DUBOIS
WYOMING

Airport Master Plan Kickoff Meeting
Dubois Municipal Airport (DUB)
August 27, 2025

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Agenda



- Introductions
- Roles & Responsibilities
- Airport Master Planning Overview
- Planning Considerations
- Review Existing Conditions
- Identify Key Issues
- Open Discussion

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Introductions

- KLJ Project Team
  - Kent Penney- Lead Aviation Planner
  - Brooke Barber- Aviation Planner
  - Kevin Ensor- Airport Engineer
- Agencies Involved
  - FAA, Denver ADO
    - John Sweeney, Planner
  - WYDOT Aeronautics
    - Casie Crites, Planner
    - AJ Schutzman, Planning Manager
- Planning Committee
  - Patricia Neveaux- Mayor
  - Jessica Unger- Deputy Clerk
  - Tim Schell- Airport Board
  - Brent Rogers- Airport Board
  - Frank Welty- Airport Board
  - Brian Baker-WY Game & Fish
  - Bob Finley- Fremont County Pest & Weed
  - Luke Sander- Chamber of Commerce

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Roles and Responsibilities

KLJ Team	• Manage Study • Complete Technical Work • Provide Analysis & Recommendations
Federal& State Agencies	• Technical Guidance and Review Plan • Approve Critical Design Aircraft • Approve Airport Layout Plan
Planning Advisory Committee (PAC)	• Identify Wants and Needs • Review Draft Working Papers • Provide Feedback & Recommendations

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Airport Master Plan

What is it?



