



Airside and Terminal Area Alternatives

Dubois Municipal Airport (DUB)

July 7th, 2026

Agenda



- Introductions
- Project Workflow & Progress to Date
- Review Critical Design Aircraft
- Weather Analysis
- Runway Length Analysis
- Airport Service Area Comparison
- Airside Alternatives
- Terminal Alternatives
- Open Discussion
- Questions

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
 - Casi Crites, Sr. Aviation Planner
 - AJ Schutzman, Planning Manager

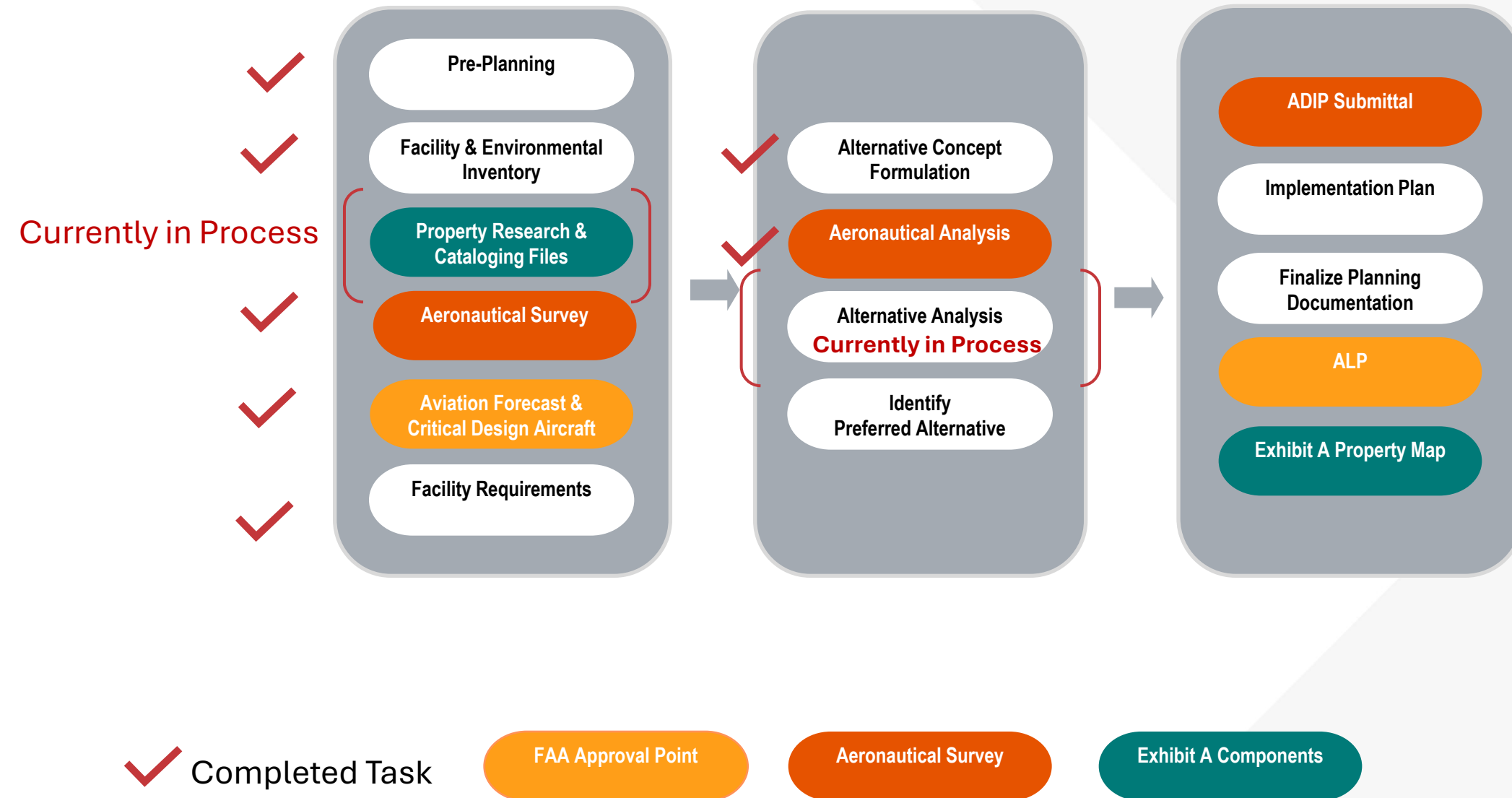
- **Planning Committee**

- Patricia Neveaux- Mayor
- Rob Latapie- Airport Manager
- Jessica Unger- Deputy Clerk
- 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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Project Workflow & Progress to Date



Critical Design Aircraft

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.

Aircraft Approach
Category
(91 to 120 Kts)

Aircraft Design
Group
(49' to 78' wingspan)

Visibility Minimums
(< than 1 mile but $\geq$
 $\frac{3}{4}$ mile)

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B – II – 5000

AAC		ADG		TDG		MTOW	
A/B	2,930	I	2,618	1-A/B	2,618	< 12,500 lbs	2,936
C/D	60	II	372	2-A/B	372	$\geq$ 12,500 lbs	54

**The proposed future critical design aircraft is the A/B-II (small) classification with a TDG 2-A*



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Airport Operations

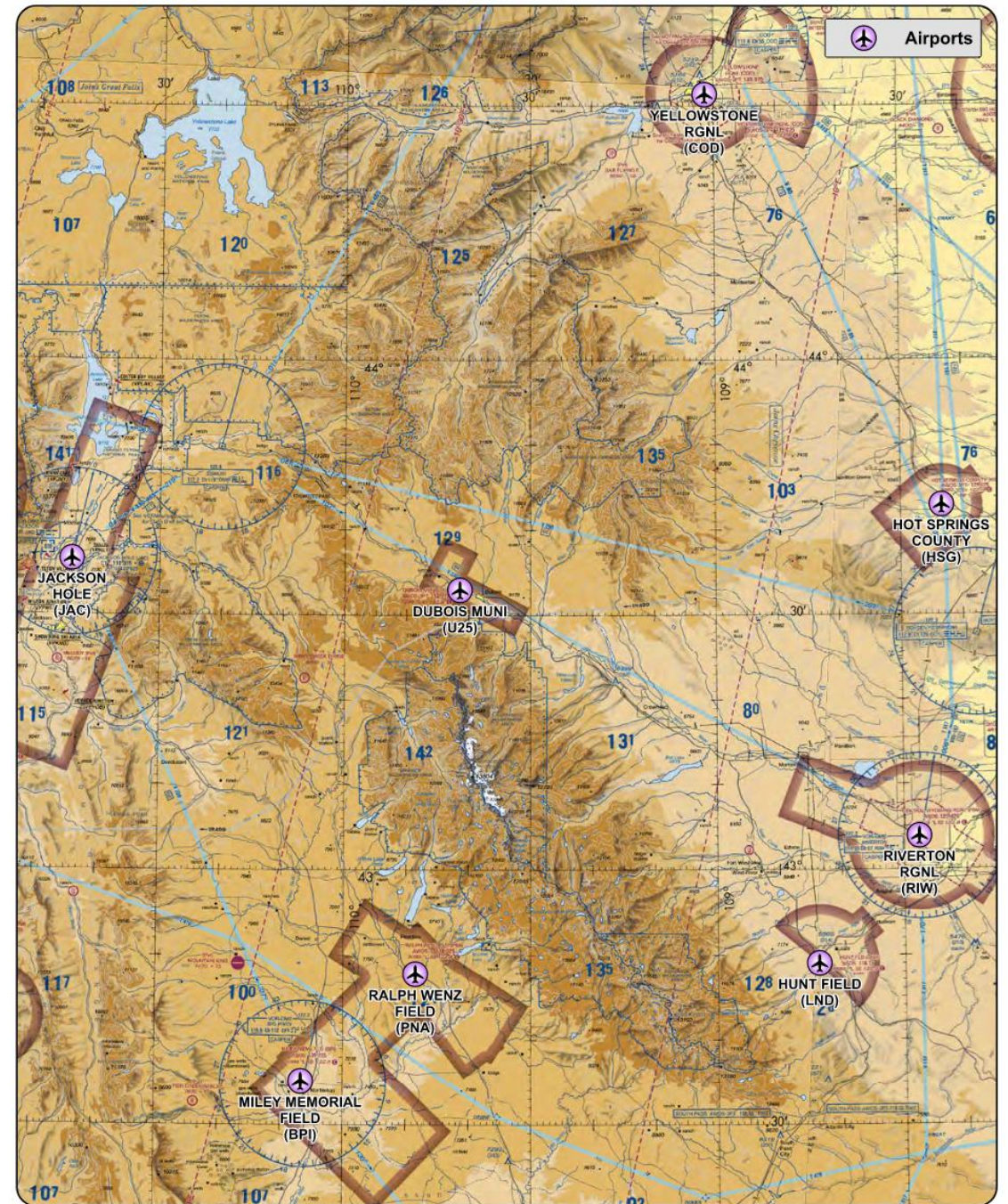
ID	Make	Model	Type	AAC	ADG	TDG	MTOW (lbs.)	2025 Ops
C172	Cessna	172	Single Piston	A	I	1-A	60	60
C182	Cessna	182	Single Piston	A	I	1-A	38	38
H125	Airbus	AS-350 AStar	Rotor Turbine	A	I	-	32	32
LI60	Learjet	60	Jet	D	I	1-B	32	32
RV6	Vans	RV-6	Single Piston	A	I	1-A	28	28
S22T	Cirrus	SR-22T	Single Piston	A	I	1-A	26	26
C175	Cessna	175	Single Piston	A	I	1-A	24	24
BE36	Beechcraft	Bonanza 36	Single Piston	A	I	1-A	22	22
C82T	Cessna	Turbo Skylane	Single Piston	A	I	1-A	18	18
RV14	Vans	RV-14	Single Piston	A	I	1-A	16	16
TBM7	Socata	TBM-700	Single Turboprop	A	I	1-A	16	16
BE9L	Beechcraft	King Air C-90	Twin Turboprop	B	II	1-A	14	14
B407	Bell	Arapaho (RH-70)	Rotor Turbine	A	I	-	14	14
P46T	Piper	Malibu Meridian	Single Turboprop	A	I	1-A	12	12
C210	Cessna	210	Single Piston	A	I	1-A	12	12
Other Verified Operations				A/B	I	-	-	408
				A/B	II	-	-	34
				C/D	I	-	-	32
				C/D	II	-	-	12
				Misc.	III	-	-	2



