

Minutes of the  
GILLESPIE COUNTY AIRPORT ADVISORY BOARD  
Monday, Aug 19, 2025  
@ Airport Terminal

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MEMBERS PRESENT:	STAFF PRESENT:	GUESTS PRESENT:
Tim Lehmberg	Tony Lombardi, Manager	Ian Waghorn
Steve Allen (via Teams)	Bobby Watson, City	Spike Cutler
David Gasmire	Keith Kramer, County	Devon Perry
Gwen Fullbrook	Courtney Walker	Michele Wilkinson
Paul Hannemann (via Teams)	Ethan Crane	Kraig Turpin
Kory Keller		Kevin Sutterfield
Absent		
	Larry Hauptrief - EAA	

### **CALL TO ORDER**

The meeting was called to order at 1:02 PM by the Vice Chairman, Tim Lehmberg

### **APPROVAL OF MINUTES**

Minutes of the regular “July 15, 2025” meeting were approved.

### **AIRPORT MANAGER’S REPORT**

- Upcoming Events/Court Actions – The Manager reviewed the upcoming events for the airport and the recent commissioners court actions.
  - Event Update –
  - 2025
    - Sep 20th - JB “First Flight” day
    - Oct 11th – EAA Young Eagles
    - Nov 30-Dec 2nd – Texas V-tails
    - Dec 20th - Santa’s Fly-in
- Court Actions – On Jul 21st, the Court tabled the LOA with Randolph Air Force. On Aug 11th, the Court approved the lease extension for the Texas A&M AgriLife Extension Service.
- T-hangars occupancy update. The Manager stated that the County T-hangars are 100% ...waiting list is at 48.

- Airport Status – the Manager reviewed the current status of the airport.

Lights (PAPIs, Beacon, Rwy Edge, Taxiway, Signs)
- Photocell for the rwy lights is inop/2 Ramp lights are out
Communication (CTAF, GCO, AWOS)
Weather Station
Facilities
Miscellaneous (Construction, Closures, etc)

- Airport Development Update:
  - Active Private Projects –

#	Developer	LOI Date Rev'd	Status	Comments
1	EPCON	5/22/24	PHII	DA Signed 04/03/2025 (expires 10/02/25)
2	Ladd Gardner	1/30/25	PHIV	Lease signed (Sept 1st)
3	Mulholland	03/20/2025	PHIV	Lease signed (Sept 1 <sup>st</sup> )

- Hot Topics/ Miscellaneous Updates. The airport manager summarized the tree mitigation. He mentioned that all the trees on the Chuckwagon B&B have been trimmed. The 1 remaining tree (on the HIS Gallery property) will be trimmed on Sat, Aug 23<sup>rd</sup>. After that and when all the penetrations have been removed from the FAA database, the FAA will create the LPV to runway 14 (no timetable for that).

## FLOOR

- FBO – Ethan stated that business has been good and fuel sale are up.
- Crosswind Aviation – Gwen stated that they are busy. She has 5 IPs, 3 aircraft and 20 students.
- Tac Aero – Ian mentioned that they have their first (non-training) banner flight this Friday.
- Estenson Group – Courtney mentioned that they have a Gala event to honor the first responders of the July 4<sup>th</sup> flood event this Saturday. She also mentioned that they were contacted by the KingAir group to schedule their flyin for Mar of 2026. They are expecting 50 aircraft. The last KingAir flyin was pre-COVID.

## NEW BUSINESS

- Item a. Ladybird Jet. Devon Perry and Michele Wilkinson are the co-founders of Ladybird Jet. They gave a presentation on their proposed operations in and out of T82 (See the attached slides). Ladybird Jet is the Administration/broker of the operation. The flying operations are conducted by Plane Smart (based out of Addison Airport). The initial plan is to use a PC-12 aircraft (8 seats). Flights will be on Thursday and Sunday to start. After an open discussion, the board unanimously recommended approval.