"Road Map" for meeting aviation needs



Preserves flexibility to respond to future demands



Allows airport to cost-effectively keep pace with aviation growth



Considers environmental and socioeconomic impact of development

Components



AIRPORT MASTER PLAN NARRATIVE REPORT



AIRPORT LAYOUT PLAN



EXHIBIT A

AIRPORT PROPERTY MAP

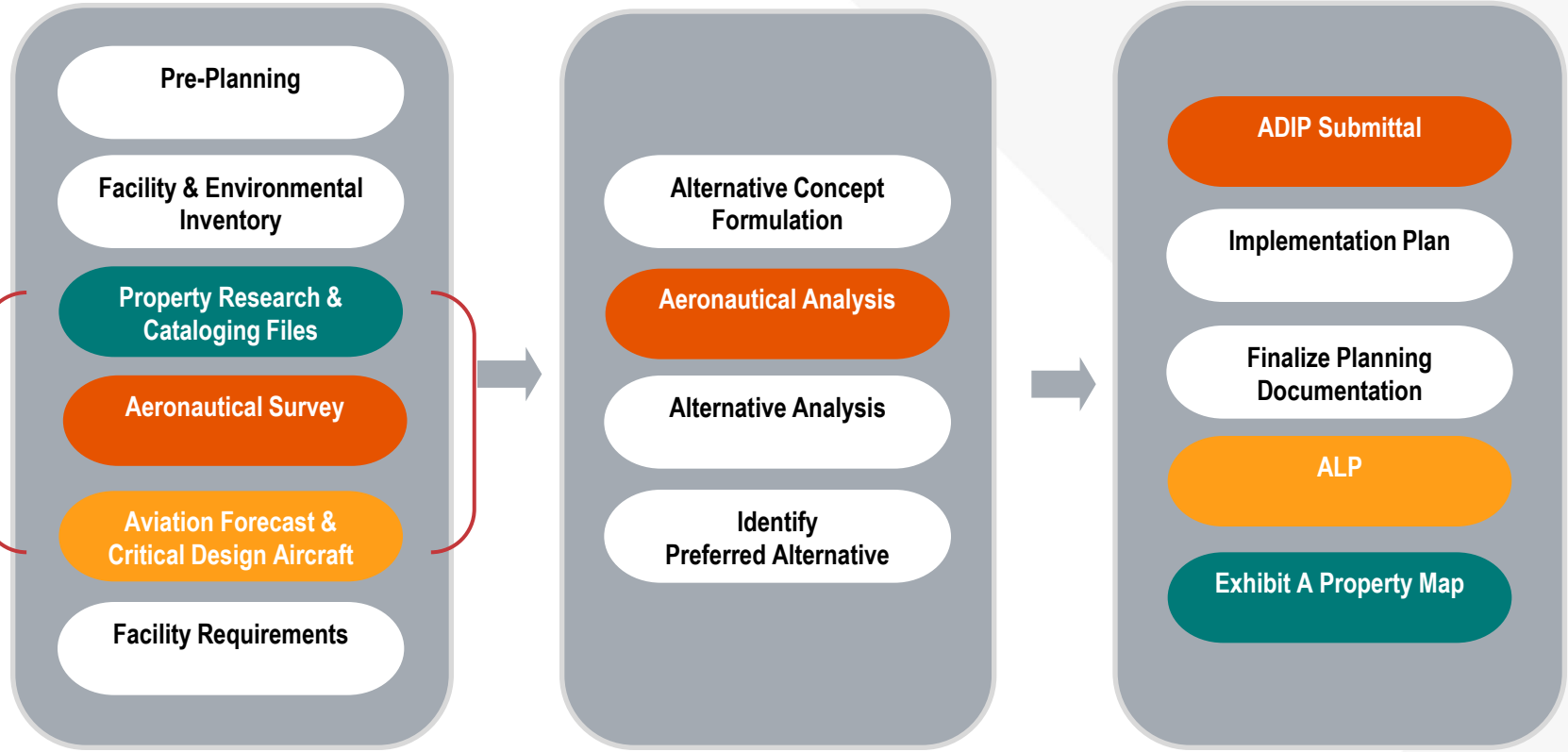


AERONAUTICAL SURVEY

Why is Airport Planning Needed Now?

- Update the Airport Layout Plan (ALP) from 2013 to current FAA design standards
- Develop short, mid & long-term (5-20 years) Airport Capital Improvement Plan (ACIP)
- Determine compliance with FAA Design Standards
- Examine areas for future airside and hangar development and access
- Examine the land use controls (ownership, easements, etc.)

Project Workflow



Currently in Process

FAA Approval Point

Aeronautical Survey

Exhibit A Components

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ALP Approval Timeline

18 to 30 months

FAA ADO Review

- ALP sent to the FAA for review
- 18-24 months for review
- FAA will closely limit any development during this time unless it conforms with previous ALP

OE/AAA Filing

- KLJ to edit ALP based on FAA comments
- As approved by FAA, the ALP will be filed in OE/AAA
- All branches of FAA will review
- 60-90 days for review

Route for Signatures

- After OE/AAA approval, the ALP is routed for signatures to the Sponsor, State and FAA
- May take 4-6 months before final FAA letter and signatures are completed

Typically, after OE/AAA filing, then projects can begin. It is also important to note that environmental for any project can add 6-12 months.

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Aircraft Design Characteristics

Aircraft Approach Category – A through D

- Represents speed that aircraft approaches runway

Airplane Design Group– I through VI

- Represents wingspan and height of aircraft

Taxiway Design Group– 1 through 6

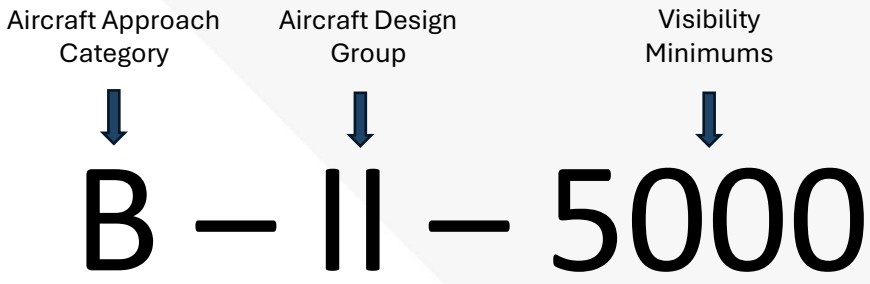
- Represents pavement width and turning clearance needed by aircraft (Main Gear Width and Cockpit to Main Gear Width)

Weight Class

- Small < Less than 12,500 lbs
- Large > Greater than 12,500 lbs

Runway Design Code (RDC)

Coding system used to describe the aircraft design characteristics the runway is designed to accommodate.



Critical Design Aircraft

Most demanding aircraft that utilizes the airport with 500 or more annual operations. Can be a specific aircraft or a group of design characteristics.

