

WINGTIPS

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OF THE TEXAS DEPARTMENT
OF TRANSPORTATION
AVIATION DIVISION.

SPECIAL CONFERENCE EDITION



AVIATION CONFERENCE GOES VIRTUAL *p.3*



FALL 2020

39TH ANNUAL TEXAS AVIATION CONFERENCE: CALL FOR NOMINATIONS

At the Texas Aviation Conference held each year, the Texas Department of Transportation's (TxDOT) Aviation Division presents four customer service awards. Award nominations for the 2021 Texas Aviation Conference at the Embassy Suites Hotel in San Marcos, Texas, are requested for the following categories:

- Most Improved General Aviation Airport
- General Aviation Airport of the Year
- General Aviation Airport Manager of the Year
- Reliever Airport of the Year or Reliever Airport Manager of the Year

Nominations will be accepted until Jan. 15, 2021 and may be submitted by mail to:

Becky Vick
 Aviation Division
 Texas Department of Transportation
 125 E. 11th Street
 Austin, Texas 78701

or

e-mail to: becky.vick@txdot.gov or wingtips@tamu.edu.

Nominations must be presented in a detailed narrative form sufficient and appropriate for use in presenting the award to the winner. TxDOT reserves the right to alter the wording to appropriately meet the needs for length of presentation or to address the spirit of the award.

Nominations should be detailed, professional and meaningful. They should not be simply a list of attributes, but should be presented in paragraph form commensurate with past-year awards presentation. Examples of previous award presentations are provided at the end of each award category.

Please note that winners from the last five years are not eligible. 🏆



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AVIATION CONFERENCE GOES VIRTUAL

By Chris Sasser

Texas A&M Transportation Institute

For 38 years, TxDOT's Aviation Division (AVN) has hosted the Texas Aviation Conference (TAC). While over the years there have been many unforgettable moments—from Marcus Luttrell's stirring keynote to inspiring stories from award winners—this year's conference will certainly prove to be one of the most memorable.

The 38th annual TAC was originally scheduled for April 7-9, 2020, at Moody Gardens Hotel in Galveston. Due to the COVID-19 pandemic, the conference was moved to Aug. 18-19 and eventually switched to a virtual platform. (see accompanying story)

Dan Harmon, who replaced David Fulton as the Aviation Division Director on Dec. 2, 2019, began the conference with the traditional State of the Aviation address. ■

STATE OF THE DIVISION ADDRESS

"It was very important to the entire team that we continue the tradition of the Texas Aviation Conference," said Harmon, who was speaking from inside one of the Embraer Phenom 100s in the Flight Services fleet. "But as with everything with aviation, safety is paramount. So, if having the conference virtual is what it takes to do it safely, then that's what we'll do."

Harmon has been with TxDOT since August 2013, during which time he has served as Maritime Division Director. He also served as interim Aviation Division Director since Summer 2019.

"Filling Dave's shoes is a monumental task," said Harmon. "Dave is my friend, and served as my mentor at TxDOT. Dave built a great team who has supported me throughout this transition and I look forward to working with them in the future."

In his address, Harmon noted several staff changes including the retirements of Planning Director Greg Miller and Flight Services Director Jay Joseph, and the hiring of Planning Director Jim Halley (see accompanying story).

"It goes without saying the 2020 campaign has been driven by the COVID pandemic," said Harmon. "Since February, it has had a devastating effect across the world on the aviation industry. No sector or community has been untouched. I don't think any of us could have envisioned the landscape we have now. From early on, the division worked with our sponsors and our state agencies to try and provide the most updated information as possible.

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TxDOT Aviation Division Director Dan Harmon giving his State of the Aviation address.

“TxDOT Aviation is dedicated to helping our airports, especially during this time, and remains focused on providing support and continuing airport development projects. To provide important information to Texas general aviation airports and stakeholders, we created a COVID -19 page on our website to post guidance and updates received from state and federal agencies regarding funding opportunities and safe operation recommendations that may assist airports during the pandemic.” Note: To view the COVID-19 web page, please visit <https://www.txdot.gov/inside-txdot/division/aviation/guidance-covid-19.html>.

“Great presentation about the Texas Aviation System.”
– Conference attendee

Harmon also spoke about the disbursement of grants from the Coronavirus Aid, Relief, and Economic Security (CARES) Act.