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Airport Service Area

ID	State Classification	FAA Classification	FAA GA Group	ARC	Instrument Approach	Runway Length	2025 Ops
DUB	Intermediate	GA	Local	B-II	RNAV 800' 2.5 miles	6,700'	570
JAC	Commercial	Primary Small Hub	-	C-IV	ILS 200' ¾ mile	6,300'	35,794
PNA	Business	GA	Local	C-II	RNAV 300' ¾ mile	8,900'	4,956
HSG	Intermediate	GA	Basic	B-II	RNAV 400' 1 mile	6,370'	1,706
BPI	Intermediate	GA	Local	B-II	RNAV 500' 1 mile	3,301' (Turf)	3,042
LND	Business	GA	Regional	B-II	RNAV 300' ¾ mile	5,000'	5,358
RIW	Commercial	Primary Non-Hub	-	C-II	ILS 200' ½ mile	8,204'	7,814
COD	Commercial	Primary Non-Hub	-	D-III	RNAV 300' ½ mile	8,268'	23,498



Wind & Weather Conditions

ALL-WEATHER WIND COVERAGE

Crosswind Component	10.5 kts	13 kts	16 kts	20 kts
RUNWAY 11-29	94.60%	97.97%	99.36%	-
SOURCE: DUB AWOS (2015-2024, HOURLY) FROM NATIONAL CLIMATIC DATA CENTER 80,459 TOTAL OBSERVATIONS				

INSTRUMENT FLIGHT RULES (IFR) WIND COVERAGE

Crosswind Component	10.5 kts	13 kts	16 kts	20 kts
RUNWAY 11-29	97.63%	99.02%	99.66%	-
SOURCE: DUB AWOS (2015-2024, HOURLY) FROM NATIONAL CLIMATIC DATA CENTER 2,952 TOTAL OBSERVATIONS IFR = VISIBILITY LOWER THAN 3 MILES OR CEILING LOWER THAN 1,000 FEET				

Weather Condition	Percentage	Days Per Year	Hours Per Year
VMC	96.33%	351.6	8,439
Usable IMC	0.31%	1.1	28
Usability	96.65%	352.8	8,466
Below Weather Minimums	3.35%	12.2	294
Total	100.00%	365.0	8,760

ALL WEATHER TOTAL OBSERVATIONS BY DIRECTION

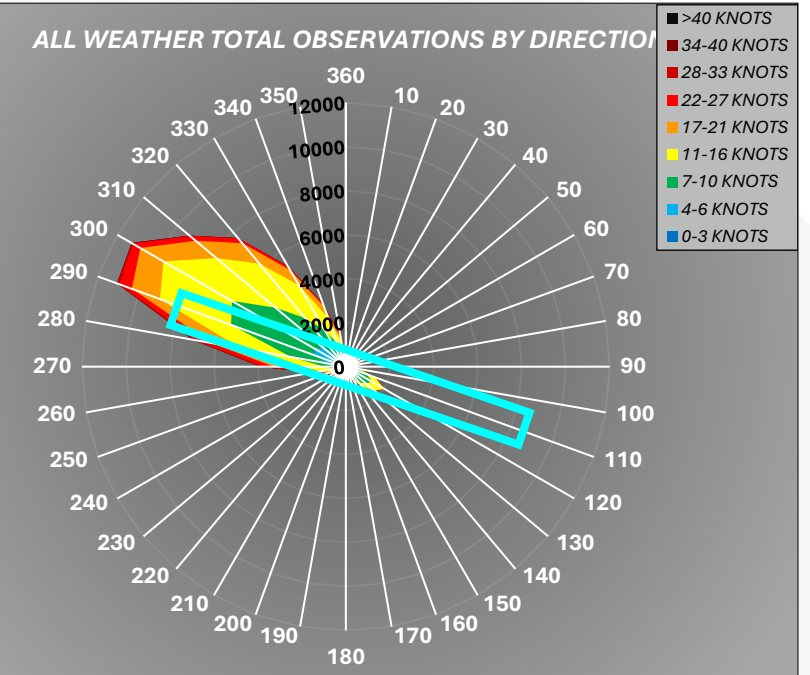


Table B-1. Allowable Crosswind Component per Runway Design Code (RDC)

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.

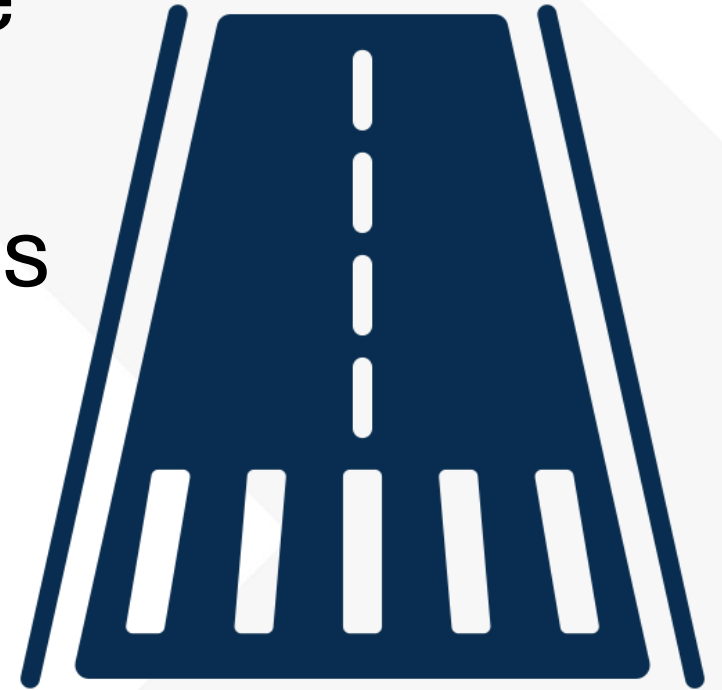
Runway Length Analysis

Airport Data				
Airport Elevation	7,298 ft			
Mean Max Temp	79.1°F			
Runway Grade	0.9%			
Existing Runway Length	6,700 ft			
Aircraft	Dry Conditions (feet)	Wet Conditions (feet)	Tailwind 5 kts * Dry Conditions (feet)	Tailwind 5 kts * Wet Conditions (feet)
Cessna 172 Skyhawk	3,889	4,472	4,861	5,590
Cessna T210 Turbo Centurion	4,563	5,247	5,475	6,296
Cirrus SR 22	5,391	6,200	6,738	7,749
Cirrus SR 22 Turbo	4,670	5,371	5,838	6,714
Beechcraft King Air C90	4,631	5,326	5,277	6,069
Cessna 208 Caravan	3,813	4,385	4,576	5,262
Pilatus PC 12	5,689	6,542	6,384	7,342
Piper 46 Malibu Meridian	4,342	4,993	5,084	5,847

* 5 knot tailwind calculated (max allowable with SARLAT) – Average Tailwind at DUB is 10.8 knots