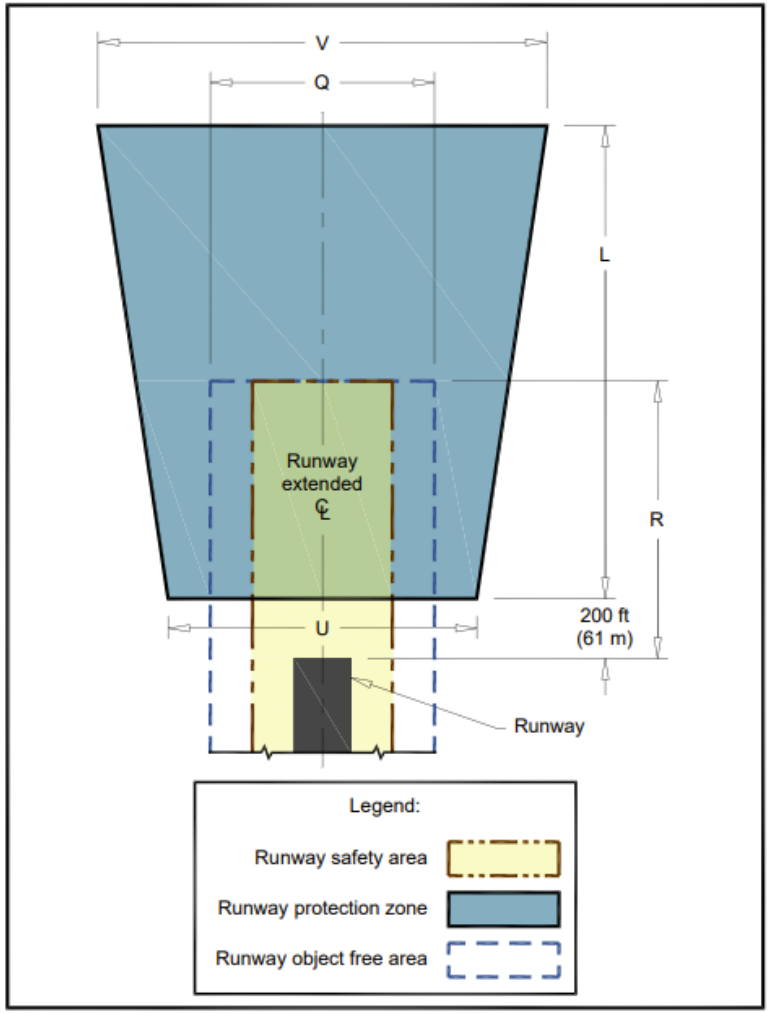
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DUB Design Standards

Design Criteria	B-II Small- VIS	B-II- 5000	C-II-5000
Runway Width	75’	75’	100’
Runway Safety Area (RSA)			
Width	150’	150’	500’
Length Beyond RW End	300’	300’	1000’
Runway Object Free Area (ROFA)			
Width	500’	500’	800’
Length Beyond RW End	300’	300’	1000’
Runway Protection Zone (RPZ)			
Length	1000’	1000’	1700’
Inner Width	250’	500’	500’
Outer Width	450’	700’	1010’
Parallel TW to RW Separation	240’	240’	300’
Building Restriction Line (BRL) * Assuming a building height of 35’	370’	495’	495’

Figure 3-26. Runway Protection Zone (RPZ), Runway Object Free Area (ROFA), and Runway Safety Area (RSA)



Note: See Appendix G or online Runway Design Standards Matrix Tool for dimensions.

Existing Airfield

- Current RDC: B-II
- Primary Runway 11/29 (6,700’ x 75’)
  - Asphalt / Good Condition
  - Extended in 2015
  - Seal Coat and New Markings Summer of 2025
  - RNAV / GPS Approach 29 End
  - Runway Marking – Non-Precision Instmt
  - Runway Edge Lights



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Based Aircraft & Operations

- Based Aircraft
  - 16 Validated (10/31/2024)
    - All Single Engine
- Annual Operations
  - 43 (2024- TFMSC)
    - A/B-I: 7
    - A/B-II: 17
    - C/D-I: 11
    - C/D-II: 8