“As a result of the CARES Act, we are in the process of processing over 200 grants for \$12 million, which is the equivalent of three years’ worth of grants in three months, and all done remotely.”

Harmon finished out his address by introducing the Texas Aviation Advisory Committee, which included three additional members from the past year. ■

FIRST KEYNOTE ADDRESS

Following Harmon’s address was Corporate Scientist and Chief Science Advocate at 3M Jayshree Seth. Seth presented on the “Global perception of Science and the need for STEM Advocacy.”

Seth began her career in 1993 where she worked on components for disposable soft goods such as diaper fastener. In 2006, she moved to the Industrial Adhesive and Tapes Division, where she now leads technology development for sustainable products for the Industrial market. Seth has also appeared in commercials for 3M.

“The fact that we are in this global phenomenon together is unprecedented,” said Seth. “Virtually all of humanity is facing the same threat, confronting the same fears, and waiting for the same miracle from science. So the role of science is more important than ever--we know that science is going to bring us to the other side of this threat we are facing during these times.” ■

TEXAS LEGISLATIVE SESSION

Finishing up the morning was the Texas Legislative Session, which featured remarks from Rep. John Cyrier, Bastrop, TX (TX-17); Rep. Ernest Bailes, Shepherd, TX (TX-18); J. Bruce Bugg, Jr. Chairman, Texas Transportation Committee; and U.S. Senator Ted Cruz, Chair, Senate Aviation Subcommittee.

“If you look at where we are right now, nationally we are facing two simultaneous crises,” said Senator Cruz. “Number one is a global health pandemic that continues to pose serious threats to

health and safety. In response to this pandemic we have taken remarkable steps to try to slow the spread of the virus and try to keep people safe, particularly those who are most vulnerable. At the same time, we’re facing a second crisis which is an economic catastrophe, which is of a magnitude that none of us have seen in our lifetimes. We saw aviation virtually shut down. It has slowly started to come back, but remains a fraction of where it was before this pandemic began.” ■



U.S. Senator Ted Cruz, Chair, Senate Aviation Subcommittee, highlighted the morning's legislative session.

AFTERNOON SESSIONS

The afternoon sessions featured traditional TAC breakout sessions such as the airport manager's roundtable and airport compliance, followed by a presentation on the RAMP program by manager Amy Slaughter. The first day closed out with virtual happy hours hosted by AVN staff. ■

"Amy clearly has a much deeper grasp of the subject and it's intricacies than time permits for presentation. She does a good job covering the key points."

– Conference attendee

SECOND KEYNOTE ADDRESS

The last day of the conference began with the second keynote presentation "Urban Air Mobility and What it Means for Texas" from Wyatt Smith, Head of Business Development, Uber Elevate; and Danielle Rinsler, Head of Aviation Policy, Uber Elevate.

"Aerial ridesharing can deliver time savings to people," said Rinsler. "An example of our vision is that a trip from DFW International Airport to Frisco could take over an hour by ground trip during congested periods, but with UberAIR the same trip could take eight minutes. The goal is to reduce the amount of time people are spending in congested traffic and reduce congestion on the ground." ■

"Excellent choice of topic and presenters. They were very well prepared and it's a timely and interesting subject for aviation in general. Moderated well, too."

– Conference attendee

TxDOT AVIATION/FAA SESSION

The next session was the TxDOT Aviation/FAA Session that featured Dan Harmon, Director, TxDOT, Aviation Division; Cameron Bryan, Deputy Airports Division Director, FAA Southwest Region; and Ignacio Flores, Airports Division Director, FAA Southwest Region. This traditional TAC session provided attendees an opportunity to ask questions related to airport funding and other important issues. ■

AVIATION DIVISION SECTION DIRECTORS SESSION

Closing out the conference was the Aviation Division Section Directors session which featured Kari Campbell, Director, Grant Management; Jim Halley, Director, Planning and Programming; and Eusebio Torres, Director, Engineering Project Management.

The panel was held at the Texas A&M Transportation Institute located at the RELIS Campus in Bryan. Each director spoke about their sections and the role they play in the airport project process.

“When you look at the statistics, Texas is at the top of nearly every measurable aviation category in the country,” said Halley. “Aviation is a cornerstone of our economy and our connectivity to the rest of the world. Our partnerships with our sponsors will continue to be a very important part of keeping Texas at the forefront globally in aviation. We are here for you every step of the way.”