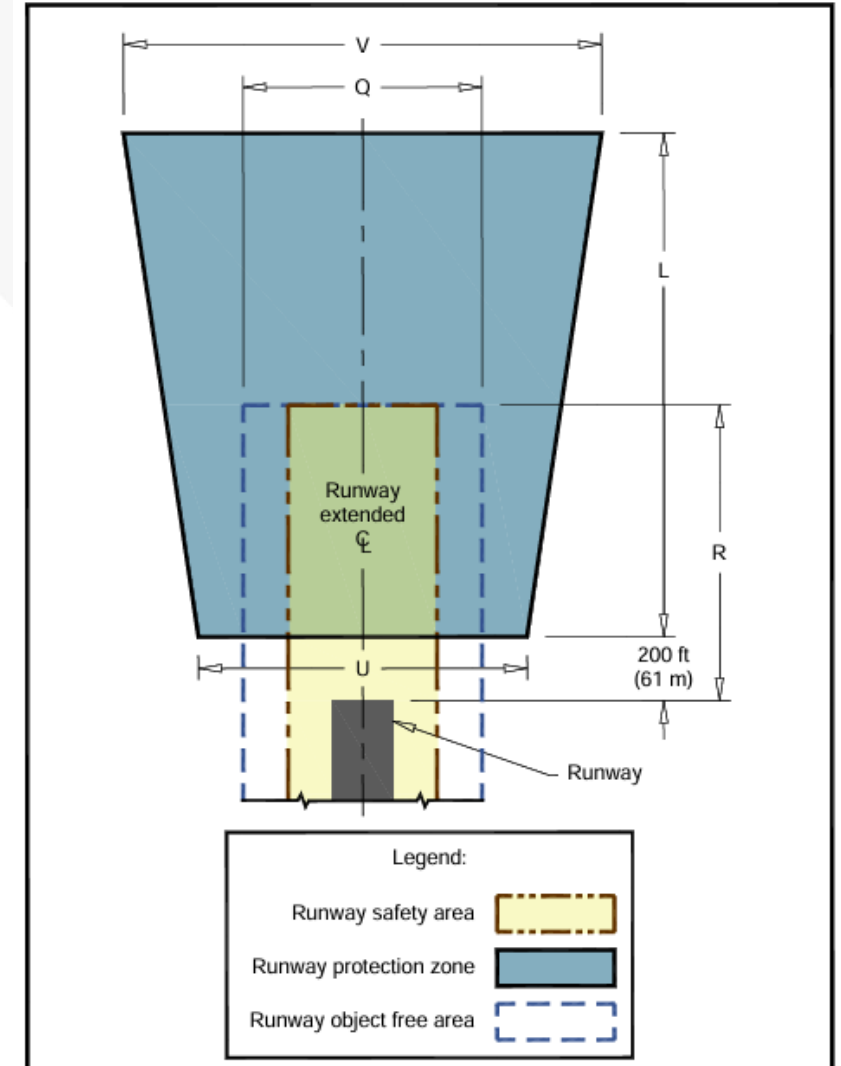
Airside Alternatives Discussion

- B-II vs. C-II Runway Design Code
- Parallel Taxiway Configuration
- Instrument Approach Procedures



B-II Vs. C-II Comparison

Runway Design Code	B-II	C-II
Runway Width	75'	100'
Runway Safety Area	300' X 300' X 150'	1,000' X 600' X 500'
Object Free Area	300' X 300' X 500'	1,000' X 600' X 800'
Runway Protection Zone	1,000' X 500' X 700'	1,700' x 500' x 1,010'

