
Group I (Less Than 49 Feet)	31,362	32,092	35,187	39,481	44,298	49,703
Group II (49 Feet To 78 Feet)	2,214	2,266	2,484	2,788	3,128	3,510
Group III (79 Feet To 118 Feet)	7	7	10	12	16	19
Helicopter	67	69	76	85	95	107
Total	33,650	34,434	37,757	42,366	47,537	53,339

- Existing and Ultimate Critical Aircraft to Remain in the B-II Category (i.e. King Air 250, Citation 550, etc.)

Operations – Peaking

Year	2021	2022	2026	2031	2036	2041
Peak Month	3,971	4,063	4,455	4,999	5,609	6,294
PMAD Operations	132	135	149	167	187	210
Peak Hour Operations	20	20	22	25	28	31
Total Annual Operations	33,650	34,434	37,757	42,366	47,537	53,339

- Based on historic IFR flight data
- Much of peak hour traffic due to flight training

Operations – Local/Itinerant

Year	2021	2022	2026	2031	2036	2041
Local Operations	26,920	27,547	30,206	33,893	38,030	42,671
Itinerant Operations	6,730	6,887	7,551	8,473	9,507	10,668
Total	33,650	34,434	37,757	42,366	47,537	53,339

- Local operations (approx. 80%) expected to remain strong due to flight training.
- Estimated local/itinerant ratio based on flight data

Operations – Instrument Approaches

Year	2021	2022	2026	2031	2036	2041
Annual Operations	33,650	34,434	37,757	42,366	47,537	53,339
Forecasted Number of Instrument Approaches	423	480	572	680	794	917

- Estimated based on FAA Traffic Flow Management System (TFMSC) data.

FAA Terminal Area Forecast (TAF) Comparison

Year	Based Aircraft		
	TAF Forecast	Preferred Forecast	% Difference
Initial Forecast Year (2022)	72	88	21.92%
Base Year +5 (2026)	72	95	32.33%
Base Year +10 (2031)	72	106	46.60%
Base Year +15 (2036)	72	117	62.42%
Base Year +20 (2041)	72	130	79.94%
Year	Aircraft Operations		
	TAF Forecast	Preferred Forecast	% Difference
Initial Forecast Year (2022)	33,650	34,434	2.33%
Base Year +5 (2026)	33,650	37,757	12.21%
Base Year +10 (2031)	33,650	42,366	25.90%
Base Year +15 (2036)	33,650	47,537	41.27%
Base Year +20 (2041)	33,650	53,339	58.51%

Questions?



Fuel prices within 30 miles of Terrell, TX 75160

Airport / FBO		100LL		Jet A	
		\$4.85—\$8.45 average \$6.63		\$5.05—\$7.71 average \$6.37	
KTRL 3 SE	Terrell Municipal Airport Terrell, TX, USA Terrell Aviation	Avfuel	<u>FS</u> \$5.95	<u>FS</u> \$5.05	<u>GUARANTEED</u> 
1F7 4 NNW	Airpark East Airport Dallas, TX, USA Airpark East		<u>SS</u> \$4.85		17-Jan update
KHQZ 11 W	Mesquite Metro Airport Mesquite, TX, USA 		<u>SS</u> \$5.30 <u>FS</u> \$5.95	<u>SS</u> \$5.70 <u>FS</u> \$6.20	<u>GUARANTEED</u>
F46 12 NNW	Ralph M Hall/Rockwall Municipal Airport Rockwall, TX, USA F46 Aviation Services	Avfuel	<u>SS</u> \$5.30 <u>FS</u> \$5.95	<u>FS</u> \$5.05	<u>GUARANTEED</u>
76F 17 ESE	Van Zandt County Regional Airport Wills Point, TX, USA Van Zandt County Regional Airport	Avfuel	<u>SS</u> \$5.25		10-Oct update
T57 20 WNW	Garland/DFW Heloplex Garland, TX, USA Sky Helicopters		<u>FS</u> \$6.29	<u>FS</u> \$5.99	19-Oct update
KLNC 23 WSW	Lancaster Regional Airport Lancaster, TX, USA 		<u>SS</u> \$5.00 <u>FS</u> \$6.00	<u>SS</u> \$5.60 <u>FS</u> \$5.80	<u>GUARANTEED</u> 
KGVT 23 NNE	Majors Airport Greenville, TX, USA Greenville Aviation	independent	<u>SS</u> \$5.49 <u>FS</u> \$5.74	<u>FS</u> \$5.19	01-Nov update
T13 25 SW	Dallas South Port Airport Palmer, TX, USA Pumpkin Air	independent	<u>SS</u> \$6.30		<u>GUARANTEED</u>
KDAL 28 WNW	Dallas Love Field Airport Dallas, TX, USA		<u>FS</u> \$8.07	<u>FS</u> \$7.01	<u>GUARANTEED</u> 

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03-Nov
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A1)**

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\$7.15

03-Nov
update

**Signature Flight Support (Terminal 3
at A3)**

independent

FS

\$8.054

FS

\$7.15

03-Nov
update

73T
28 WSW

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Sky Helicopters, Inc.

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04-Aug
update

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26-Oct
[update](#)



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\$8.03

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