Campbell then spoke about the funding breakdown for fiscal year 2020.

“For FY 20, we received \$62 million in federal funding, which is broken out into three different pots of money: \$18.2 million in state apportionment funds, \$27.2 million in non-primary entitlement funds and \$16.6 million in discretionary funding,” said Campbell. “We also received about \$19 million from the Texas Legislature to split

between the airport development program and RAMP. We budget about \$8 million for local capital improvement program cost share programs.”

Campbell also spoke about the extraordinary job her staff has done with the increased workload that came with the CARES Act grants.

Torres rounded out the section with an overview of the engineering project management section.

“Our engineering team is dedicated to providing the best customer service from beginning to end of the project,” said Torres. ■

“Great coverage of what TxDOT Aviation does, and how the grant programs work. Kari and her staff have really gone above and beyond this year with all the CARES Act grants, on top of their regular work, DURING a pandemic. Outstanding job!”

– Conference attendee



Eusebio Torres, Director, Engineering Project Management; Kari Campbell, Director, Grant Management; and Jim Halley, Director, Planning and Programming prepare for their the Aviation Division Section Directors session.

CONFERENCE END

At the end of the conference each staff member of AVN had the opportunity to say a virtual “hello” to the attendees.

“Obviously we would have rather had the conference in Galveston and met everyone face-to-face,” said Conference Coordinator Becky Vick. “But I’m proud of the effort of the staff to pull together this virtual conference and we hope that our attendees had a good experience as well.”

All presentations from this conference are available for download at <https://events.tti.tamu.edu/conference/tac20/>.

The 2021 TAC is scheduled for Aug. 3-5, 2021, at the Embassy Suites in San Marcos, Texas. ■



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1 Participants watch the conference via a conference room.

2 Behind the scenes at the Texas Aviation Conference.

3 Kari Campbell, Director, Grant Management and Jim Halley, Director, Planning and Programming answer questions after the Aviation Division Section Directors session.

4 Eusebio Torres, Director, Engineering Project Management, prepares for his upcoming session.

2021 AVIATION ART CONTEST NOW ACCEPTING SUBMISSIONS

The theme of the 2021 Aviation Art Contest is “A Friendlier World with Air Sports.”

When we think of aviation, our first thoughts go to the sky. We imagine what it would be like soaring through the air in a glider, floating across the sky in a hot air balloon, or maybe even twisting and looping through clouds in an aerobatic plane. While being in the sky is glamorous, it is only part of the adventure. Every journey begins on the ground with a team of people working together to make something happen.

It is time to get out your favorite artist supplies and give free rein to your imagination to create your work that combines the flights of the past with the dreams of the future in this year’s “A Friendlier World with Air Sports” art contest.

Age Categories

Group I - Junior Category

Born between 1 January 2011 and 31 December 2014

Group II - Intermediate Category

Born between 1 January 2007 and 31 December 2010

Group III - Senior Category

Born between 1 January 2003 and 31 December 2006

Entries in each age group are judged and state winners and runners-up are selected. The top three entries in each age group are forwarded to Washington, D.C. to be judged in the national competition.

For more information, please visit <https://nasao.org/page/international-aviation-art-contest>.

Entries must be sent to:

Texas Department of Transportation
Aviation Division
125 E. 11th Street
Austin, Texas 78701
Attn: Becky Vick

and must be postmarked by
Jan. 19, 2021



*Aviation Division Director
of Planning Jim Halley.*

MEET JIM HALLEY

Jim Halley joined the Aviation Division as Director of Planning and Programming in May 2020, after working at Florida Department of Transportation since 2014.

“I’m excited to be part of the Texas aviation family! We have a phenomenal team at AVN and we’re going to continue to accomplish great things,” said Halley.

Tell us about your background.

I was an Artillery Officer in the United States Marine Corps prior to becoming involved with aviation. As an artillery officer, I gained immeasurable experience in operations and safety management and team leadership, but also found that in the civilian work force there were not many opportunities for artillery officers. I was passionate about aviation and earned two degrees: a B.S. in Aviation Management from Florida Institute of Technology and MBA in Aviation from Embry-Riddle. Since I was working in Florida, I figured I would get degrees from the two major aviation schools to cover both bases!

