Henry OgrOdzinski
remembered
as Tireless, PassiOnaTe advOcaTe
for general aviaTiOn

Henry Ogrodzinski, president and CEO of the National Association of State Aviation Officials (NASAO), passed away on January 22 in his home on Capitol Hill. Henry O., as friends and colleagues knew him, made a tremendous impact on the aviation industry throughout his illustrious career. He was 65.

Henry began his leadership with NASAO in 1996, representing state government aviation agencies, serving the public interest in all 50 states, and Guam and
Recently, Congress passed a budget to provide funding for all federal programs through the end of FY 2015. That’s great news for FAA programs, as we anticipate being able to begin issuing FY 2014 federal grants soon, continuing through the end of September 2015. It should also provide needed funding to continue operation of our contract towers for the same period of time. There is still the issue of the federal debt ceiling that must be dealt with in February 2014. However, this new budget is a huge step forward in the continued improvement and development of the Texas Airport System.

**GENERAL AVIATION PILOT PROTECTION ACT OF 2013**

A new bill has been introduced in Congress, H.R. 3708, named the “General Aviation Pilot Protection Act of 2013.” This act would allow pilots to use the driver’s license medical standard for non-commercial VFR flights in aircraft weighing up to 6,000 pounds with no more than six seats. That includes virtually all single-engine airplanes with six or fewer seats, including Beech Bonanzas, as well as many light twins like the Piper Aztec, Beech Baron 55 and 58, and Cessna 310. Pilots would be able to carry up to five passengers, flying at altitudes below 14,000 feet msl, no faster than 250 knots. The act would also require the FAA to report on the safety consequences of the new rule after five years.

FAA currently permits “Light Sport Pilots” to pilot specific small aircraft under certain conditions without an FAA medical if they possess a valid state driver’s license. This bill simply increases the number of pilots/aircraft that would come under this exemption. If this bill becomes law, it is likely that it will result in a significant increase in the number of active pilots as well as an increase in the number of aircraft purchased each year.
Puerto Rico. His career in aviation began with the Delco Electronics Division of General Motors, which manufactured navigation and flight-management systems for the aviation industry.

He then joined the executive ranks of the Experimental Aircraft Association (EAA) as the director of policy and Planning and later the director of corporate communications. Henry played an integral role in the growth of EAA during his tenure with the Association.

Henry utilized his gained experience in aviation and governmental affairs, working in communications and public affairs for the General Aviation Manufacturers Association, Gulfstream Aerospace Corporation and the United States Air and Trade Show.

Henry was a veteran of the United States Army, and an honors graduate of the University of Wisconsin-Milwaukee, with a bachelor’s degree in journalism and mass communication.

In 2012, he received NAA’s Distinguished Statesman of Aviation Award, and the Texas Department of Transportation’s Career Contribution in Aviation award. He was given the Lifetime Achievement Award by the New York Aviation Management Association in 2013.

“In addition to being a close friend, Henry Ogrodzinski was one of the finest men I ever met,” said TxDOT Aviation Director David Fulton. “Although he described himself as the ‘longest living student pilot,’ he was more passionate about general aviation than anyone I have ever known. Everyone in the aviation industry liked and respected him. I have been associated with the National Association of State Aviation Officials for almost 40 years. Henry O. was, by far, the best leader of NASAO that we ever had. We at TxDOT Aviation miss him a great deal. Our thoughts are with his wife Ellen and his entire family.”

**WINGTIPS TAKES AWARD FOR TOP NEWSLETTER**

For the second year running, the State Aviation Journal, in cooperation with the National Association of State Aviation Officials (NASAO), presented the State Aviation Newsletter Award during the Association’s award banquet at their annual convention. This year’s award went to TxDOT’s Aviation Division for their Wingtips newsletter.