Design Aircraft: King Air 200

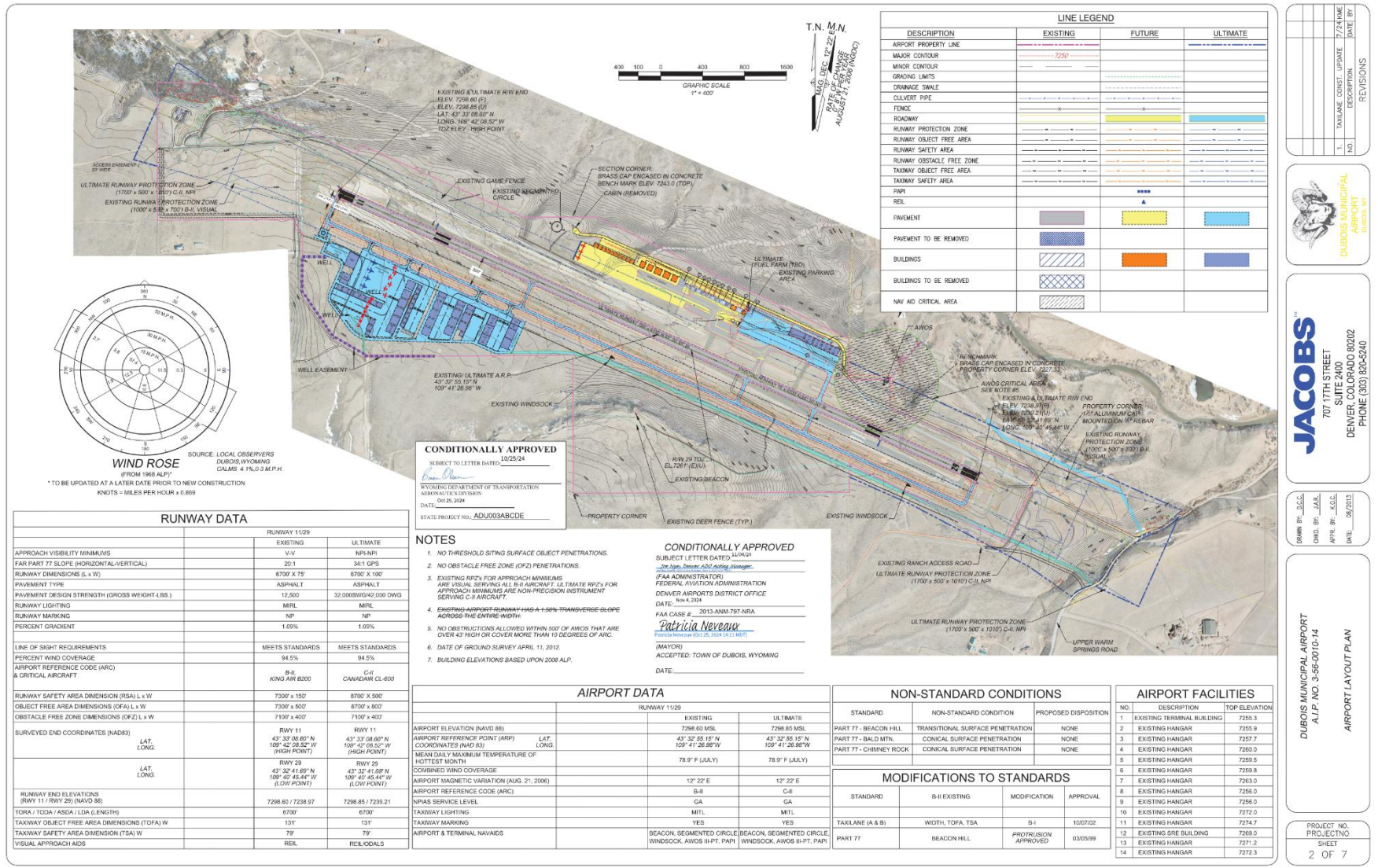


Most Operations in 2024: Learjet 60

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