After working in the consulting world for a couple of years, I worked in airport operations at Ft. Lauderdale Executive Airport and then Palm Beach International Airport. It was a phenomenal experience working at Fort Lauderdale. It is one of the busiest general aviation (GA) airports in the world and has an economic impact to the community that rivals many commercial airports.

I joined Florida Department of Transportation (DOT) in September 2014, as the Aviation System Manager and then became the Statewide Planning Coordinator in 2019 where I led efforts related to the Florida Transportation Plan and gained experience working with the Transportation Research Board, grants and compliance.

It can be challenging beginning a new job in a different state. Given our current COVID environment, can you discuss some of the obstacles you’ve had to overcome?

For me it’s a challenge working from home. I am very much a person who thrives on being with people whether it’s at a conference or in the office. I much prefer face-to-face interactions and am ready to get back to normal. Of course I understand that our new normal will involve some level of remote work, and I can certainly work with people who are at home, but for me personally I miss the daily staff interaction.

What are some of the challenges general aviation is facing as we recover from the COVID economic slowdown?

I’ll brand this as an opportunity because I’m a glass half full person. Increasing education and awareness have historically, and still remain, GA’s biggest opportunity. This is so important for GA as the general public by and large does not fully understand the importance of GA to their area. When the Federal Aviation Administration released their ASSET study in 2012, it was a great first step. The need to advance GA awareness is going to be even more crucial coming out of the COVID pandemic. I love championing GA and the critical role it serves in the community from economic development to disaster relief.

Revenue and operational diversification is something I also think will be highlighted as a result of COVID. This will help strengthen our system so that we are not just resilient in the face of adversity but actually come through stronger and better.

What are some of your goals for the planning group?

To plan and develop the safest system, and then increase and maintain the efficiency and economic viability of the system. Safety is my priority. In our section, our division...it has to be number one. I also believe in sustainability in all aspects by addressing the four-pronged approach of human, social, economic and environmental. All four are extremely important. We are striving for operational efficiency and resilience—why not get better from adversity? We got better in our recovery from 9/11 and the economic downturn 10 years ago. Aviation has a history of being stronger in the face of adversity. We take our hits but we come back stronger than ever.

What do you enjoy doing in your spare time?

You might say I’m an adrenaline junkie, which is funny because at work I’m actually risk averse. I enjoy ultra-endurance events and skydiving. Really I enjoy anything outdoors. I’m a pilot so I use our aviation system by piloting and jumping out of planes (not at the same time). I have two dogs that I enjoy taking running. I view everyday as a gift and am going to live it to the fullest. ■

RESEARCHERS DEVELOP AIRPORT ECONOMIC IMPACT ESTIMATOR TOOL

By Chris Sasser

Texas A&M Transportation Institute

Whether providing justifications for grants for airport upgrades or attempting to attract new development, having accurate and timely information about the economic impact of an airport is vital. The Small Airport Economic Estimator enables users to do just that by providing a set of vital economic data at the click of a mouse.

The web tool was developed by researchers at the Texas A&M Transportation Institute under a research project that was sponsored by TxDOT.

“We have assisted TxDOT in preparing a statewide economic impact study in the past,” said Senior Research Scientist Jeff Borowiec, who supervised the project. “But the ability to provide updated or more precise economic impact values to airport sponsors and other stakeholders was needed. For example, there could have been changes in an airport’s activity levels since the last statewide study was performed.”

The research team built the model by using various economic inputs including visitor spending data from the Texas Governor’s Office, Terminal Area Forecast data from the Federal Aviation Administration and the latest available data from the recently completed statewide economic impact study of Texas airports.

The web tool takes the model and provides an online interface for users to calculate the economic impact of the airport of their choice. The user has the option to calculate using the default data or provide new inputs based on their knowledge of current conditions.

The web tool takes these inputs and generates summary outputs for three different types of activity:

- Airport activity—employment or expenses directly related to the functioning of the airport.
- Visitor activity—the impact of visitor spending on the region.

Small Airport Economic Impact Estimator

User's Guide | Print

Select Airport: Abilene Regional Airport

County: Taylor | Region: West Texas

Select Input/Output: Airport | Visitor | Tenant

Summary

Item	Jobs	Labor Income	Output
Airport Activity	11	\$890,065	\$3,454,482
Airport Capital Improvements	8	\$376,988	\$1,099,447
GA Visitor Activity	129	\$2,575,446	\$7,206,696
CS Visitor Activity	466	\$9,272,686	\$25,947,131
Tenant Activity	1,002	\$45,488,469	\$145,635,606
Total	1,616	\$58,603,655	\$183,343,363

Airport Activity

The estimator will only use one of the first three inputs to calculate the economic impact. Please see the User's Guide for more information.