The award is given to recognize the work that goes into creating and distributing newsletters that promote aviation in the states and the men and women that represent state aviation. The award is independently judged by a panel of experienced public relations and industry professionals.
NEW TERMINAL BUILDING AT TEXAS GULF COAST REGIONAL AIRPORT OFFICIALLY OPENS

By Chris Sasser  
Texas A&M Transportation Institute

The Texas Gulf Coast Regional Airport in Lake Jackson, Texas, hosted a dedication and ribbon cutting on Friday, Nov. 1, to mark the opening of the airport’s 11,000-square-foot terminal office building. The event was attended by a number of local government officials, representatives from TxDOT, the general public and country music superstar Aaron Tippen, who is a big advocate for general aviation as well as an instrument-rated commercial pilot with single-and multi-engine ratings.

The $2.7 million facility includes administrative offices, fixed-based operator services, aviation and car rental/lease space, utility closets, as well as the general public terminal/lobby and pilots lounge. The terminal building also features a large conference room that can hold up to 75 people. The one-story building has an exterior of brick, natural stone and exposed metal.

In his opening remarks Precinct 4 Brazoria County Commissioner Larry Stanley underscored the importance of the new terminal building to the area’s economic growth. “We are very proud of this terminal building,” Stanley said. “It is a true asset and serves as a great front door to Brazoria County.”

The completion of the terminal building is part of the airport’s 20-year master plan with a number of improvements completed since 2008. The runway has been extended to 7,000 feet, enough to accommodate small- to medium-sized airliners. Future improvements include more public and private hangars and an air traffic control tower.
“It’s amazing how far this airport has come in a few years,” said TxDOT Aviation Director David Fulton. “The representatives from this community understand and appreciate the value this airport brings to the area.”

The terminal replaced three portable buildings at the airport and is expected to help facilitate growth. Situated adjacent to the Crosswind Café, the airport is fast becoming a popular destination airport for pilots. The airport saw almost 78,000 take-offs and landings in 2008, and Airport Director Jeff Bilyeu expects that number will swell to 84,500 by 2014 and 95,600 by 2019.

“We didn’t have a true terminal building when I began to work here a few years ago,” Bilyeu said. “This project was made possible because of the support of community leaders and the wonderful relationship we have with TxDOT staff.”

For more information about Texas Gulf Coast Regional Airport, visit their website at http://www.flylbx.org.

◆

**COLLIN COUNTY REGIONAL AIRPORT RENAMED MCKINNEY NATIONAL AIRPORT**

The McKinney City Council has approved changing the name of Collin County Regional Airport to McKinney National Airport. The decision follows the city’s purchase of airport assets and the start of city operations as the airport’s Fixed Base Operator (FBO), McKinney Air Center.

“The new name reflects the status of McKinney National Airport as one of the premier general aviation airports in the country,” said McKinney Mayor Brian Loughmiller. “Fewer than three percent of the nation’s 2,953 general aviation airports are considered national airports under criteria established by the Federal Aviation Administration (FAA).”

According to the FAA categorization program, a national airport includes very high levels of activity with many jets and multi-engine prop planes using the airport and approximately 200 totally based aircraft including 30 jets.

“This is a designation the airport has already earned,” said City Manager Jason Gray. “Our ultimate goal is to create one of the finest airports in the country that will be a favored destination for aircraft coming to North Texas and for companies and individuals looking to base aircraft in the region.”

The airport FBO, McKinney Air Center, offers a wide variety of services including 24-hour fuel and ramp services, catering, courtesy and crew cars, flight planning and weather facilities, on-site auto rental, private crew lounge, sleep room and showers, and U.S. Customs on-site. A contract FAA control tower and a fire station equipped with specialized crash rescue equipment and specially trained aircraft fire and rescue firefighters provide additional safety for airport users.

“Fuel sales are a major revenue source at the airport,” said Ken Wiegand, McKinney National Airport Director. “By providing that and ancillary services, the city will generate revenue to fund improvements to the airport to lure additional corporate aircraft and business to our city.”

◆
After a decade of improvements at the Hearne Municipal Airport, the public celebrated the area’s rich heritage as part of the facility’s rededication ceremony Oct. 19.