- Item b. Letter of Agreement (LOA) between Gillespie County Airport (T82) and the 12th Operations Group (OG). The manager reviewed the LOA with the board. The purpose of LOA is to establish an understanding between T82 and the 12th OG regarding the conduct of T-6 flights at T82. The board reviewed the LOA and the board unanimously recommended approval.
- Item c. Hangar Policy Discussion – The manager re-presented his proposed airport hangar policies. He focused on the changes from his original presentation. This included the policy for the County waiting list, the County T-hangar and private hangar usage policies, and the official hangar inspection program. After the manager presented his proposal, there was a lengthy discussion. The board was concerned about the private hangar portion of the policy, and they suggested getting “buy in” from the private owners before moving forward with that part of the policies. With that said, the board unanimously approved the t-hangar waiting list & t-hangar usage policies and tabled the private hangar policies.

## **OLD BUSINESS.**

- Minimum Standards Update– the manager mentioned that the draft Min Std is still awaiting the Judge’s review.
- CIP Update – The Manager gave a quick update on the following CIP projects:
  - Pavement Project
    - The Manager stated that Garver has sent the final design to TXDOT. Once TXDOT reviews it, they will start the advertising process for hiring a contractor.
  - AWOS Replace Project – Replacement parts should arrive on Sept 5<sup>th</sup> for installation.
  - Drainage Study
    - Field work has been completed. Garver is finalizing the report.

## **REPORTS**

Tim Lehmberg reviewed the sale tax reports for the City and County.


**ADJOURNMENT** (2:35). Next meeting is (Tuesday) Sept 16<sup>th</sup> at the Airport Terminal Building at 1pm.

**Note: all minutes are available on the airport website (<http://www.gillespiecounty.org/page/airport%20-%20AAB%20Minutes>)**

Attachment



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## Agenda

1. Call to Order
2. Approval of Minutes
3. Airport Manager's Report
4. Open floor (EAA, Crosswind, TFS, Tac Aero, and guest)
5. New Business
6. Old Business
7. Comments-FBO, EDC, and Board Members
8. Adjourn

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# AAB

- Minutes Approval – vote needed
  - July 15<sup>th</sup>
- Airport Manager's Report
  - Event Update (*Italicized - Unconfirmed*)
    - Sep 20<sup>th</sup> - JB "First Flight" day
    - Oct 11<sup>th</sup> – EAA Young Eagles
    - Nov 30-Dec 2<sup>nd</sup> – Texas V-tails
    - Dec 20<sup>th</sup> - Santa's Fly-in
    - 2026
      - Mar 26-29 – KingAir Nation Flyin (50 a/c)
      - Apr 23-25 – T-6

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# AAB

- Airport Manager's Report
  - Court Actions – On Jul 21<sup>st</sup>, the Court tabled the LOA with Randolph Air Force. On Aug 11<sup>th</sup>, the Court approved the lease extension for the Texas A&M AgriLife Extension Service.
  - T-Hangar Occupancy – 100% (48)
  - Airport Status:

	Lights (PAPIs, Beacon, Rwy Edge, Taxiway, Signs) -Photocell inop/Ramp light out
	Communication (CTAF, GCO, AWOS)
	Weather Station
	Facilities
	Miscellaneous (Construction, Closures, etc.)

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# AAB

- Airport Development Update:
  - Active Private Projects:

#	Developer	LOI Date Rcv'd	Status	Comments
1	EPCON	5/22/24	PHII	DA Signed 04/03/2025 (expires 10/02/25)
2	Gardner	1/30/25	PHIV	Lease signed (Sept 1 <sup>st</sup> )
3	Lonestar Av8	03/20/25	PHIV	Lease signed (Sept 1 <sup>st</sup> )


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## Hot Topics/Misc.

- Instrument to RWY 14 Issue (FAA)
  - LPV – quick update –
    - 6 additional trees on the Chuckwagon B&B – all trimmed
    - 1 - IHS Gallery property – scheduled for Aug 23rd

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# AAB

- Open Floor
  - FBO
  - Crosswind
  - Texas Forest Service
  - Estenson Group
  - Tac Aero Tailwheel Academy
  - MX Shop
  - Guest

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New Business

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 Item a.

New Business



The advertisement for Ladybird Jet features a black twin-engine turboprop aircraft flying against a bright orange sunset sky. The text on the ad includes: 'Ladybird Jet', 'FREDERICKSBURG TO DALLAS FLIGHT SERVICE', 'SOON — FREDERICKSBURG to/from HOUSTON', 'FIRST FLIGHTS Thursday, August 28 | Monday, September 1', 'Private & semi-private Global charters', 'VIP Wine Flights to Hill Country & Napa', a QR code, 'Seats are limited Join Our Flight Circle', 'LADYBIRDJET.COM (830) 3000 -JET', and a circular badge that says 'launching LABOR DAY WEEKEND then every Thu & Sun'.