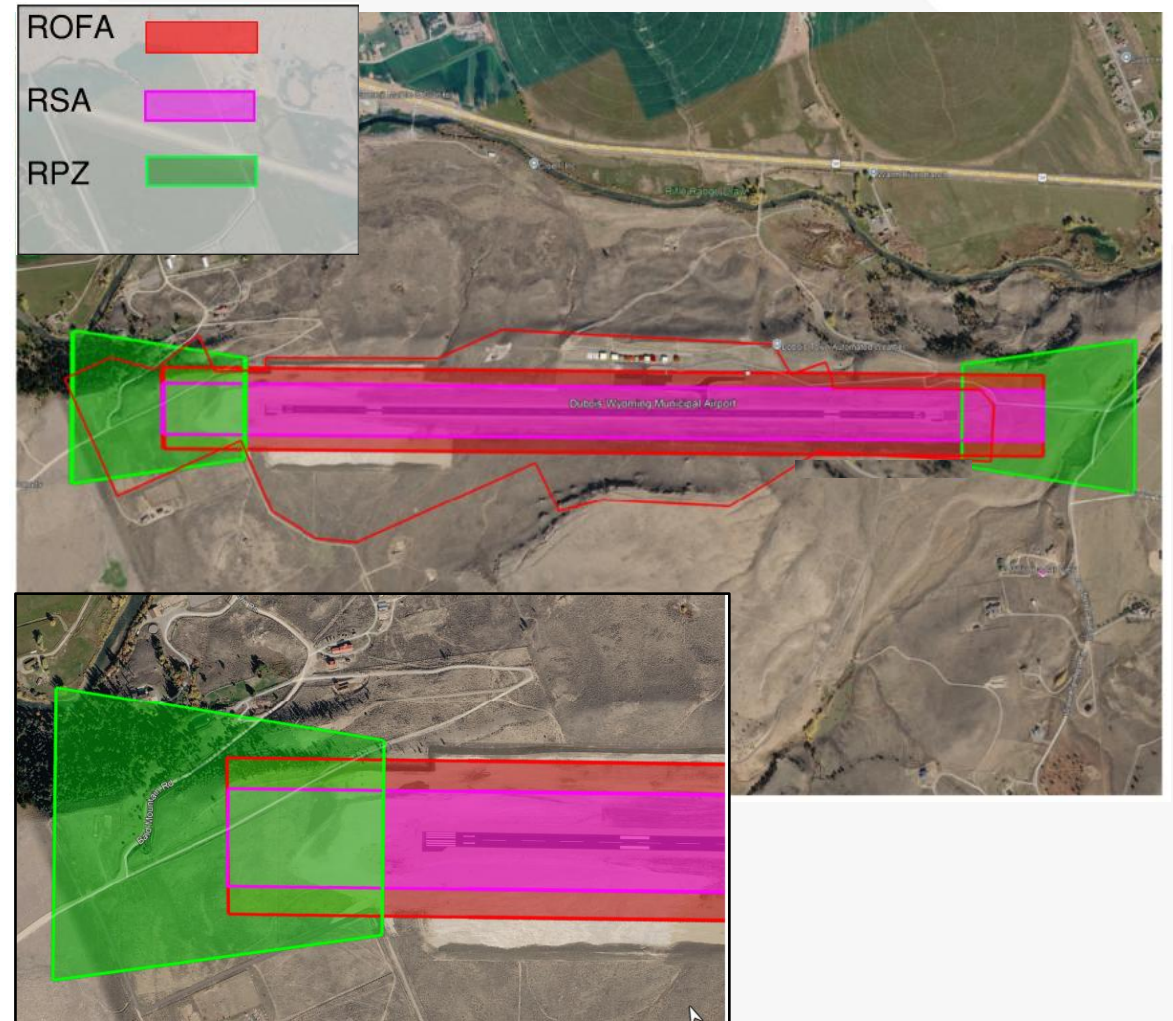


B-II Vs. C-II Comparison

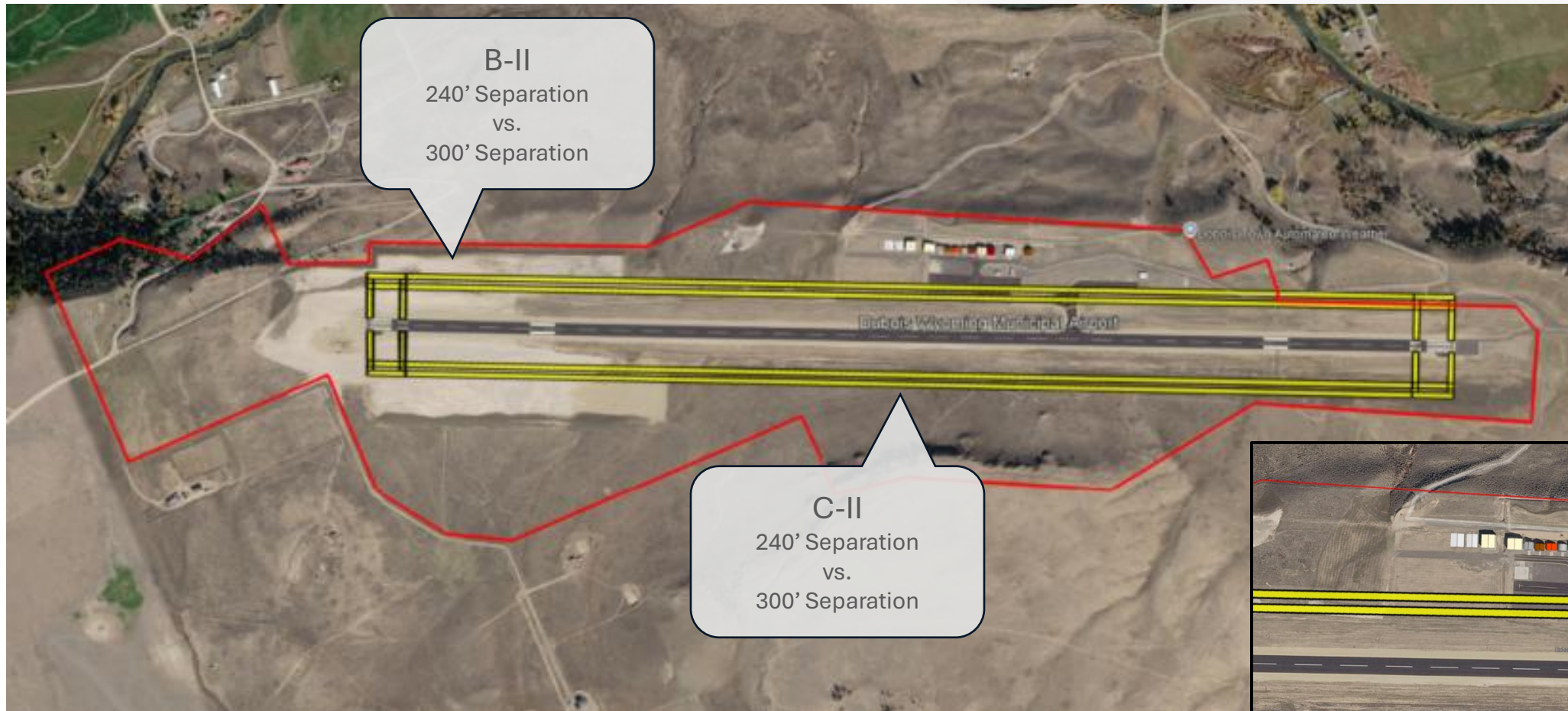
B-II



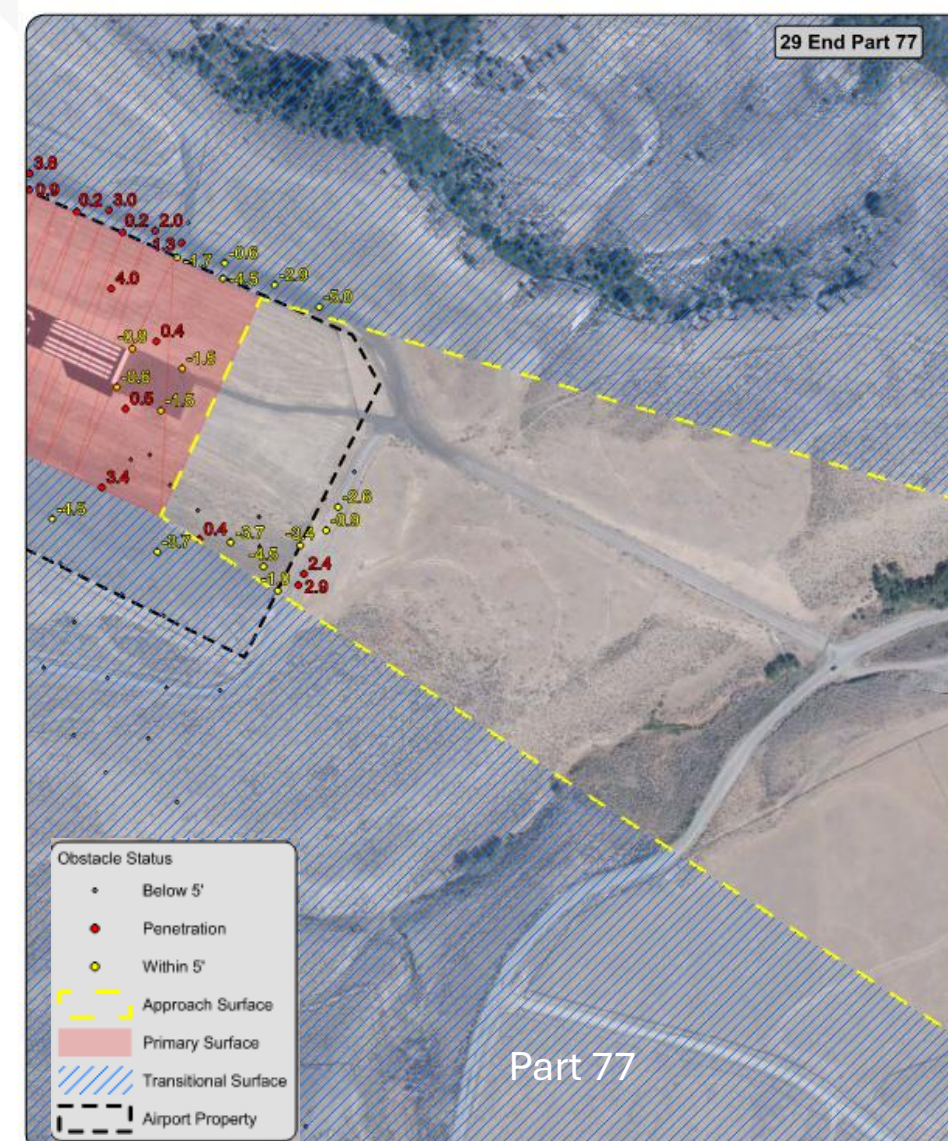
C-II



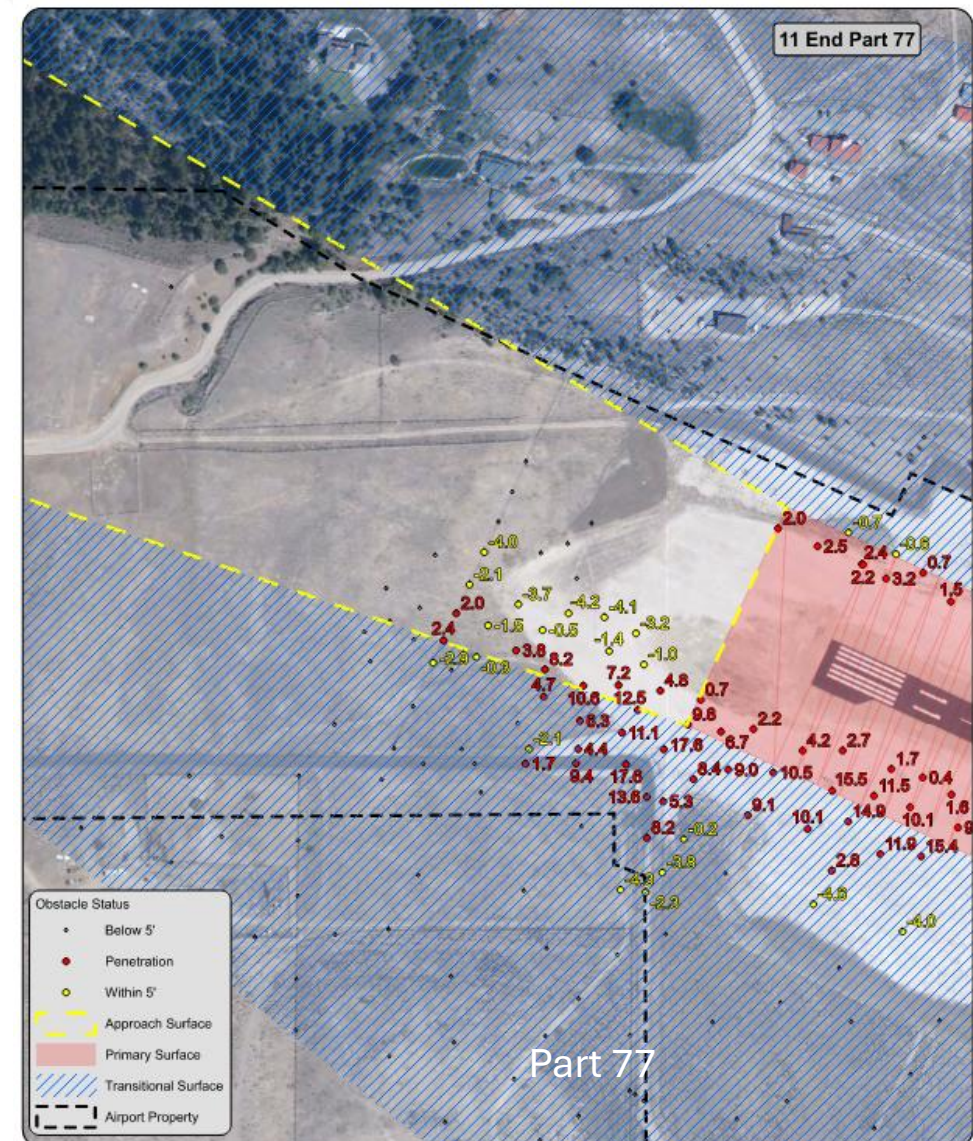
Parallel Taxiway Alignment



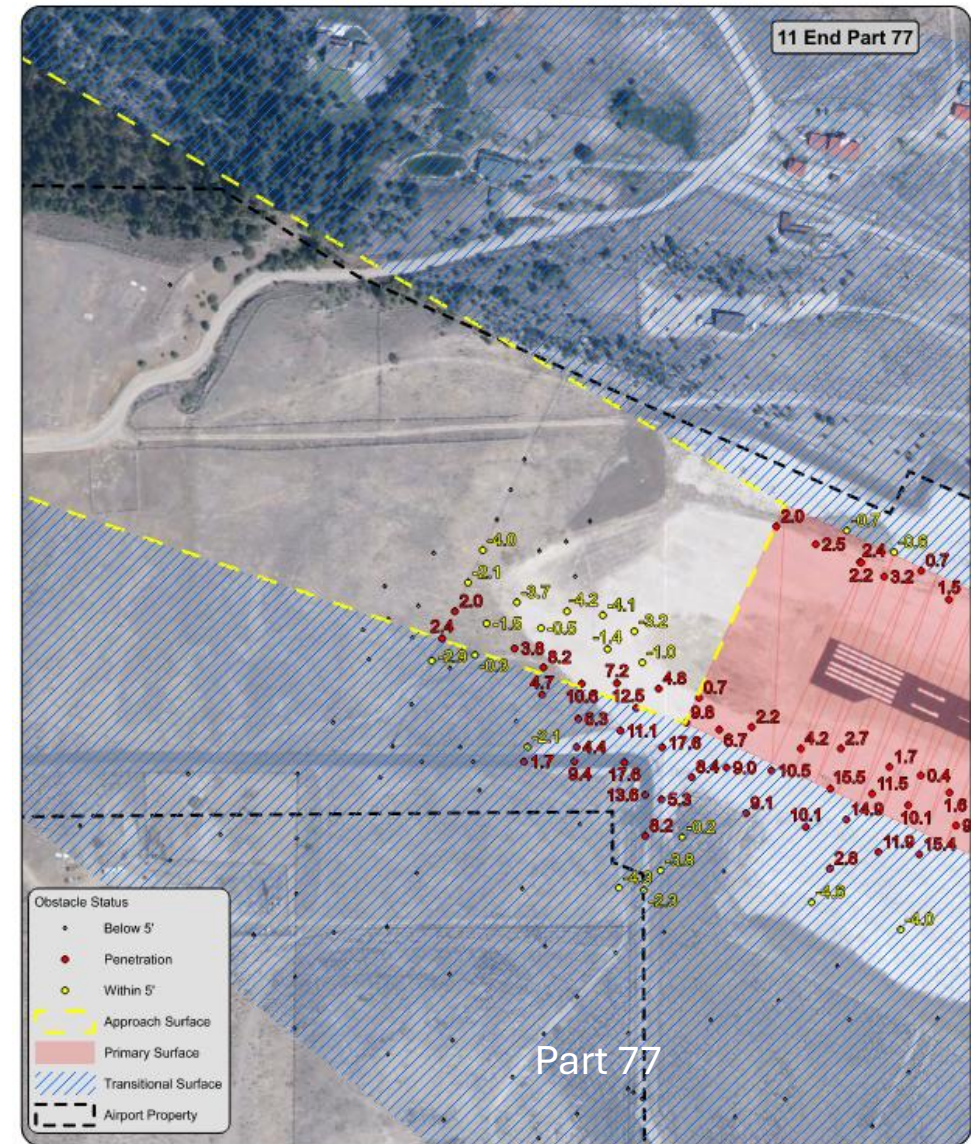
Runway 29 Obstructions



Runway 11 Obstructions-Surface 4



Runway 11 Obstructions-Surface 2



Recommended Airfield Alternatives

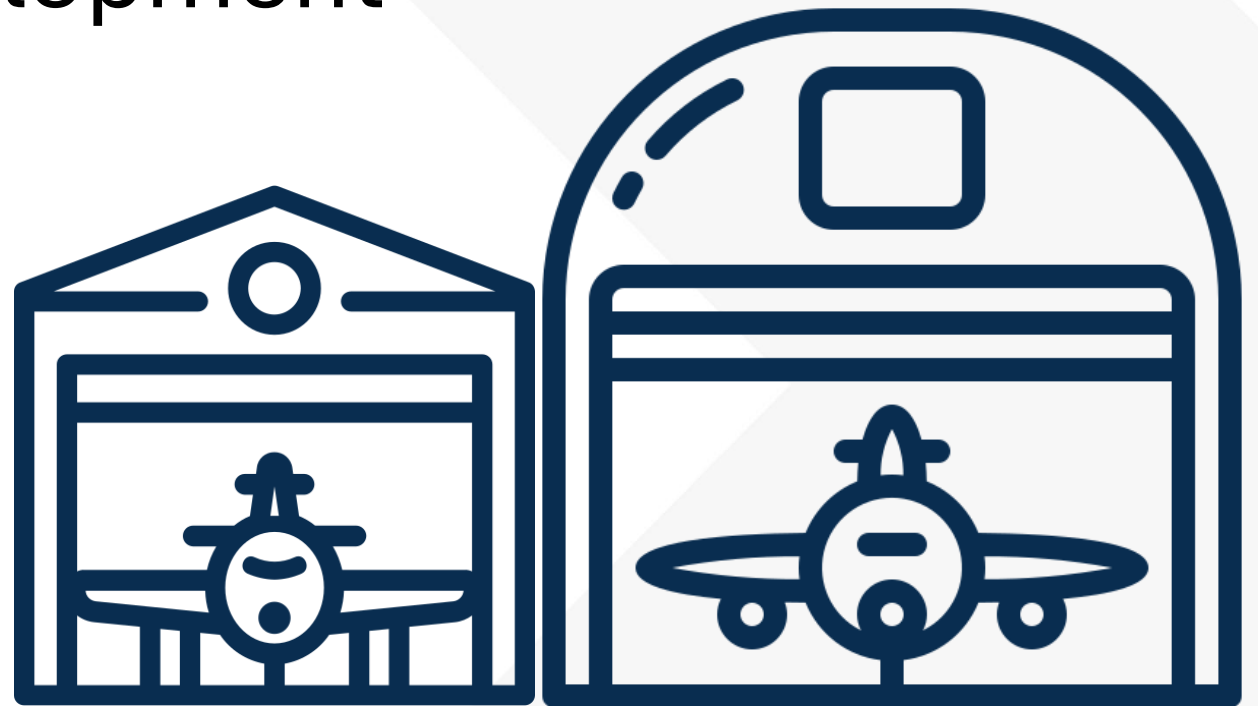
- Maintain existing runway length of 6,700'
- Maintain existing design code of B-II (Small)
- Instrument Approach:
 - Maintain existing approach and minimums to RW 29 with circling approach to RW 11Or
 - Instrument approach only to RW 29
- Parallel Taxiway:
 - 240' runway to taxiway centerline separation to the north of 11/29Or
 - 300' runway to taxiway centerline separation to the south of 11/29



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Terminal and Apron Area Discussion