In conjunction with the airport celebration (dubbed Wild Blue Yonder after the opening lyrics to the U.S. Air Force song), the adjoining Hearne World War II prisoner of war camp held its annual living history event. Vintage aircraft flew into Hearne, and skydivers jumped from the Bluebonnet Belle, a DC-3 Skytrain Transport.

“It’s fitting that we combined these two events,” said Kent Brunette, director of the Hearne Economic Development Corporation. “The airport has undergone an extensive, 10-year improvement process, including a repaving and restriping of the runway and taxiways, refurbishing the pilot lounge, an automated weather observing system and installation of a fuel farm. We wanted the public and area pilots to see what the new facility has to offer and to remind everyone of the history of the Hearne Airport.”

Hearne Air Field was constructed in 1954 as an auxiliary landing field for the Bryan Air Force Base. It was used to train jet fighter pilots during the heyday of the Cold War. In 1961, the field was deeded to the City of Hearne.

“TxDOT Aviation is delighted to partner with Hearne as it steadfastly works to improve its airport.”

Dave Fulton
TxDOT Aviation Division Director

The city contracted with the Texas Engineering Extension Service, which offered numerous improvement recommendations. Brunette says one of the final recommendations, a perimeter fence, is planned for the facility in the coming months. Also, ten new hangars could be constructed in the near future.

The improvements were made possible with a combination of state, federal and local funding, including grants from the TxDOT’s Routine Airport Maintenance Program.

“TxDOT Aviation is delighted to partner with Hearne as it steadfastly works to improve its airport,” Dave Fulton, director of TxDOT’s Aviation Division, said in a news release announcing the airport celebration. “I commend Hearne for its understanding and appreciation of the value of its airport and the city’s commitment to supporting its growth and development. Improved airports provide economic benefits to local communities and local areas.”

Officials and dignitaries cut the ribbon at Hearne Municipal Airport’s rededication ceremony.
**MARK YOUR CALENDARS**
April 9, 10 and 11, 2014
Dallas Sheraton Hotel
400 North Olive Street
Dallas, Texas 75201

**Conference Registration**
Pre-registration is recommended and will help us in planning and preparing a better conference. If you pre-register, your name tag and program packet will be ready when you arrive at the hotel. The fee is $175 through March 7, 2014. **A $50 late fee will be added to registrations received after March 7, 2014. A $75 fee will be added for all on-site registrations.** You are encouraged to register online at http://tti.tamu.edu/conferences/tac14/. If paying by check or money order, register online and make payable to TTI-Avtn2014, and send to Event Management and Planning, Texas A&M Transportation Institute, Texas A&M University System, 3135 TAMU, College Station, TX 77843-3135. Only cancellations received in writing by Event Management and Planning by 5:00 p.m. CST on March 7, 2014 will be refunded, less $50 handling fee. No refunds will be issued after this date. You may pay your registration fee by check, money order or credit card. No Purchase Orders. **The registration fee covers conference handouts, break refreshments, Wednesday’s get acquainted reception, Thursday’s breakfast, luncheon, award’s banquet and social and Friday’s breakfast.** Note: TxDOT employees are exempt from the registration fee, but must register in advance.

**Hotel Reservations**
The Sheraton Dallas Hotel is holding a block of rooms for our use at the nightly rate of $123 for single or double occupancy. After March 14, 2014, rooms are subject to availability and may be at a higher rate. To receive this rate, please call the Sheraton Dallas Hotel at 888-627-8191. Remember to mention the Texas Aviation Conference to receive the conference rate. You may also reserve your room online. The hotel has both self-parking at $12 (special guest rate) and valet parking for $29. Please visit their website for additional information.

**Special Activities**
Wednesday, April 9:
- **5th Annual Alton Young Memorial Motorcycle Ride** (Sponsored by C.T. Brannon)
- **17th Annual Golf Tournament at Stevens Park Golf Course**
- **Bowling Tournament** (Sponsored by Garver)
- **Get Acquainted Reception**

Thursday, April 10:
- **Evening Awards Banquet**
- **Social following Awards Banquet** (Sponsored by Rodriguez Engineering)

**Special Needs**
In compliance with ADA requirements, participants with special needs can be reasonably accommodated by contacting EM&P phone: 979-862-1219, toll free 888-550-5577, or fax 979-862-1225, at least five working days prior to the conference.