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 Item b.

New Business

LOA between Gillespie County Airport and The 12th Operations Group.

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<p><b>PURPOSE.</b> The purpose of this Letter of Agreement (LOA) is to establish an understanding between Gillespie County Airport (T82) and the 12th Operations Group (OG) regarding the conduct of T-6 flights at T82.</p>	
	<ul style="list-style-type: none"> <li>• T-6s will conduct, if applicable instrument approaches, rectangular patterns, emergency landing patterns, and touch-and-go landings at T82. <ul style="list-style-type: none"> <li>• Monday through Friday b/0730 and 1700 local</li> </ul> </li> <li>• T-6s are limited to <b>four</b> aircraft (civilian or military) in the pattern.</li> <li>• No compensation...</li> <li>• Gillespie County has the right to suspend operations immediately in the event the operation interfere with T82 commercial/private operations.</li> <li>• Comply w/ the local volunteer noise abatement procedures</li> </ul>

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New Business

Item c.

## Hangar policies

**General Terms.** Tenants of the County T-Hangars and owners of private or business hangars on airport ground leases must comply with federal and state grant assurance as part of the ground lease agreement; the ground lease/rental agreement is subordinate to the grant assurance and Airport Project Participation Agreement (APPA) contract even if not so stated in the ground lease/rental agreement. Further guidance can be found on the FAA website ([https://www.faa.gov/airports/airport\\_compliance/hangar\\_use](https://www.faa.gov/airports/airport_compliance/hangar_use))

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## Waiting List Rules

- To register your name on the waiting list, you must go to the County airport website and fill out the online form. For questions or help, contact the Airport Manager. In addition, there will be a **\$50 registration** fee to get on the list. **(Note: individuals currently on the waiting list will be notified (once these policies are approved) that a \$50 fee will be required to remain on the list.)**
- Owning an airplane, or reasonable evidence that the applicant is in the process of buying an aircraft, is required to be on the waiting list.
- When a T-Hangar spot is offered and accepted, a Lease must be fully executed within thirty (30) days or the 1st day of the beginning of the month after the date of offer (whichever occurs first), and an aircraft owned or legally controlled by the Applicant must be in the hangar within ninety (90) days after Lease execution, or the hangar Lease will be subject to immediate termination. Prorated rent for the remainder of the calendar year will be based upon the lease start date (typically the first of the month). Additionally, if you accept a spot from the County, your aircraft will be considered based at T82.
- If the T-Hangar spot is offered and not accepted, a Lease is not executed within the required period after offer or the 90-day aircraft occupancy requirement cannot be met, the spot will be offered to the next person on the list. The original prospective tenant's name will remain on the waiting list in its current position, unless removal is requested. If a spot is offered and declined a second time, the prospective tenant's name will be removed from the waiting list or put at the bottom of the list, if requested.

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## County Hangar Usage

- The following rules are in addition to the requirements listed in the T hangar lease.
- The **sole purpose** of the County T hangars is to store the tenant's active aircraft (with a current FAA registration).
- **Change of Status.** It is the tenant's responsibility to ensure that the airport manager has accurate information on the tenant. This includes mailing address, and contact information (cell number, email address, etc.), along with current aircraft information (i.e. model, make and N#). Note: if the tenant has multiple aircraft, the tenant must provide the airport manager with the aircraft information of those aircraft that could be stored in the tenant's hangar.
- Automobiles may be parked in hangars when the aircraft is in flight or at another location.
- Limited storage of non-aeronautical items is allowed, but it must not interfere with the movement of the aircraft stored within that spot.
- The **use of the hangar** for anything other than the storage of the tenant's aircraft and related aircraft accessories (i.e. an A&P maintenance shop or any other business) is prohibited.

