Message from the Director

We are drawn to aviation because of a distinctive culture and environment where airports serve as critical hubs of commerce to their communities, business may be conducted face-to-face around the country in a single day, or ambitious kids choose to pursue their aspirations of flight. The Aviation Division uses these philosophies as inspiration to support our mission of supporting general aviation in Texas, which provides more than 56,000 jobs, with $3.1 billion in payroll and $14.6 billion in total economic output.

Our Division is proud to contribute to the overall success of the transportation model in Texas through our efforts with the general aviation (GA) airport system. Of the 497 miles of runways available for public use in Texas, over 393 miles of runway are utilized for GA purposes. GA purposes range from the 24 major reliever airports—which reduce congestion at the commercial passenger airports—to the small airports, which provide important services such as agricultural spraying and medical lifeline flights to smaller communities. The complement of a GA system plan helps keep 388,439 daily commercial passengers flying to/from Texas airports on time, food on our tables, and people transported quickly when they require immediate medical attention.

Air traffic control towers at 26 commercial and 16 general aviation reliever airports handle 4,563,277 aircraft movements annually or over 12,500 a day. Our system not only benefits the active pilots in Texas but also the 70,974 non-pilot airmen certificate holders such as mechanics, dispatchers, ground instructors, and flight engineers.

Among the 2014 highlights were the Aviation Division and the town of Addison investing more than $6.4 million in the design and construction of the engineered material arresting system (EMAS) at the end of runway 15 at the Addison Airport. The EMAS consists of 2,436 blocks made of a homogenous mixture of cellular cement. Its purpose is to stop an aircraft overrun with no human injury and minimal aircraft damage. This EMAS is the first of its type to be installed at a general aviation airport in Texas.

Our significant projects and programs are represented in this annual report. This format provides readers with quick access to a broad spectrum of our work.

We know that more work remains and that we can continue to improve the 297 airports in our system that serve the 29,075 registered aircraft and 49,616 active pilots who flew over 2.2 million hours in Texas. However, we are committed to our vision, and we have the resolve to see it through. Our progress this year is a tribute to our remarkable staff. It is also a tribute to our airport managers, our stakeholders, and local governmental officials who help make the Texas airport system the finest in the country.

David Fulton, Aviation Division Director
Texas Department of Transportation
Division Overview
The Aviation Division helps cities and counties obtain and disburse federal and state funds for reliever and general aviation airports included in the Texas Airport System Plan (TASP). The division also participates in the Federal Aviation Administration (FAA) State Block Grant Program, through which it implements a federal improvement program for general aviation airports.

Division staff responsibilities include oversight for the planning, engineering, and grant management of aviation capital improvement projects across the state. The division also operates a fleet of state-owned aircraft for the transportation needs of state officials and employees.

Capital Investment Highlights
In 2014, over $100 million was invested in airport infrastructure from reliever airports to small, rural general aviation airports. This number includes:
- $57.5 million in maintenance/rehabilitation/reconstruction work to maintain and preserve the existing system
- $18.6 million in capacity improvements for runways, taxiways, and apron space
- $23.1 million in airport improvements to ensure they meet FAA standards and safety compliance
- $1.5 million in master plans, business plans, and feasibility studies
- $22.5 thousand in environmental impact studies

Funding the Airport System
The Aviation Facilities Development and Financial Assistance Program is administered by the division. Funding for airports in the TASP comes from federal, state, and local sources.

Texas is a participant in the FAA State Block Grant Program, and takes the lead in carrying out the Airport Improvement Program (AIP) for general aviation and reliever airports in the state. As such, TxDOT acts as the agent for the state and political subdivisions with airports for the purpose of applying for, receiving, and disbursing federal airport improvement funds.

The AIP uses Aviation Trust Fund monies to invest in the National Plan of Integrated Airports Systems (NPIAS). Trust Fund revenues come from an assortment of aviation user fees and taxes authorized at the national level. In addition, TxDOT provides funding for important non-federally eligible airports in the Texas Airport System Plan.