If you have any questions or need additional information, please contact the Aviation Division at 1-800-68-PILOT.
## 2014 TENTATIVE CONFERENCE PROGRAM

### WEDNESDAY, APRIL 9

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>9:00 a.m.</td>
<td>Alton Young Memorial Motorcycle Ride (Sponsored by C.T. Brannon)</td>
</tr>
<tr>
<td>11:30 a.m.</td>
<td>Golf Tournament</td>
</tr>
<tr>
<td>12:00 p.m.</td>
<td>Planes and Lanes Bowling Tournament (Sponsored by Garver)</td>
</tr>
<tr>
<td>2:00 p.m.</td>
<td>Exhibitor Set-up</td>
</tr>
<tr>
<td>2:00 p.m.</td>
<td>Registration/Check-in</td>
</tr>
<tr>
<td>5:30 p.m.</td>
<td>Exhibits Open</td>
</tr>
<tr>
<td>5:30 p.m.</td>
<td>Get Acquainted Reception</td>
</tr>
</tbody>
</table>

### THURSDAY, APRIL 10

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>7:30 a.m.</td>
<td>Registration Desk Open</td>
</tr>
<tr>
<td>7:30 a.m.</td>
<td>Continental Breakfast (in Exhibit Hall)</td>
</tr>
<tr>
<td>8:30 a.m.</td>
<td>Welcoming Address</td>
</tr>
<tr>
<td>8:50 a.m.</td>
<td>Introduction of Aviation Advisory Committee</td>
</tr>
<tr>
<td>9:00 a.m.</td>
<td>State of the Aviation Division Address</td>
</tr>
<tr>
<td>9:30 a.m.</td>
<td>Business Aviation in Texas</td>
</tr>
</tbody>
</table>

## AFTERNOON BREAKOUT SESSIONS

<table>
<thead>
<tr>
<th>Time</th>
<th>Session I: Airport Compliance Issues</th>
</tr>
</thead>
<tbody>
<tr>
<td>2:00 p.m.</td>
<td>I: iPLEDGE Safety Program Texas Aviation Association</td>
</tr>
<tr>
<td>2:00 p.m.</td>
<td>II: Aircraft Fueling and Line Service</td>
</tr>
<tr>
<td>2:00 p.m.</td>
<td>III: Airport Economic Development and Marketing</td>
</tr>
<tr>
<td>3:00 p.m.</td>
<td>Break (in Exhibit Hall)</td>
</tr>
<tr>
<td>4:15 p.m.</td>
<td>I: RAMP Session</td>
</tr>
<tr>
<td>4:15 p.m.</td>
<td>II: Airport Consultant Session</td>
</tr>
</tbody>
</table>
CONFERENCE PROGRAM

Break 6:30 p.m. – 8:00 p.m.  
Awards Banquet  
General Aviation Airport Manager of the Year, Most Improved Airport, General Aviation Airport of the Year, Reliever Airport or Reliever Airport Manager of the Year, RAMP Coordinator of the Year and Aviation Art Contest Winners

Evening Social (Sponsored By Rodriguez Engineering)

SESSIONS

Compliance Issues, pavement Maintenance and Inspection  
Manager’s Round Table  
Exhibit Hall  
Safety Program  
Texas Association of Airports  
Fueling and Line Service  
Economic Development and Planning  
Exhibit Hall  
Consultant Session

FRIDAY, APRIL 11

Exhibits and Registration Desk Open  
8:00 a.m. – 10:30 a.m.  
Breakfast Buffet  
8:00 a.m. – 9:00 a.m.  
UAVs: Where Are We Now and Where Are We Headed?  
9:00 a.m. – 9:45 a.m.  
Impacts of Oil and Gas Activity on Airports in Texas  
9:45 a.m. – 10:30 a.m.  
TxDOT/DOT-FAA AIP Program and Listening Session  
10:30 a.m. – 11:00 a.m.  
Prize Drawings  
11:00 a.m. – 11:15 a.m.