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## Usage Con't

- Most of the County T hangars are considered "open bay" (no interior walls), so it is important that the tenant not impinge on other tenant's areas. During the initial walk-through (prior to the signing of the lease), the airport manager will point out the leased area. *Note, the endcaps of each hangar are not considered part of the leased area.*
- **Use of utilities.** The County T hangars have limited electrical capability. In the current electrical configuration, each tenant is limited to one outlet. In addition, since the tenant is not charged an electric bill, the tenant may only keep a small refrigerator, or a battery charger/tickler plugged in while not at the hangar.
- Maintenance, repair or refurbishment of the tenant's aircraft is permissible. The tenant's non-operational aircraft may be stored for six months while being restored to operational status. An additional three-month extension may be approved by the airport manager for extenuating circumstances. *Note: it is the tenant's responsibility to notify the airport manager of the aircraft becoming non-operational due to a major maintenance requirement or aircraft damage.*

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## Usage Con't

- **Selling of Aircraft.** Tenant agrees that no other aircraft will be kept in the hangar without airport manager's prior written consent. If Tenant sells, transfers, or otherwise conveys the Aircraft, the Tenant shall give the manager prompt written notice; and the Lease will automatically terminate ninety (90) days (the "Replacement Period") after the date of the Aircraft Sale unless during the Replacement Period
  - The Tenant replaces the Aircraft with another aircraft that Tenant has the exclusive right to fly or sell and
  - The Tenant has properly notified the manager of the replacement aircraft within the Replacement Period, or
  - The Tenant notifies the Manager that he/she wishes to terminate in accordance with "Lease termination" paragraph within this policy document and the Lease.

If Tenant cannot acquire a replacement aircraft within the Replacement Period, the Manager may, at its sole option and without obligation, extend the Replacement Period for a maximum period of ninety (90) additional days. *Note: No Aircraft Sale or Transfer shall relieve change Tenant's primary obligation to pay the rent and to perform all other obligations of Tenant under the Lease. Under no circumstance will the manager consent to the transfer of the Lease to any purchaser of the Aircraft or to enter into a new Lease with said purchaser. In addition, an aircraft which has been sold shall be removed from the hangar within fifteen (15) days of the date of sale, or upon the termination of the seller's lease, whichever occurs first.*

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## Usage Con't

- It is prohibited for the tenant to allow the usage of the tenant's hangar to anyone else, unless approved by the airport manager. **Tenants may not sublease the hangar.**
- The tenant is required to keep the interior of the hangar clean of trash and debris. In addition, it is the responsibility of the tenant to report any major spills or aircraft leaks to the airport manager. The tenant is responsible for cleaning up the spills/leaks. Note. If the spill/leak is large enough, a TCEQ spill report might be required (these requirements are listed in the airport Storm Water Pollution Prevention Plan (SWPPP), a copy of which is available for review at the airport office.
- The tenant may NOT modify the exterior or interior of the hangar.
- **Occupancy.** The airport expects the tenant to utilize the hangar. Since aircraft storage facilities are in high demand throughout the state, if it becomes apparent that the hangar is not needed or being used by the Tenant, an open dialog between tenant and the airport management will take place.
- **Lease termination.** The tenant must give the airport manager at least a 30-day notification of termination. Upon expiration/termination of the lease, the tenant will vacate the hangar and ensure everything is removed from the hangar. The tenant will be charged a fee for removal of trash and equipment. Finally, the tenant will return all lock keys (provided or procured).

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## Usage Con't

- **Noncompliance.** Tenants are required to adhere to all provisions outlined above and in their respective lease agreements. Non-compliance with these requirements may result in administrative, financial, and legal consequences. Airport management reserves the right to conduct inspections, audits, or investigations to ensure compliance, and Tenants are required to reasonably cooperate with airport management in the conduct of the audit. Tenants found in violation will be given an opportunity to correct deficiencies when appropriate, but failure to respond correct or repeated violations may lead to escalated enforcement.
  - Consequences of Non-Compliance may in the discretion of the airport management Include:
    - Written Notices of Violation. Upon discovery of the violation, the airport manager will provide a formal notice/warning of non-compliance. This will include required corrective action and a timeline for implementing curative measures acceptable to airport management.
    - Lease Termination or Eviction. Failure to remedy the non-compliance, repeated violations or serious violations may result in the termination of the lease agreement and removal of Tenant and Tenant's hangar contents from airport property. If the airport manager decides to terminate the lease, the tenant shall vacate the hangar within fifteen (15) days of the date of eviction in accordance with "Lease termination" paragraph within this policy document and the Lease.
    - Legal Action. The airport sponsor may pursue legal remedies as permitted under the lease and applicable law.