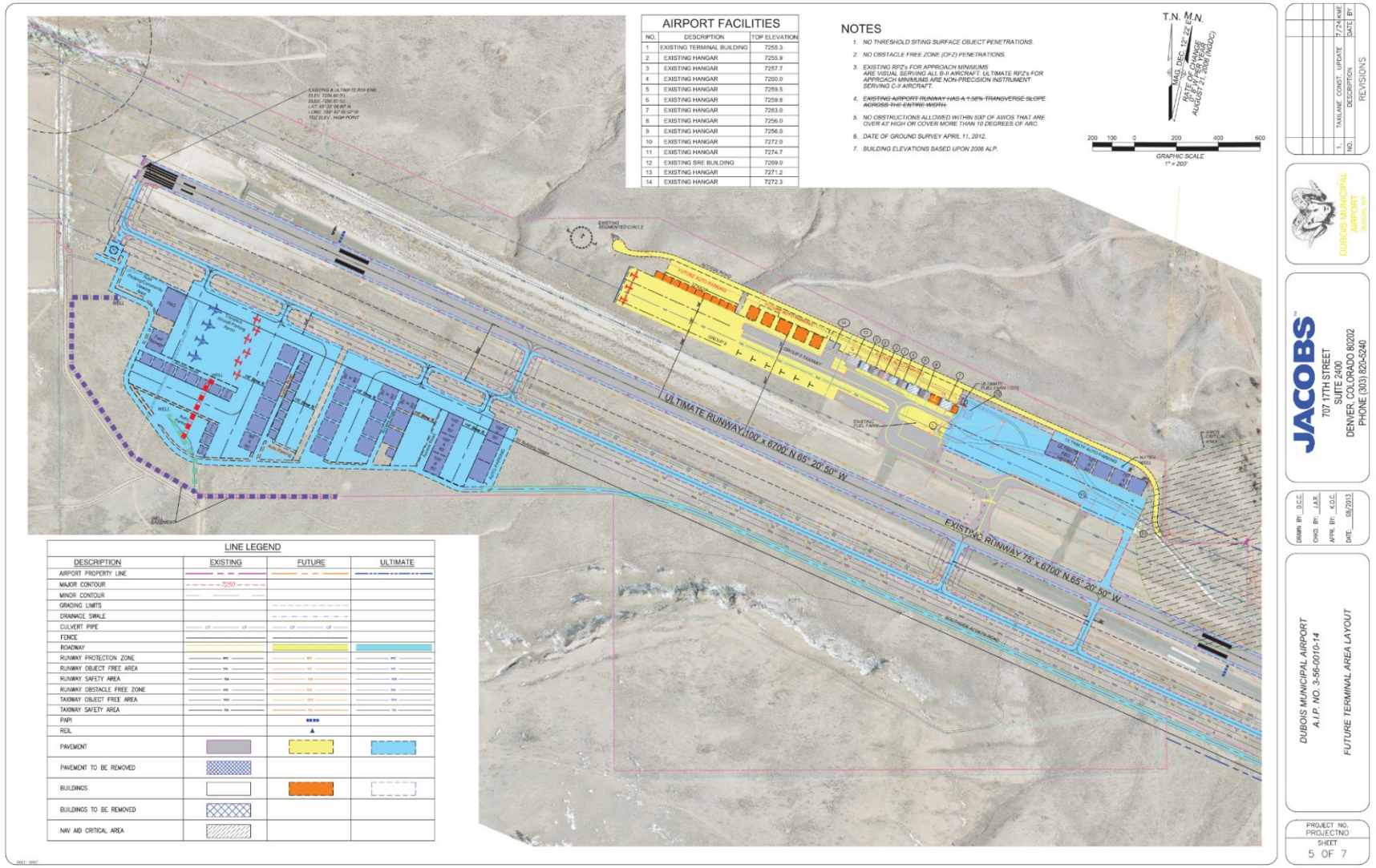
Current DUB Airport Layout Plan (ALP) - 2013



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Airport Layout Plan – Terminal Area