WINGTIPS WINTER 2014
REGISTRATION

Register online at http://tti.tamu.edu/conferences/tac14/

You are encouraged to register online. If paying by check or money order, register online and make check payable to TTI-Avtn2014, and send to Event Management and Planning, Texas A&M Transportation Institute, Texas A&M University System, 3135 TAMU, College Station, TX 77843-3135. Phone: 979/862-1219 and Fax 979/862-1225. NO PURCHASE ORDERS ACCEPTED. ONLY VISA, MASTER CARD AND DISCOVER CREDIT CARDS WILL BE ACCEPTED. ONLY CHECKS FROM U.S. BANKS ARE ACCEPTED. TxDOT employees are exempt from the registration fee, but must register online. If paying by check or money order, you may register online and then mail your payment. Only cancellations received in writing to EM&P by 5:00 p.m. March 7, 2014, will be refunded less a $50 handling fee.

NOTE: If you are taking a guest to the awards banquet that is not registered please include an additional $35.

AOPA AVIATION SUMMIT SHOWCASES THE NEW PRESIDENT

They came to Texas to meet the new guy—AOPA’s 2013 Aviation Summit was held for the first time in the center of the country, but the draw wasn’t longhorns and beefsteak. It was Mark Baker. To a packed standing-room-only audience, AOPA members met their new president at the opening session Thursday morning.

Although a small percentage of AOPA’s vast membership attends the annual Summit, interest in the association’s new leader reverberated. Introduced by AOPA Board of Trustees Chairman Bill Trimble, Baker told the assembled attendees that he is “very lucky to be the new president of AOPA.” A self-professed “airport kid,” Baker’s theme throughout Summit was clear: “Our goal and vision is the same as it was 75 years ago—we won’t let general aviation disappear.”

The 2013 Summit marked the last of this style assembly and Baker introduced his vision of his presidency, one that will be marked by “lots of opportunities to talk.” Regional fly-ins will be held throughout the country and Baker—who loves to fly “anything and everything”—plans to spend his weekends at the places he loves most: airports. “I pinch myself realizing I’ve got the world’s best job,” Baker said.

Airport access is a top priority for Baker and he thanked AOPA Airport Support Network volunteers for their work as the Association’s first line of defense. He acknowledged that many of them work regularly with AOPA to promote, protect and preserve their airports, and said, “But guess what, I want more!”

Mark Baker and members of his leadership team took to the stage at Airportfest at Fort Worth Meacham International Airport to answer questions at a pancake breakfast. The questions from the audience covered issues including the new focus on regional events, Customs and Border Protection’s scrutiny of general aviation aircraft, the status of user fees, efforts to save GA airports, and how sequestration and the government shutdown are affecting GA.

From doctors to baseball players to animated airplanes, the Friday morning general session featured all types of aviation enthusiasts, including baseball Hall of Famer Ken Griffey Jr., a GA pilot who flies a Cirrus SR22. AOPA’s AV8RS program hosted a day of aviation for local schoolchildren at Meacham Airport. More than 100 kids experienced aviation—and several Boy Scouts earned their aviation merit badges. OK, so maybe some members came just to see the longhorns.

This article is provided courtesy of AOPA.
The skies over north-central Texas were buzzing with activity recently as the World Aerobatics Championships were held at North Texas Regional Airport October 9-20. This was the first time in the event’s 27-year history that it had been held in Texas and only the third time in the United States.

The event, sponsored by the Commission Internationale de Voltige Aérienne (CIVA), included more than 60 pilots from 17 different countries who competed in flight agility routines over ten days.

The event began with an opening ceremony attended by several hundred people. CIVA President L.G. Arvidsson, a Swede who during the ceremony announced the official start of competition, said the organization was impressed with the location.

“It’s a fantastic facility, with a big airfield,” Arvidsson said. “This time of the year, the weather is perfect.”

Bill Retz, marketing director for the North Texas Regional Airport, commented on how the airport came to host the championship and what the impact means to the local economy.