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## Privately Owned Hangars

- Privately Owned Hangars will be used for the storage of Active Aircraft and for supplies and equipment necessary for aircraft operations and maintenance. Storage of non-aeronautical items may only be permitted if:
  - It is incidental to the storage of aeronautical items; or
  - The hangar is primarily used for aeronautical purposes and the storage of nonaeronautical items does not interfere with the aeronautical use of the hangar.
- If the **purpose or usage** of the hangar changes from what is stated in the lease, the Lessee must petition the Sponsor to approve the changes. If the change is to aviation service business, the Lessee must get approval from the Court to conduct business on the airport. *Note: a lease amendment might be required to satisfy all the requirements in the Airport Minimum Standards and Rules and Regulations that are associated with an aviation service business.*

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## Privately Owned Hangars Con't

- **Subleasing.** Even though subleasing is discouraged and requires Commissioners Court approval, if the Lessee gets approval to sublease, the Lessee will be required to pay a percentage of the gross rent generated by the sublease agreement. This percentage rate can be found on the current approved Airport Rates and Fees document.

NOTE: If the facility is designated by the airport manager or by the Lessee's lease, as an aircraft storage facility (i.e. t-hanger or box hanger), the agreement between the Lessee and the tenant is not considered a sublease and does not require Commissioners Court approval.

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## Privately Owned Hangars Con't

- **Special conditions.** For "t-hangar" aircraft storage facilities, the area at the end of each t-hangar that is called the "end cap" has special requirements. If the endcap is separate from a full-size t-hangar, then the Lessee may rent the area to a tenant for non-aeronautical purposes, but must comply with FAA requirements:
  - Must charge at a minimum, non-aeronautical fair market rental fees for the non-aeronautical use of airport property (i.e. like the Tivydale Business Park & STORAGE rates).
  - Must provide an enforceable provision within the rental agreement that the tenant will vacate the hangar on a 30-day notice, if another tenant needs it for aeronautical purposes.

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## Hangar Inspections



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## Hangar Inspections

- Once these policies are approved and posted on the airport website, the airport will start conducting official hangar inspections annually for the private hangars (business and private use) and monthly for the County T-hangars). For planning purposes, the annual inspections will be conducted in November of each year, and the results will be maintained in the Tenant's/Lessee's file. The main purpose of the inspections is to help identify potential hazards, ensure compliance with safety regulations, lease compliance, local policies, and ensure the hangar's primary purpose is for aeronautical use. Airport management may, in addition and upon reasonable notice, conduct interim hangar inspections whenever airport management deems appropriate or at any time if airport management deems that an emergency inspection is required. The inspection team will consist of an airport staff member, an Airport Advisory Board member and the County/City Fire Marshal.

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## Private Hangar Inspections Results

- For the violations discovered during the private hangar inspections, I plan to communicate those finding with the owner only, unless it is a violation that MUST be immediately remedied. If that is the case, a formal letter will be sent to the Lessee/Owner by the airport manager requiring that item to be brought into compliance, along with a suspense date.

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## AAB

- Update to Minimum Standards
- CIP Projects Update

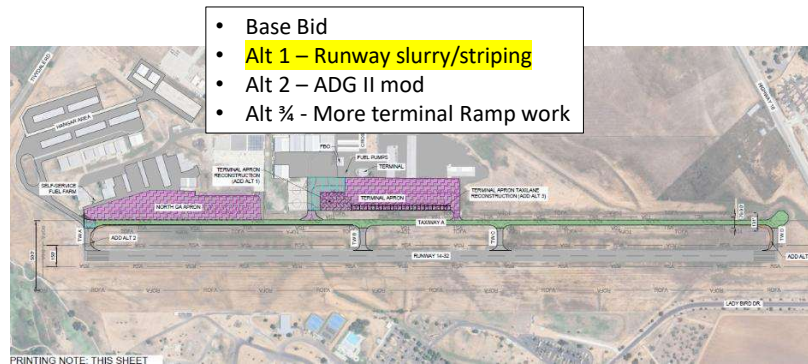
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# Pavement Project Comments

