

December 9, 2025

Mr. Dakota Shaw  
Airport Planner  
Texas Department of Transportation  
Planning & Programming – Aviation Division

Dear Mr. Shaw:

On behalf of Gainesville Municipal Airport (GLE), I am writing to request review and approval of the aviation demand forecasts for the ongoing airport master plan. The Draft Forecasts chapter is also included in this submittal. The following paragraphs summarize the selected forecasts for annual operations and based aircraft at the airport, as well as the critical aircraft determination.

The operational forecasts prepared for the master plan utilize a base year of 2025 and a baseline count of 114,451 annual operations, as derived from Virtower records. Over the course of the 20-year planning period, the master plan projects growth in operations at a pace of 1.0 percent compound annual growth rate (CAGR), with 140,500 operations forecast for 2045. In terms of based aircraft, the master plan reflects a base year count of 115 FAA-validated based aircraft at GLE. Several new forecasts of based aircraft were prepared, resulting in a forecast envelope of between 141 and 226 based aircraft by 2045. Ultimately, a projection was selected that anticipates growth to 166 based aircraft by 2045, reflective of a 1.9 percent CAGR.

These forecasts were compared to both the FAA TAF and the FAA Aerospace Forecasts. Both the operations and based aircraft forecasts fall within TAF tolerances for the 5- and 10-year timeframes. When compared to the FAA Aerospace Forecasts, the master plan forecast is within the maximum allowable growth rate for operations but exceeds that for based aircraft. Please refer to the “Forecast Comparison to FAA Forecasts” section and Tab 2R within Chapter Two for additional information.

Regarding the airport’s critical aircraft, the master plan has identified the following runway design code (RDC) for each runway:

- Existing Runway 18-36: RDC B-II-4000 (Cessna Excel XLS)
- Future Runway 18-36: RDC C-II-4000 (Falcon 900)
- Ultimate Runway 18-36: RDC C-IV-2400 (Boeing 767-300)
- Existing/Ultimate Runway 13-31: RDC B-I-VIS (Cessna 421)

These determinations are based off information derived from the FAA’s Traffic Flow Management System Counts (TFMSC). According to the data, the most frequent operator currently falls within aircraft reference code (ARC) B-II, with 772 operations by aircraft within this family. Aircraft within aircraft approach category (AAC) C also operate frequently at the airport, with 315 operations in 2025. For this

reason, it is appropriate to classify C-II as the future RDC. Moreover, city and airport personnel have been contacted by representatives from nearby WinStar Casino and JSX regarding the potential establishment of commercial service at GLE. JSX utilizes EMB135 and 145 aircraft, which are included within the C-II family. Finally, an ultimate RDC of C-IV for long-term planning purposes was also determined, based on a potential for air cargo, bolstered by the Tax Increment Reinvestment Zone (TIRZ) that encompasses the airport. Crosswind Runway 13-31 planned to meet RDC B-I standards now and in the future.

We look forward to your review of the forecasts for GLE and thank you in advance for consideration of this matter. Please call me if you have any questions. I can be reached at (816) 524-3500.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Chandra Burks', with a long horizontal flourish extending to the right.

Chandra Burks, C.M.  
Project Manager

C: Barry Sullivan, City of Gainesville  
Brenton Porter, City of Gainesville  
Mike Dmyterko, Coffman Associates  
Matt Quick, Coffman Associates

Enclosures: Draft Forecasts chapter



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January 14<sup>th</sup>, 2026

Coffman Associates  
Chandra Burks  
12920 Metcalf Ave., Suite 200  
Overland Park, KS 66213

### Airport Operations/Based Aircraft Forecast Approval

Chandra Burks,

TxDOT Aviation has completed review of forecast information for Gainesville Municipal Airport. We found the forecast to be supported by reasonable planning assumptions and current data and developed using acceptable forecasting methodologies. Accordingly, this forecast is approved for the use in the ALP narrative section.

The acceptance or approval of the forecast does not automatically constitute a commitment on the part of TxDOT/FAA to participate in any development recommended in the Narrative or shown on the ALP. TxDOT Aviation approval of the baseline scenario in this forecast does not constitute justification for future projects. Justification for future projects will be made based on activity levels at the time the project is requested for development, in accordance with criteria in FAA Orders 5090.5 and 5100.38. Documentation of actual activity levels meeting planning activity levels will be necessary to justify AIP funding for eligible projects. Further, the approved forecast may be subject to additional analyses if the fundamental rationale of the forecast or the critical aircraft changes materially.

If you have any questions concerning this matter, please contact me at (512) 694-9135 or [Dakota.Shaw@txdot.gov](mailto:Dakota.Shaw@txdot.gov)

Sincerely,

Dakota Shaw  
AVN Senior Project Planner

eCC: Barry Sullivan, Gainesville City Manager  
Brenton Porter, Gainesville Airport Director  
Mike Dmyterko, Coffman Associates  
Matt Quick, Coffman Associates

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