“We competed for them against other airports throughout the United States and the world,” explained Retz. “We’re delighted that they decided this was the place to be. An event like this brings a lot of people into the area, including an international crowd that we would normally not get. And we’re also expecting people from the Metroplex to drive up and watch the event.”

The overall winner was Francois Le Vot, from France, with a nearly 78-percent score.

Two other French pilots, Olivier Masurel and Francois Rallet, also placed in the top ten, to give the French the team win. The top woman in the competition was Aude Lemordant, also from France. The American team finished second, followed by Russia.

Robert Holland from the United States won the four minute freestyle final.

The contest takes place every two years and the next time will be in Slovakia.
By now, almost everyone has heard about the detrimental effects of truck traffic in South Texas due to oil exploration and drilling. But have there been some positive effects on local communities too? The answer is yes.

Two small regional airports that allow pilots to reach the heart of the Eagle Ford Shale play are Cotulla-LaSalle County Airport (KCOT) and Pleasanton Municipal Airport (KPEZ). Both airports are expanding their facilities and services to meet the increasing amount of business and personal traffic the oil play is generating.

The Cotulla-LaSalle County Airport dates back to the late 1940s, when it was known as the Cotulla Municipal Airport. The field originally had two crossing dirt strips and an FAA Flight Service Station on the airport supplying weather information for planes traveling between Laredo and San Antonio. Today, it’s a different story.

Airport Manager E.T. Page is proud of the airport’s progress over the past 25 years as it grew from a single 3,200’ x 50’ dilapidated runway with no services to its current 5,005’ x 75’ all-weather runway, with a professional staff of seven tending to the needs of guests flying into Cotulla. He is also quick to explain that work is already in progress on an airport capital improvement project that will result in the only 6,000-foot runway between San Antonio and Laredo, ideally located right off of Interstate 35. The project includes a 1,000-foot runway extension, a parallel taxiway and double the aircraft parking area. The airport’s instrument approach will be upgraded to an LPV approach after construction is completed. LPV stands for “localizer performance with vertical guidance,” which is the GPS equivalent of an ILS approach.
A $7 million-plus TxDOT grant is helping fund the expansion. The airport qualified and was awarded this project about four years ago, before the oil boom even started. Actual construction should begin in November 2013 and be completed by May 2014. Page noted, “Our existing traffic already exceeds what we’re supposed to show two years after the project is done.”

Pleasanton Municipal Airport is also experiencing an increase in traffic resulting from the Eagle Ford Shale play. Bruce Pearson, Pleasanton city manager, has noticed the change. “The traffic at our airport has increased exponentially and continues to increase,” he said. “We think the airport is a driving force to our sustainability in the Eagle Ford Shale.”

Scheduled improvements include the addition of a Wi-Fi-equipped pilot’s lounge with satellite TV. Renovation and expansion of the current terminal are also in the planning stage. Pearson said that a lack of hangar space is one of their biggest challenges. “Our mayor’s airplane is currently tethered to the tarmac because there is no more hangar space. We know that there are local businessmen who have airplanes at other airports for this reason. The city council has as an objective to provide more hangar space in the near future,” Pearson said.

Lack of hangar space is also an issue for E.T. Page in Cotulla. A privately-funded 150-foot-by-150-foot hangar with 30-foot doors is to be constructed simultaneously with the airport project. “I see a lot of decision makers arriving here, and not just small planes with one or two executives. We’re seeing multiple commuter-size aircraft with 50 or 60 oilfield executives coming here to check operations. We’ve accommodated eleven jets on the ramp at the same time,” Page said.

Rental cars are part of the service mix in Cotulla, too. “We started with two rental cars. Because of the oil boom, we now have ten. Sometimes they are all gone. We don’t make a lot of money on rentals but because we offer the service, the planes come here,” Page said. “We are striving to make Cotulla the best entry portal in the area and our efforts are being rewarded.”

Similarly, City Manager Pearson note that Pleasanton intends to expand services as well. “We see the airport as a diamond that our city council intends to put a real shine on. We’re working with a developer that wants to build some small offices with private hangar space to accommodate corporate jets. We feel that the improvements we are planning for our airport will enhance the economic impact on our city.”