- Final Design was delivered – Jun 13<sup>th</sup> (Review meeting July 1<sup>st</sup>)
  - Outcome
    - Cost concerns (AIG funds needed (FY 23 Partial+FY24/25) =~\$650K)
    - Re-prioritized the ALTs (add runway treatment)



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# Project Timeline

- Final review Meeting (July 1<sup>st</sup>)
  - Final design
  - TXDOT review +NTP (14 days)
  - RFP to contractor selection (21 days)
  - Contractor selection (14 days)
  - Preconstruction review (14 days)
  - construction phase
- July 31<sup>st</sup>  
 Aug 15<sup>th</sup>  
 Sept 5<sup>th</sup>  
 Sept 19<sup>th</sup>  
 Oct 3<sup>rd</sup>  
 Start Date Oct 15<sup>th</sup>???



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## Other CIP Projects

- Drainage study – survey work done
- Automated Weather Observing System Replacement
  - Replacement Equipment Delivery date - Sept 5<sup>th</sup>

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## AAB

- Comments-EDC, and Board Members



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# Sales Tax

SALES TAX COMPARISON SUMMARY - AUGUST, 2025 (JUNE SALES)

CITY	% change month	% change ytd	COUNTY	% change month	% change ytd
Fredericksburg	5.58	0.40	Gillespie	5.21	0.59
Kerrville	3.35	4.00	Kerr	3.23	3.46
Boerne	(6.49)	1.82	Kendall	(3.10)	4.23
Llano	4.24	5.63	Llano	9.95	7.72
Marble Falls	0.08	(1.38)	Burnet	0.04	1.45
Bandera	2.71	5.46	Bandera	7.66	15.03
Johnson City	(3.14)	0.31	Blanco	(3.71)	(0.69)
New Braunfels	5.33	3.68	Comal	27.95	18.48
Wimberley	10.79	8.89	Hays	6.07	5.31
Salado	17.38	17.26	Bell	(6.28)	4.16
Granbury	(6.78)	6.91	Hood	(13.42)	13.10
Waco	3.28	9.13	McLennan	3.23	9.57
Grapevine	6.25	3.05	Tarrant	3.07	3.80
Port Aransas	13.12	8.97	Nueces	4.32	1.48
Rockport	12.92	2.41	Aransas	9.16	5.13
Marfa	(4.68)	3.61	Presidio	(3.00)	9.25
Galveston	5.88	7.61	Galveston	(14.40)	2.29
Brenham	5.43	4.86	Washington	5.87	5.86
Austin	(0.20)	(1.34)	Travis	1.00	(0.17)
San Antonio	2.91	1.97	Bexar	2.65	1.73
Houston	9.89	4.87	Harris	8.87	5.41
Dallas	(3.11)	2.22	Dallas	2.97	2.79
State (Cities)	4.50	4.33	State (Counties)	4.31	4.98

Shaded numbers are worse than ours.

JUNE SALES RECEIPTS

August Sales Tax Report

City of Fredericksburg

	2025	2024	2023	2022	2021
JAN	765,994	799,260	782,905	760,015	582,454
FEB	1,026,888	924,657	994,705	871,461	744,208
MAR	660,755	657,791	633,261	611,429	608,167
APR	660,796	699,382	636,485	533,476	438,755
MAY	857,624	900,460	822,646	853,994	757,207
JUN	775,064	780,056	715,407	675,353	668,889
JUL	730,381	733,786	736,475	699,245	667,080
AUG	808,908	766,115	703,432	760,554	789,227
SEP		757,497	730,795	666,961	661,403
OCT		702,427	675,110	692,563	623,790
NOV		762,296	735,976	731,885	771,224
DEC		816,124	744,887	751,235	649,485
Total	6,286,390	9,319,851	8,914,085	8,608,171	7,871,869

Fredericksburg

Gillespie County

Combined

	Aug 25	Aug 24	Change	YTD 2025	YTD 2024	Change
Fredericksburg	808,908	766,115	5.58%	6,286,390	6,261,507	0.40%
Gillespie County	381,619	362,714	5.21%	3,136,932	3,118,663	0.58%
Combined	1,190,527	1,128,829	5.47%	9,423,322	9,380,170	0.46%