- Hangar Development
- North Vs. South Development
- Apron Space

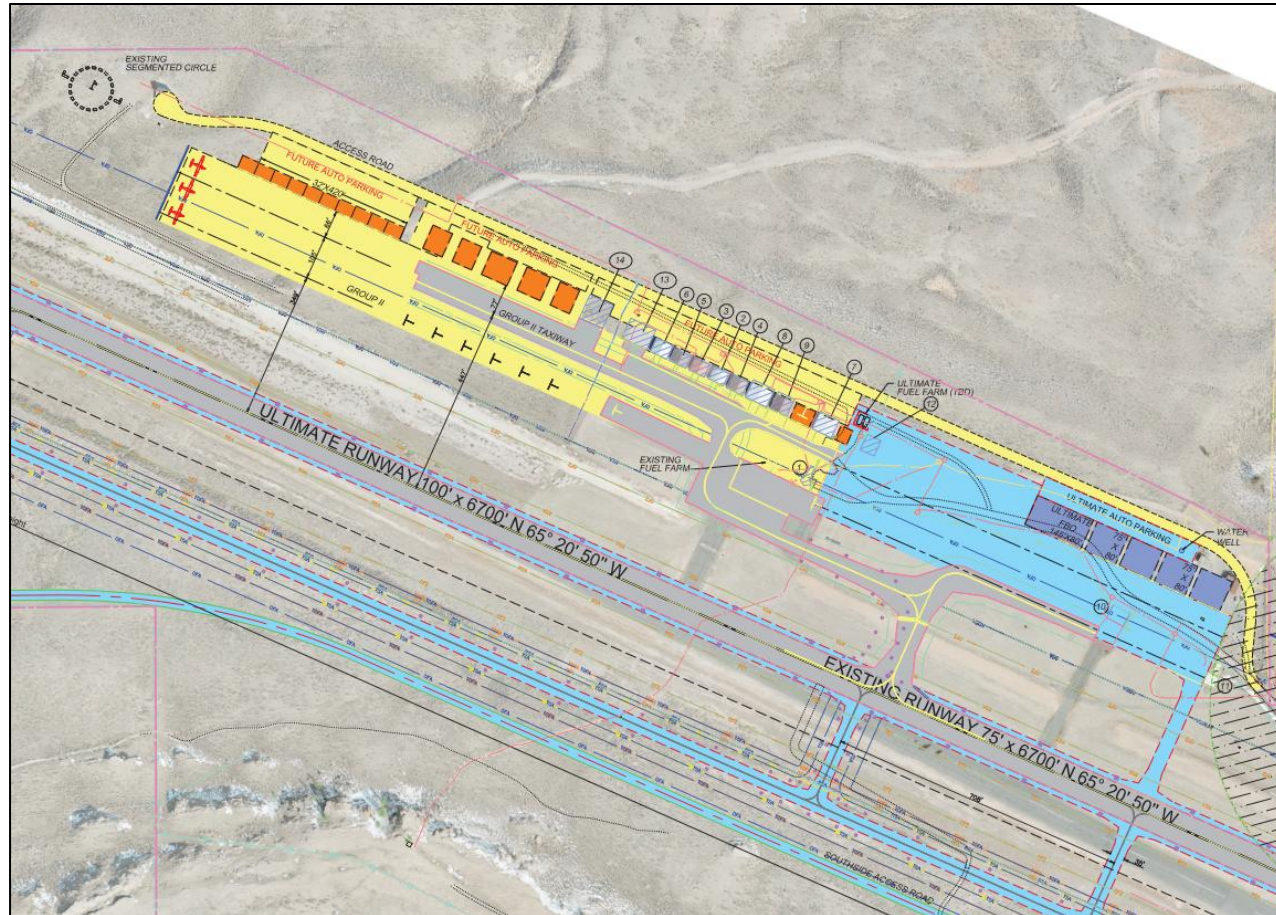


Typical Aircraft Hangar Attributes				
	T-Hangars	Small Storage Less than 6,000 sf	Large Storage More than 6,000 sf	FBO/SASO
Photo Examples				
Dedicated Apron	None	None	Equal to depth of hangar	Equal to depth of hangar (plus apron for services)
Airport Apron Access	No	No	No	Yes
Setbacks from Taxilanes	Yes - for Design Group (I or II)	Yes - for Design Group (I or II)	Yes plus Apron - for Design Group (II+)	Yes plus Apron - for Design Group (II+)
Airside Taxi Route	Yes - for Design Group (I or II)	Yes - for Design Group (I or II)	Yes - for Design Group (II+)	Yes - for Design Group (II+)
Public Road Access/Parking	No	Yes or No *	Yes*	Yes*

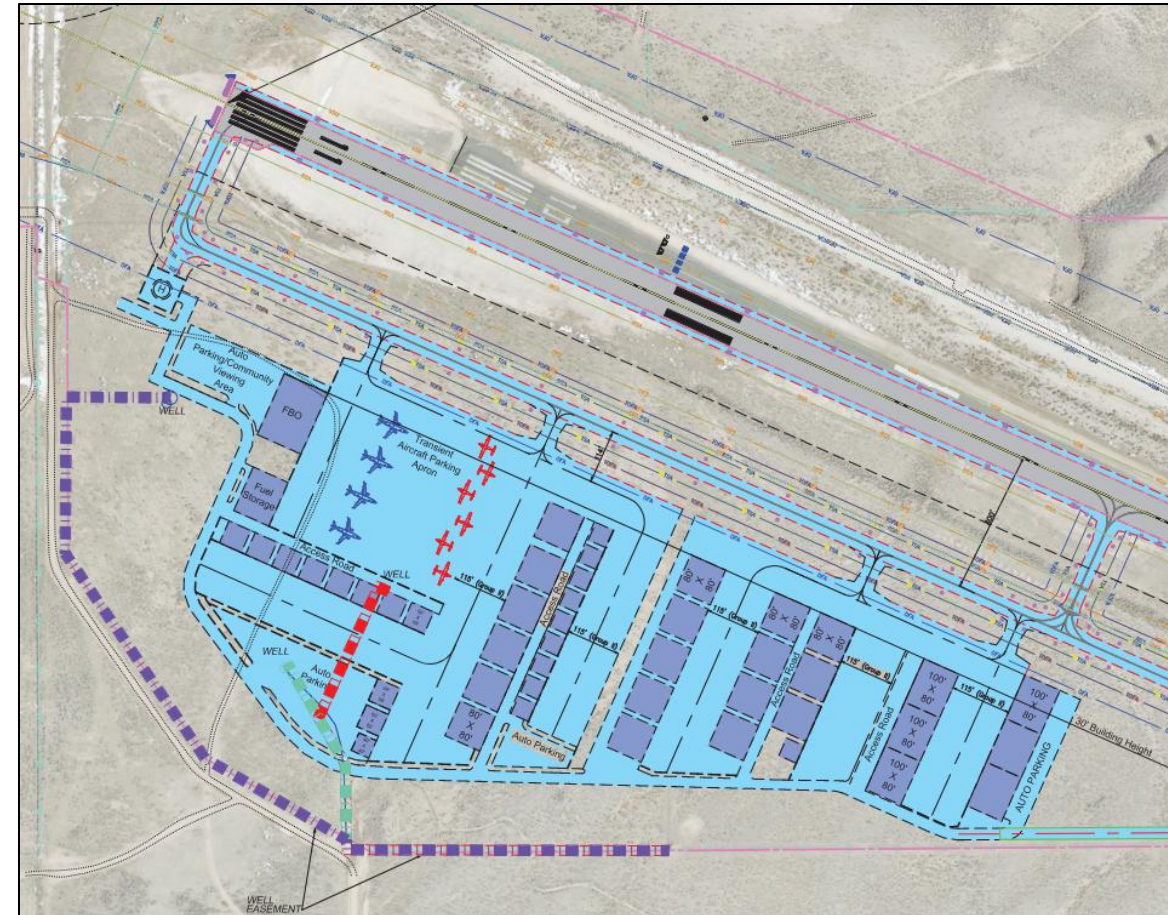
* Any business/corporate hangar located on an airport should have public road access and parking for customers/passengers. Particularly those customers/passengers who are not trained in driving on an airport.