For more information on the Cotulla-LaSalle County Airport, visit their website at www.cotullaairport.com. Additional information on Pleasanton Municipal Airport is available at http://www.airnav.com/airport/KPEZ.
<table>
<thead>
<tr>
<th>Airport Name</th>
<th>Cost</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Perryton-Ochiltree County Airport</td>
<td>$7,580,490</td>
<td>Relocate, reconstruct and mark taxiway A; rehabilitate and mark taxiway B, C and D; reconstruct north apron and portions of existing apron; rehabilitate south apron and hangar access taxiways; construct hangar access taxiway and relocate fuel farm.</td>
</tr>
<tr>
<td>Harrison County Airport</td>
<td>$839,986</td>
<td>Design and construct 10 unit T-hangar and hangar access taxiway.</td>
</tr>
<tr>
<td>Midland Airpark</td>
<td>$1,951,100</td>
<td>Rehabilitate and mark Runway 7-25 and 16-34; rehabilitate and mark taxiways A, B, C, D and E; rehabilitate asphalt apron; rehabilitate hangar access taxiway hangar pavement; construct run-up area taxiway A, B, D and E; remove trench concrete and repair pavement; replace medium intensity runway lights Runway 7-25 and Runway 16-34, install obstruction lights Runway 34 and Runway 35; install new electrical vault; replace wind cones; install guidance signs; and improve drainage along Runway 7-25.</td>
</tr>
<tr>
<td>New Braunfels Municipal Airport</td>
<td>$6,896,910</td>
<td>Extend and mark Runway 13-31; extend and realign parallel taxiway to Runway 13-31; construct holding apron Runway 13; widen taxiway F to hangar access; extend parallel taxiway A and medium intensity taxiway lights; extend medium intensity runway lights Runway 13 and relocate threshold Runway 31; relocate precision approach path indicators Runway 13; install medium intensity approach lighting system Runway 13; relocate utilities for Runway extension; install signage Runway 13-31; drainage study for terminal southeast development area; install fencing; terminate road with signs and barricades; reroute ditches along road; and abandon Westmeyer Road easement.</td>
</tr>
<tr>
<td>Upton County Airport</td>
<td>$2,700,000</td>
<td>Overlay, mark and stripe Runway 10-28; reconstruct cross taxiways; replace low intensity lights with medium intensity lights at Runway 10-28; install precision approach path indicators-2s Runway 28 and Runway 10; and upgrade rotating beacon electrical system.</td>
</tr>
<tr>
<td>Coleman Municipal Airport</td>
<td>$953,165</td>
<td>Reconstruct north taxiway to Runway 15; replace medium intensity runway lights; install precision approach path indicator-2 Runway 15-33; install runway hold and exit signs; install segmented circle; install lighted wind indicator; replace rotating beacon and tower.</td>
</tr>
<tr>
<td>Castroville Municipal Airport</td>
<td>$616,666</td>
<td>Design and construct eight unit box hangars and access pavement for box hangars.</td>
</tr>
<tr>
<td>Cameron Airpark</td>
<td>$873,130</td>
<td>Design and construct eight unit T-hangar and hangar access taxiway.</td>
</tr>
<tr>
<td>Bowie Municipal Airport</td>
<td>$1,336,800</td>
<td>Reconstruct north parallel and cross taxiways; widen taxiway A, North infield grading and underdrain system.</td>
</tr>
<tr>
<td>Terrell Municipal Airport</td>
<td>$1,155,000</td>
<td>Design and construct T-Hangar and hangar access taxiway.</td>
</tr>
<tr>
<td>Terry County Airport</td>
<td>$820,000</td>
<td>Design and construct nine unit box hangar and hangar access pavement.</td>
</tr>
<tr>
<td>Houston Southwest Airport</td>
<td>$1,277,778</td>
<td>Acquire property for OFA and south parallel taxiway; construct south side corporate apron, East and West access road off FM 521, south side perimeter access road and south parallel taxiway; and drainage improvements.</td>
</tr>
<tr>
<td>Cotulla-La Salle County Airport</td>
<td>$7,914,000</td>
<td>Extend and mark Runway 13-31; rehabilitate Runway 13-31 and taxiway; expand and rehabilitate apron; construct parallel taxiway to Runway 13 and taxiway F; relocate precision approach path indicators-2; extend medium intensity runway lights; relocate ASOS; modify distance-to-go signs; partial hangar acquisition, demolition and replace and replacement and install deer-proof fence and design services for taxiway A.</td>
</tr>
<tr>
<td>Mustang Beach Airport/Port Aransas</td>
<td>$720,600</td>
<td>Rehabilitate and mark Runway 12-30; rehabilitate terminal apron; rehab and mark partial parallel taxiway stubs; replace medium intensity runway lights Runway 12-30; replace precision approach path indicator; install fencing, lighting and video surveillance.</td>
</tr>
</tbody>
</table>
AOPA’S REPORT
MORE REGIONAL AND GRASSROOTS INTERACTION IN 2014