Item	Input	Jobs	Labor Income	Output
Employment		24	\$4,664,308	\$18,102,907
Annual Payroll	1,293,185	29	\$2,416,305	\$9,378,055
Annual Operating Expenses	1,969,385	11	\$890,065	\$3,454,482
3 Yr Avg Capital Expenses	655,973	8	\$376,988	\$1,099,447

Summary of Output

Legend: Airport Capital Improvement (blue), Airport Activity (green), GA Visitor Activity (orange), CS Visitor Activity (red)


A screenshot of the homepage of the Small Airport Economic Impact Estimator website.

- Tenant/business activity—employment or expenses related to any tenants or businesses that are located on the airport.

“Building an estimator tool that can be tailored to each airport provides more precise estimates of that airport’s impact,” said Borowiec. “We also found that economic conditions vary widely across the state, which makes the use of local multipliers and input data key to providing accurate results.”

“The Small Airport Economic Estimator tool provides an easy-to-use resource for airport managers, planners and

local officials,” said TxDOT Aviation Division Director of Planning Jim Halley. “As economic conditions change and the airport develops, it provides up-to-date economic impact numbers that can support grant applications and local funding matches, as well as attract new development. In addition, the Estimator can estimate economic impacts that may be realized if certain improvements are made that increase airport activity.”

The Small Airport Economic Estimator tool may be viewed at: <https://txeconomicapproach.org/> 

STATE BY STATE PANDEMIC GUIDE FOR PILOTS RELEASED

By AOPA Communications staff

Many pilots have been grounded and unsure of how to navigate the latest requirements on general aviation flying while under mandatory stay-at-home orders in several states and territories. The Aircraft Owners and Pilots Association (AOPA) has published a state-by-state guide to help with some of the research pilots might be forced to do to understand if they can continue flying in their state.

“AOPA continues to monitor the impact of COVID-19 on GA in all 50 states and U.S. territories, and this database of information should make it easier for pilots to decide whether they can fly or not,” said Mike Ginter, AOPA vice president of airports and state advocacy. “We will continue updating the state-by-state resources as new guidance becomes available, and since this is a rapidly changing situation, we also urge pilots to proactively call their local airport managers and check NOTAMs before flying.”

The FAA is requiring airports that receive federal grants to remain open unless they have obtained specific FAA approval to close. But the fact that some airports remain open doesn’t necessarily mean everyone can continue flying, AOPA officials say.

State governors have issued multiple executive orders to protect residents during the ongoing coronavirus pandemic, all of which follow the Centers for Disease Control and Prevention guidelines for social distancing. However, finding out if you can still fly for various reasons is not that simple.


Is it OK to fly in your state?

The online guide includes links to executive orders issued by each governor, along with any supplemental guidance issued by the state department of transportation or aviation, answers to commonly asked questions, contact information for government offices and reminders about checking NOTAMs and calling airport managers to confirm availability of services.

If pilots are unable to find what they are looking for in the state-by-state guide, AOPA recommends they contact their airport and state transportation or aviation department for clarification.

Pilots can also call or message the AOPA Pilot Information Center at 800-USA-AOPA (800-872-2672) for assistance, but pilots are reminded that AOPA staff cannot provide legal interpretation or opinions of state executive orders. If required, pilots should contact an aviation attorney licensed to practice law in that state to get a legal interpretation or opinion about how the stay-at-home order impacts their planned flight.

Colorado and Virginia are unusual in that both states have published supplemental guidance that allows flight schools to remain open for aircraft rentals to help pilots maintain currency and proficiency, but restricts dual instruction.

Pilots should also be aware that the FAA recently announced temporary adjustments to the operating hours of approximately 100 control towers nationwide at facilities that have seen a significant reduction in flights since the pandemic began. 