Existing Terminal Layout

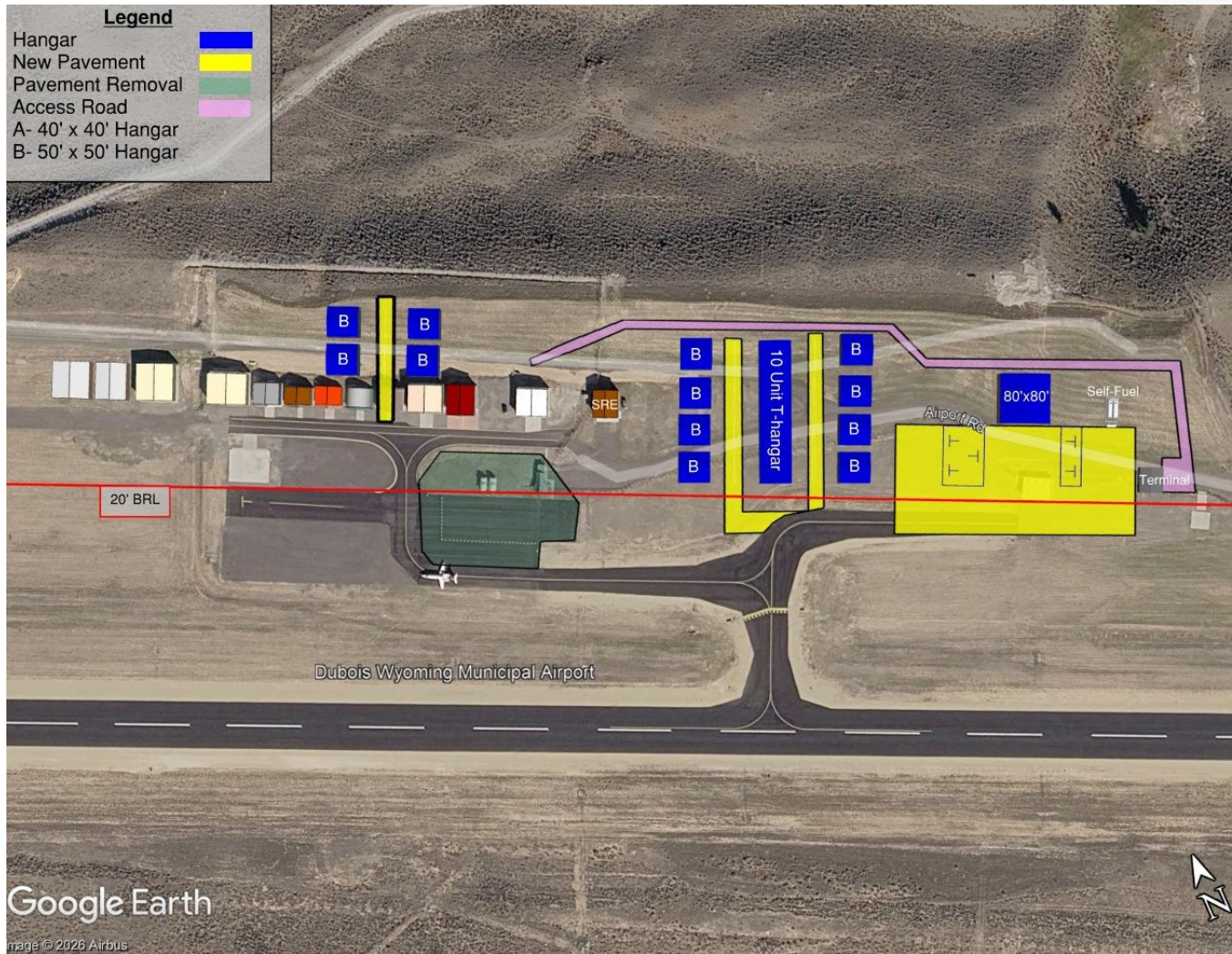
North Development



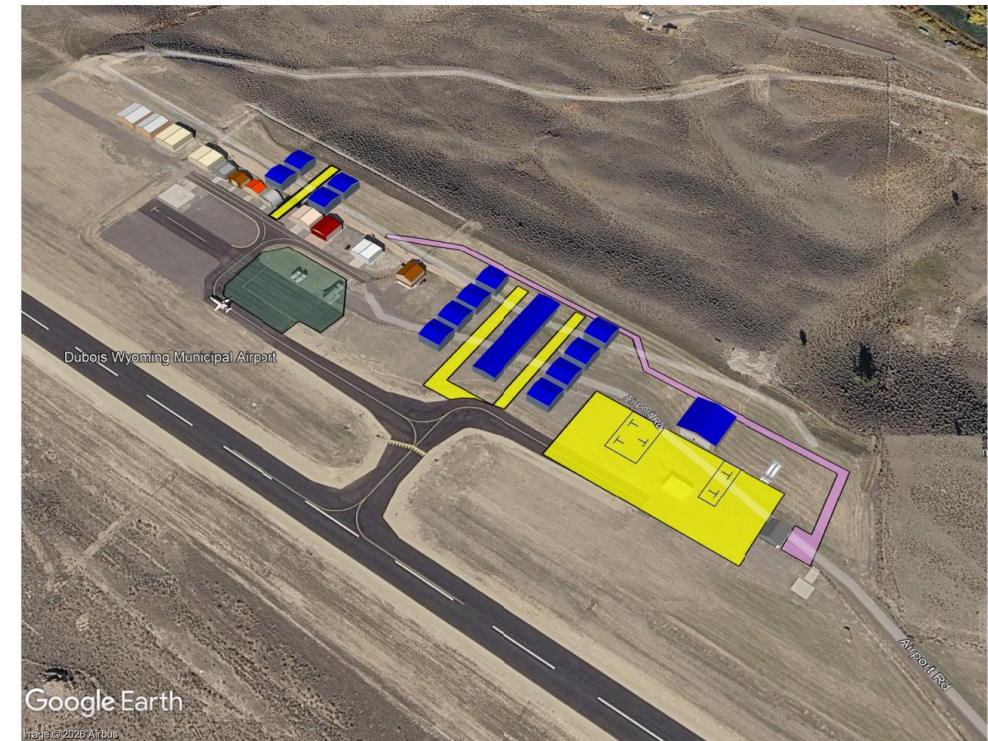
South Development



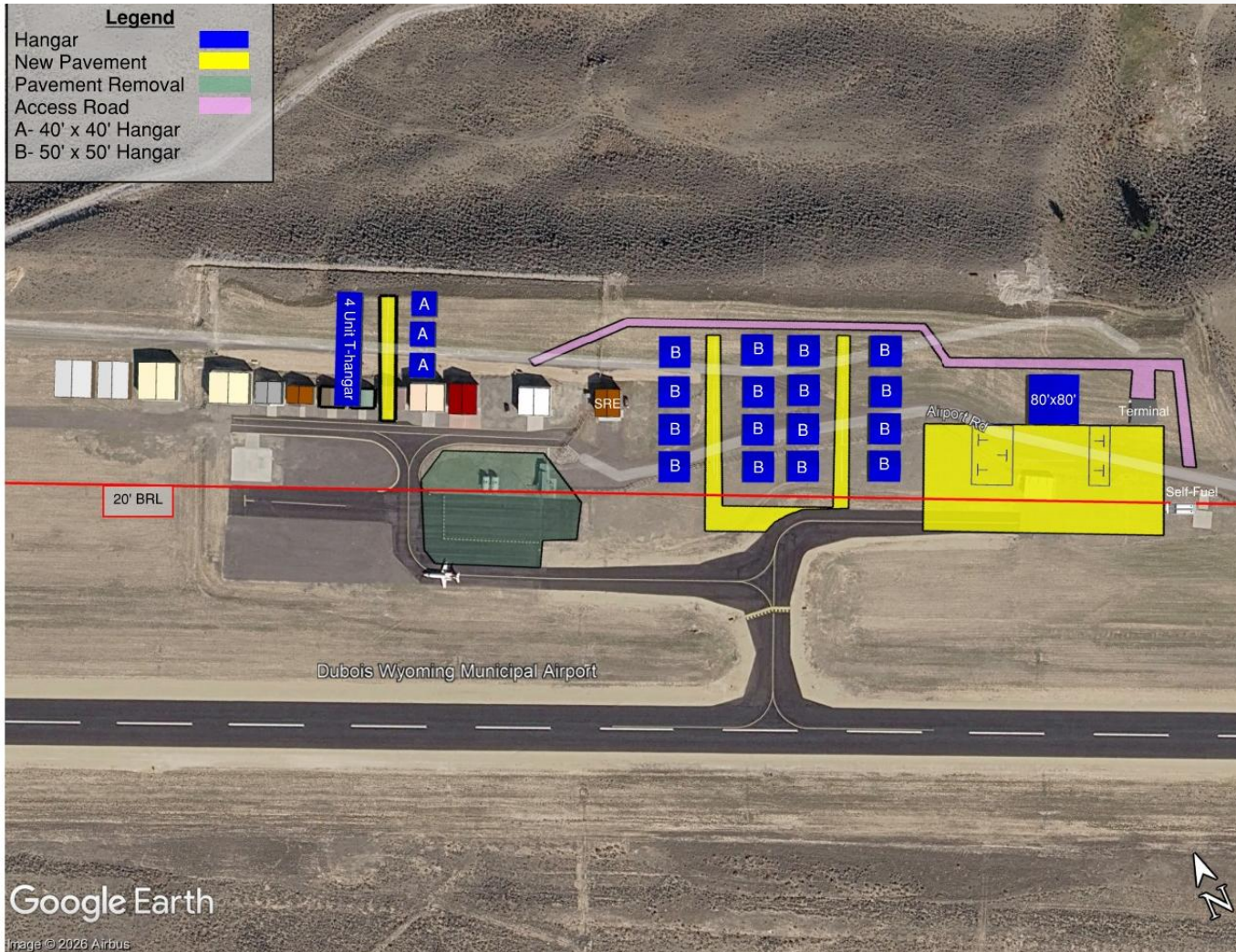
Terminal/Apron Option 1



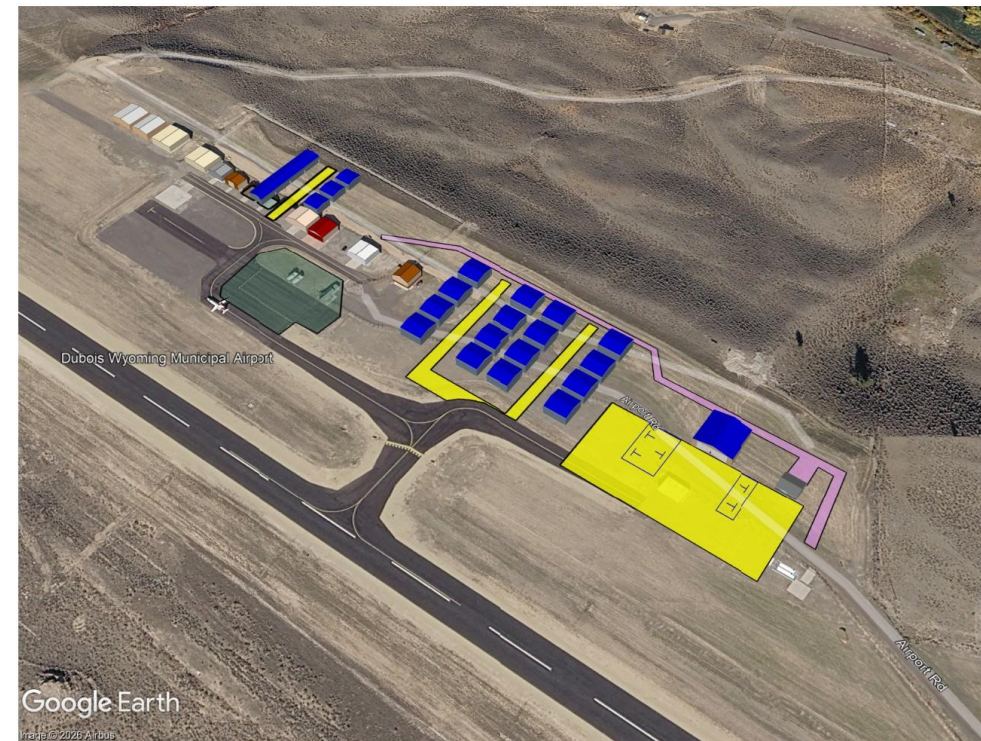
- T-Hangar (10 Unit)
- 80'x80' Box Hangar (1 Unit)
- 50'x50' Box Hangar (12 Units)
- Construct Aircraft Parking Apron to the East
- 5 Additional Tiedowns
- Relocate Fuel and Airport Terminal north and east of new apron



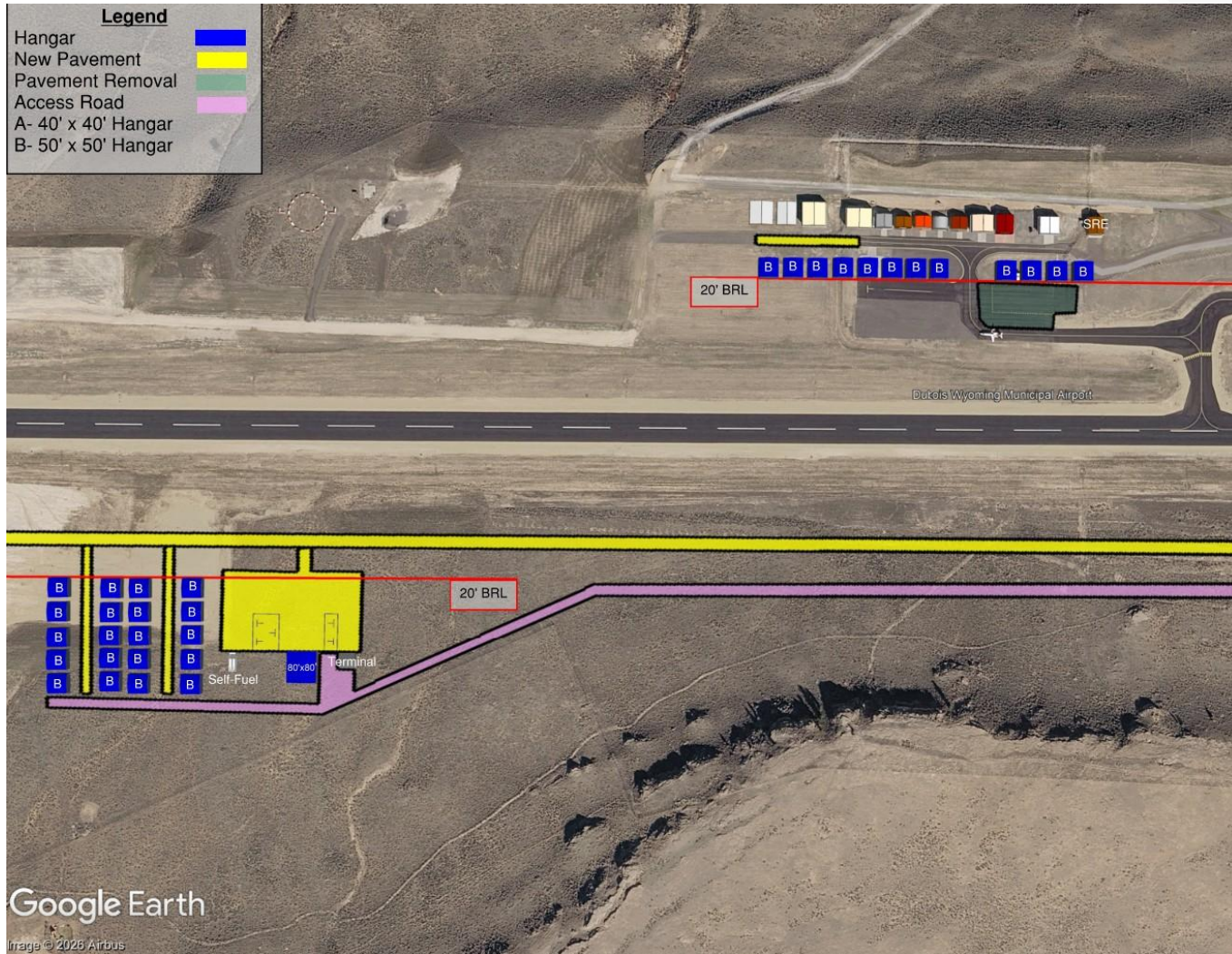
Terminal/Apron Option 2



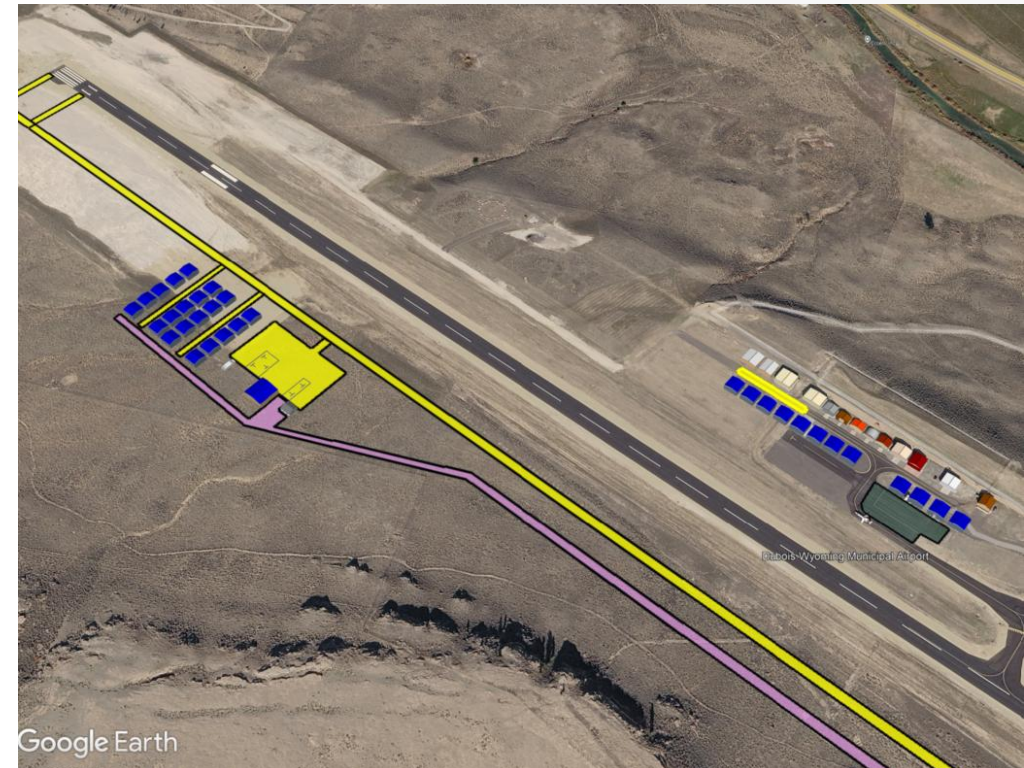
- > T-Hangar (4 Unit)
- > 80'x80 Box Hangar (1 Unit)
- > 50'x50' Box Hangar (16 Units)
- > 40'x40' Box Hangar (3 Units)
- > Construct Aircraft Parking Apron to the East
- > 5 Additional Tiedowns
- > Relocate Fuel and Airport Terminal north and east of new apron



Terminal/Apron Option 4



- > North Development:
 - > 50' x 50' Box Hangars (12 units)
- > South Development:
 - > Aircraft Apron with 5 Tie Downs
 - > 80' x 80' Executive Box Hangar (1 Unit)
 - > 50' x 50' Box Hangars (20 Units)
 - > Parallel Taxiway to the South with 300' separation
 - > Relocate self-fuel station and airport terminal



Terminal Alternatives Feedback & Selection



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Next Steps

- Refined Terminal/Hangar Area Alternatives (if needed)
- Ch. 4: Implementation
- Draft ALP

Project Website: <https://inputcentral.com/dub-airportplan>



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Get in touch with your KLJ Team



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