By Yasmina Platt
AOPA’s Central Southwest Regional Manager

It was great seeing some of you at the AOPA Aviation Summit in Fort Worth in early October. Thank you for making it a great event! While it is our last AOPA Summit — for now, at least — I am excited that AOPA is going to hold six “Regional Fly-ins” around the U.S. in 2014 in addition to interacting more at other grassroots events. It means I will get to see more of you, more often.

The goal of an AOPA Regional Fly-In is to create a positive, grassroots relational experience for our members and the local aviation community, to promote the value of general aviation and to draw positive attention to the local airport and its value to the local community. The events will be free to all attendees and the public. They will be held on Saturdays and we hope most of you will fly in and bring friends and family along. Exact locations and dates are expected to be announced in January. Watch for our announcement in January, which will also appear in your February issue of AOPA Pilot Magazine to learn the details of the regional events.

While all seven of us Regional Managers have been very involved since the program started in 2012, this new direction is going to give us an even better opportunity to help fulfill President Baker’s vision. To learn more about the Regional Manager program, read Southern Regional Manager Bob Minter’s blog here: blog.aopa.org/advocacy/meet-the-aopa-regional-managers/.

While meeting our members is one of our key objectives, advocacy is still at the heart of what AOPA does. Therefore, in late October, AOPA voiced its opposition to a City of Galveston proposal to hold a Grand-Prix-style race on part of Scholes International Airport. The race could compromise flight safety and it would not be a good or proper use of airport facilities because it would negatively affect normal general aviation operations for several weeks prior to the race and about a week after the event. Initial race plans included closing Runway 18/36, a large portion of the ramp and parallel taxiway, as well as using an old runway/taxiway on the north end of the airport as part of the course. Grandstands, visitor areas, and racecar staging areas would be located in front of the hangar area and the Lone Star Flight Museum, which would restrict access to those areas of the airport.

Texas voters approved a constitutional amendment on the Nov. 5 ballot that will have significant implications for aviation manufacturers, repair stations and other businesses that maintain an aircraft parts or equipment inventory. After getting approval from the Texas Legislature and Governor Perry, Proposition 3 required voter approval to take effect. Beginning Jan. 1, 2014, this amendment will extend the length of time aircraft parts and machinery can be stored in Texas from 175 days to two years without being subjected to an ad valorem (according to value) tax.

You can read more about these and other developments in our region and specifically in Texas by visiting www.aopa.org/Advocacy/Airports-and-State-Advocacy.aspx or following me on Twitter (https://twitter.com/AOPACentralSW or @AOPACentralSW).◆
Mark your calendar and make plans to attend!

April 9-11, 2014
Dallas Sheraton Hotel
Dallas, Texas

Social activities will include our annual golf tournament, bowling tournament, 5th Annual Alton Young Memorial Motorcycle Ride, our annual award banquet and a special evening reception.
As always, we are working to make this conference better than ever!

Be sure to check our website at www.txdot.gov for up to date events and registration announcements.