Gillespie County

	2025	2024	2023	2022	2021
JAN	388,091	415,372	406,560	371,424	285,619
FEB	483,853	426,591	453,797	419,141	350,087
MAR	346,308	346,135	351,297	305,429	255,686
APR	361,483	362,273	346,599	285,134	225,110
MAY	399,524	433,012	404,469	401,106	345,729
JUN	404,319	399,611	341,416	354,750	334,243
JUL	371,735	373,965	390,850	364,652	338,536
AUG	381,619	362,714	360,245	365,111	364,353
SEP		366,504	455,706	312,932	308,778
OCT		330,808	328,640	321,054	282,563
NOV		377,516	372,394	369,574	371,347
DEC		413,035	375,629	361,348	326,905
Total	3,136,932	4,596,526	4,586,602	4,221,655	3,789,118

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Ladybird Jet

# FREDERICKSBURG TO FROM DALLAS FLIGHT SERVICE

SOON — FREDERICKSBURG to/from HOUSTON



FIRST FLIGHTS

Thursday, August 28 | Monday, September 1

Private & semi-private Global charters  
VIP Wine Flights to Hill Country & Napa



Seats are limited  
Join Our Flight Circle

LADYBIRDJET.COM  
(830) 3000 -JET

launching  
LABOR DAY  
WEEKEND

then every  
Thu & Sun

# **Strategic Collaboration: Ladybird Jet & Gillespie County Airport**

Presentation to Gillespie County

Airport Advisory Board

August 19, 2025



# Ladybird Jet — Who We Are

- Mission: Deliver exceptional regional aviation experiences with reliability, elegance, and community alignment.
- Vision: Strengthen local aviation ecosystems, enhance accessibility, and foster economic vitality.
- Operations: Scheduled semi-private service connecting Fredericksburg to Dallas & Houston, plus on-demand charter.

# Shared Values & Synergies

- Regional Growth: Fueling Hill Country's economic development.
- Community Engagement: Embracing Fredericksburg's aviation heritage and tourism culture.
- Operational Excellence: Safety, efficiency, and elevated traveler experience.

# Value Proposition — What Ladybird Jet Offers

- Premium Regional Connectivity: Linking Fredericksburg with Dallas, Houston, and beyond.
- Tourism & Economic Driver: Travel packages that increase overnight stays & local spend.
- Collaborative Marketing: Co-branding with Hangar Hotel, Airport Diner, vineyards, and Gillespie County.
- Youth & STEM Outreach: Aviation exposure



# Sip & Stay Packages

- Curated packages pair Ladybird Jet flights with vineyards, boutique hotels, and Hill Country experiences.
- Designed to extend overnight visits, deepen visitor spend, and showcase Fredericksburg as the premier luxury destination.
- Creates a win-win ecosystem: Travelers gain seamless experiences, while local businesses capture new clientele.

# Sponsorships & Community Collaboration

- Sponsorships go beyond logos — they drive joint events, seasonal festivals, and tourism campaigns.
- Ladybird Jet collaborates with vineyards, hotels, and shops to co-host experiences: German heritage events, holiday tourism, aviation showcases.
- Win-Win Ecosystem: Sponsors gain visibility, Airport gains activity, Fredericksburg gains



# Engagement Strategy

- Phase 1 – Strategic Alignment: Advisory Board partnership discussions.
- Phase 2 – Community Activation: Pilot co-branded events (aviation showcase, Sip & Stay weekends).
- Phase 3 – Infrastructure Synergy: Support terminal expansion & enhanced traveler amenities.
- Phase 4 – Growth & Optimization: Evaluate

# Mutual Benefits

- For Gillespie County Airport: Strengthened economic impact, enhanced visitor experience, co-branded tourism initiatives, community engagement.
- For Ladybird Jet: Access to strategic Hill Country hub, credibility & alignment with local governance, elevated brand, integration into Fredericksburg economy.

# Call to Action

- Request ongoing collaboration with the Advisory Board.
- Invite participation in inaugural launch events.
- Explore joint planning around terminal expansion and community aviation initiatives.



# Closing Statement

- “As CEO of Ladybird Jet, I’m honored to explore a partnership that elevates not just our operations, but Fredericksburg’s aviation future.
- Together, we can showcase Gillespie County Airport as a premier Hill Country gateway.”