GOVERNOR ABBOTT ANNOUNCES NEW KILLDEER MOUNTAIN MANUFACTURING FACILITY IN KERRVILLE

Office of the Texas Governor press release

Governor Greg Abbott announced on Aug. 13, 2020, that Killdeer Mountain Manufacturing, Inc. (KMM) will establish a new manufacturing facility in Kerrville. KMM produces circuit card assemblies and cable and fiber harnesses for the aerospace industry. The new facility will create 200 new jobs and generate more than \$8 million in capital investment. A Texas Enterprise Fund (TEF) grant of \$903,000 has been extended to Killdeer Mountain Manufacturing, Inc.

“Texas is a leader in aerospace and aviation, and we are proud to welcome KMM’s new manufacturing facility to the Kerrville community,” said Governor Abbott. “Texas’ welcoming economic climate continues to attract the best and brightest from all sectors thanks to our strong workforce, low taxes, and reasonable regulations. I know that this new facility will strengthen Texas’ aerospace and aviation sector.”

“It is great to work with Texas, and specifically Governor Abbott,” said Don Hedger, President and CEO of Killdeer Mountain Manufacturing, Inc. “KMM greatly appreciates the pro-business environment of Texas. We look forward to a continuing relationship with the inviting community of Kerrville. It is clear that the Kerrville Economic Development Corporation is innovative, forward thinking, and community value minded. We also remain thankful to the Texas Workforce Commission who does so well to help our emerging workforce needs. Great leadership. Texas is great to work with, and the Hill Country is a special place.”

“We are so excited to welcome Killdeer Mountain Manufacturing as our newest economic partner,” said Rob Kelly, Kerr County Judge. “The incredible quality of jobs, benefits, and growth opportunities they bring to our community is the best I’ve seen in decades. Our future, and for that matter the future of the entire region, is much brighter with the addition of their aviation and aerospace manufacturing expertise. Most folks don’t know the significant impact that our local airport has on our economy. It’s one of the best kept secrets I’ve learned since taking office.

Hopefully, this gateway opportunity with KMM will be a springboard to attract other similar manufacturers to our area. I believe this is a giant step forward and just the beginning of Kerrville and Kerr County realizing our potential as the emerging economic hub of the Texas Hill Country. On behalf of Kerr County, we want to give Killdeer a big Texas welcome and officially adopt them as honorary Texans.”

“The opportunities afforded to Kerrville by this company expanding here are paramount given the number of quality jobs, specifically for our high school graduates,” said Bill Blackburn, mayor of the city of Kerrville. “I’ve had the opportunity to meet some of the family members of this company. They are good people who want to have this operation in a community, such as Kerrville, where they can make a difference. There is much excitement about this aviation manufacturer coming to Kerrville not only given the jobs it will produce, but their work and commitment to commercial airline aircrafts and Department of Defense equipment. We also have the opportunity of recruiting other aviation equipment manufacturers and even those in space exploration, which is exciting in itself.”

“Significant factors in the site selection process of KMM include the Texas Enterprise Fund award as well as Kerrville’s open-for-business climate,” said Gilberto Salinas, executive director of the Kerr Economic Development Corporation. “Both, the capital investment and job creation commitment from KMM solidify the fact that Kerrville provides major companies the tools and resources to compete and succeed in the global aerospace and aviation market. As a result of KMM’s commitment and our community leadership, we will see increased business activity and value-added opportunity for years to come, which was the overall strategy set forth by the Kerrville 2050 Comprehensive Plan. ■

GRANTS RECEIVING TEXAS TRANSPORTATION COMMISSION APPROVAL

Sweetwater/Avenger Field

\$1,984,750

Rehabilitate and mark Runway 17-35; Runway 4-22; and rehabilitate taxiway A, B,C and D.

Huntsville Municipal Airport

\$3,426,720

Relocate Taxiway A and Taxiway drainage improvements.

Winkler County Airport

\$1,634,175

Rehabilitate and mark Runway 13-31 and 4-22; rehabilitate Taxiway A, B, and C; rehabilitate terminal apron and hangar access taxiway.

Victoria Regional Airport

\$4,007,160

Rehabilitate, mark and renumber Runway 13-31; seal pavement joints, cracks and mark Runway 18-36; and rehabilitate Taxiways A , C, FBO terminal and terminal apron.

Marfa Municipal Airport

\$425,000

Surface treat and mark Runway 4-22.

Odessa Schlemeyer Field

\$1,412,420

Construct terminal apron expansion; install Omni directional approach lighting system for Runway 11 and Runway 29 end.