Weather Analysis

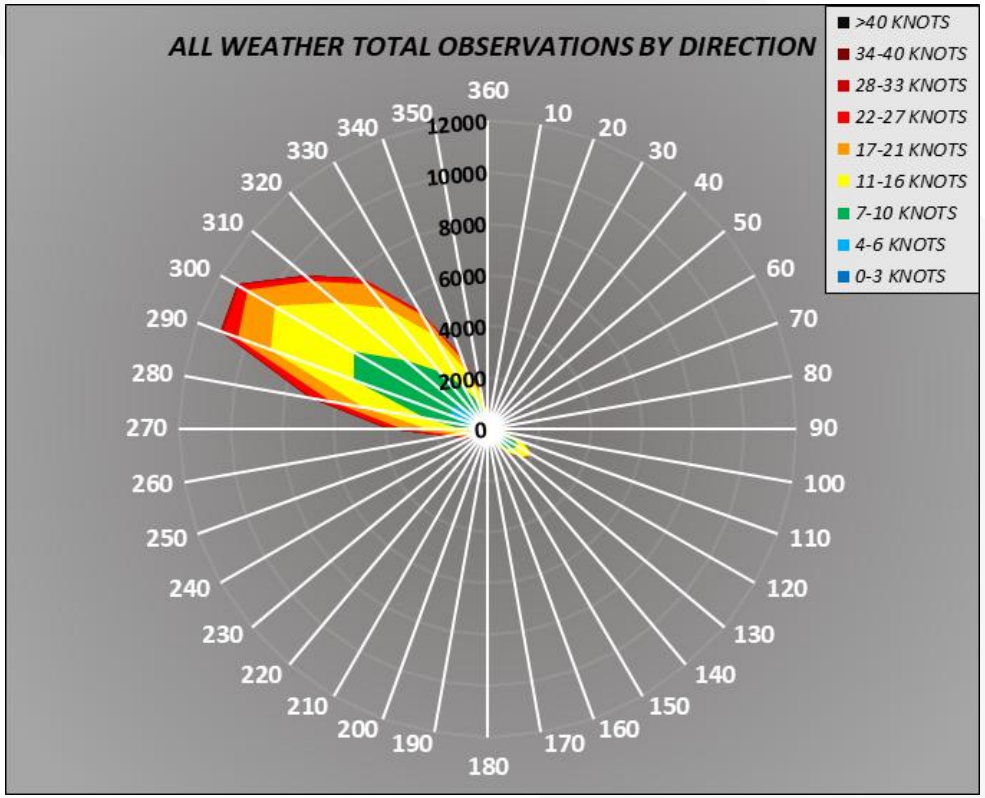
Runway 11/29 WIND COVERAGE				
CONFIGURATION	CROSSWIND COMPONENT			
	10.5 KNOTS	13 KNOTS	16 KNOTS	
ALL-WEATHER	94.60%	97.97%	99.36%	
VISUAL	94.49%	97.93%	99.34%	
IFR	97.63%	99.02%	99.66%	
SOURCE: NCEI AWOS (2015-2024, HOURLY) FROM NATIONAL CLIMATIC DATA CENTER				
80,459 TOTAL OBSERVATIONS				

Weather Condition	Percentage	Days Per Year
VMC	96.33%	351.6
Usable IMC	0.16%	0.6
Usability	**96.49%**	**352.2**
Below Weather Minimums	3.51%	12.8
Total	**100.00%**	**365.0**

Table B-1. Allowable Crosswind Component per Runway Design Code (RDC)

RDC	Allowable Crosswind Component
A-I and B-I *	10.5 knots
A-II and B-II	13 knots
A-III, B-III, C-I through D-III D-I through D-III	16 knots
A-IV and B-IV, C-IV through C-VI, D-IV through D-VI	20 knots
E-I through E-VI	20 knots

Note: * Includes A-I and B-I small aircraft.



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Open Discussion / Talking Points

- Daily Airport Users / Airport Events
- Airfield Capabilities
- Landside Challenges
- Terminal / Infrastructure / Equipment Needs
- Demand for Hangars/Operators
- Any over-the-horizon challenges?



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Next Steps

- Complete Airport Inventory
- Conduct Outreach to Stakeholders
- FAA Approval of Critical Aircraft
- Draft Facility Requirements

- Next Meeting: Facility Requirements & Airfield Alternatives

- **Website:** https://inputcentral.com/dub-airportplan

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Contact Your KLJ Team



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Dubois Municipal Airport Master Plan Kickoff Meeting – August 27th, 2025

ATTENDANCE LIST

Engineering Reimagined

KLJENG.COM

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