Palacios Municipal Airport

\$666,667

Seal PPC Joints on Runway 13-31 and apron; mark Runway 13-31; taxiways and apron.

Conroe-North Houston Regional Airport

\$3,767,840

Reconstruct Taxiway G and a portion of Taxiway F.

Fabens Airport

\$604,070

Rehabilitate and mark Runway 8-26; Runway 16-34; and taxiways A, B, C and D; rehabilitate terminal apron; install perimeter fencing along West, north and East; and install electronic gate at airport entrance.

Brenham Municipal Airport

\$706,590

Reconstruct 400' section of Runway 16-34 for grades and pavement markings.

Culberson County Airport /Van Horn

\$1,584,800

Rehabilitate and mark Runway 3-21; rehabilitate apron and taxiway A and B; replace visual approach slope indicators with precision approach path indicators -2 on Runway 3 and Runway 21; FAA flight check of papi on Runway 3 and Runway 21; and runway 3-21 lighting rehabilitation.

Granbury Regional Airport

\$6,019,036

Construct Runway 1-19, phase III.

Brady/Curtis Field

\$621,000

Rehabilitate and mark Runway 17-35; rehabilitate apron, parallel taxiway to Runway17, stub taxiway to apron; stub taxiway at intersection of Eunay 17-35 and Runway 8-26; and mark taxiways.

Comanche County/City Airport

\$378,300

Rehabilitate and mark Runway 17-35; rehabilitate taxiway, apron, and apron pavement in front of hangars, mark apron area.

Groveton-Trinity County Airport

\$200,000

Rehabilitate and mark Runway 16-34, apron and stub taxiway.

Real County/Leakey

\$410,000

Rehabilitate and mark Runway 15-33; taxiway and apron.

Menard County Airport

\$550,000

Rehabilitate and mark Runway 15-33; rehabilitate stub taxiway, and apron.

Giddings-Lee County Airport

\$2,401,750

Mill, overlay and mark Runway 17-35, taxiway, apron and turnarounds; replace medium intensity runway lights, precision approach path indicator system, windcones, rotating beacon and electrical vault.

Floydada Municipal Airport

\$739,710

Rehabilitate hangar access taxiways.

Grand Prairie Municipal Airport

\$166,667

Design and construction for replacement of the fence on the west side of the airport.

Sugar Land Regional Airport

\$3,326,640

Construct north Taxiway F phase 1.

Hutchinson County Airport/Borger

\$5,318,425

Rotomill, overlay and mark Runway 17-35; rehabilitate and mark parallel taxiway A; rotomill and overlay taxiway B, C, and D.

Wharton Regional Airport

\$695,740

Construct hangar.

Newton Municipal Airport

\$885,960

Design and construction services to: rehabilitate and mark Runway 14-32 and taxiways; rehabilitate south and north Apron.

Addison Airport

\$1,475,000

Surface treat and mark Runway 15-33 and taxiway A.

Terrell Municipal Airport

\$2,871,020

Rehabilitate and mark Runway 17-35; reconstruct taxiway A; and drainage improvements.

Perryton-Ochiltree County Airport

\$390,000

Rehabilitate and mark Runway 17-35 and hangar access taxilanes.

Panhandle-Carson County Airport

\$270,000

Rehabilitate and mark Runway 17-35; apron and taxilanes.

Yoakum Municipal Airport/Plains

\$504,940

Rehabilitate and mark Runway 17-35, Runway 3-21, and taxiways to Runway 3-21; rehabilitate apron.

Cisco Municipal Airport

\$400,800

Rehabilitate and mark Runway 17-35; rehabilitate apron, hangar access taxiway and stub taxiway.

Harrison Field of Knox City

\$202,600

Rehabilitate and mark Runway 1-19; rehabilitate and mark hangar access taxiways and rehabilitate apron.

Cherokee County Airport/Jacksonville

\$1,715,690

Relocate/recycle/mark north parallel taxiway and reconfigure apron for taxiway tie in.

Jackson County Airport/Edna

\$1,089,260

Rehabilitate and mark Runway 14-32, parallel taxiway and connector taxiways.

Hearne Municipal Airport

\$1,625,680

Rehabilitate and mark Runway 18-36; rehabilitate apron; parallel taxiways and taxiway B; construct taxiway A and C; and install hold and exit signs. ■



Texas Department of Transportation

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AVIATION DIVISION

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