Combined, the TxDOT Aviation Capital Improvement Program (ACIP) contains specific federal and state eligible projects for development during an upcoming three-year period and implements the program through grants to public entities for the purpose of establishing, constructing, reconstructing, enlarging, or repairing airports, or navigational facilities. The number of projects in the program at any one time is constrained by available funds and system priorities; however, the Aviation Division has a degree of latitude in selecting projects for this program. Local governments also provide a match for funding airport projects, which is typically 10 percent.

Federal Programs
Hangar/Fuel Program
If all airside needs are met, an airport sponsor may pursue funding for the construction of hangars. Federally eligible airports can use Non-Primary Entitlement (NPE) monies for the construction of hangars. Hangars are eligible for 90/10 grant funding. Airports without a fuel-dispensing system or that have an outdated underground system are eligible to participate in 75 percent grant funding for the aboveground Fuel Facility Development Program.

2014 highlights include:
- Investment of $8.6 million for hangar development
- One fuel farm was constructed for $571.6 thousand

Air Traffic Control Towers
In 2003, following the passage of a federal funding bill, the Air Traffic Control Tower (ATCT) Program offered 90 percent grants up to a maximum of $1.5 million to qualifying sponsors for construction of air traffic control towers and associated communications equipment. Beginning in 2012, the ATCT Program maximum funding amount was changed to $2 million.
2014 highlights include:
- **$1.7 million** was approved for the construction of the Stinson Municipal Airport control tower

**State Programs**

**Airport Terminal Grant Program**
The TxDOT Aviation Division Airport Terminal Grant Program provides 50 percent matching funds up to $500,000 to sponsors of eligible publicly-owned airports for construction of new terminal buildings or remodeling existing terminal buildings, as well as up to $100,000 in matching funds for appropriate vehicle parking and entrance roads.

2014 highlights include:
- **$2 million** for terminal building

**Automated Weather Observing Systems (AWOS)**
AWOS can detect and report weather information like surface wind speed and direction, ambient air temperature, dew point temperature, atmospheric pressure, visibility, sky condition, and precipitation. The system’s “voice” broadcasts local, minute-by-minute weather data from the ground directly to the pilot in the aircraft. This important information improves safety for pilots flying en route and when landing aircraft.

The division’s AWOS program began in 1997, and today, 93 systems have been built and maintained. This year, one new system was installed, and two existing airport systems were upgraded and relocated.

2014 highlights include:
- **$140,000** invested for AWOS construction

**Routine Airport Maintenance Program (RAMP)**
RAMP is a cost share program between the Aviation Division, the 25 TxDOT districts, and the system plan airports in Texas. The program is designed to assist communities with needed maintenance by offering state financial assistance. RAMP funding is a $50,000 match per airport for each fiscal year. The program includes lower-cost airside and landside airport improvements. Over the years, the program has grown from 30 participating airports with total expenditures of $250,000 to over 200 airports with state grant funds of over $3.5 million.

2014 highlights include:
- 225 grants issued
- **$3.9 million** invested for routine airport maintenance with an additional **$3.9 million** matched by the airport sponsor

**Flight Services**
TxDOT Flight Services provides low-cost travel to state officials, employees, or sponsored contractors traveling on official state business. The Aviation Division operates and maintains the fleet, which is based at Austin-Bergstrom International Airport. Besides providing transportation, Flight Services also provides maintenance services to a fleet of 48 state-owned aircraft—18 helicopters and the remainder a variety of fixed-wing airplanes—with 13 full-time mechanics. In 33 years, Flight Services has almost 67,500 hours of incident- and accident-free flying.

2014 highlights include:
- Providing services for **40** different state agencies
- Transporting over **3,200** passengers
- Flying approximately **1,150** total hours

---

**Aviation in Texas—Facts and Figures**

**Number and Types of Airports**

- **26 Commercial Service**—Public airport with a minimum of 2,500 passenger boardings each year; has scheduled passenger aircraft service
- **24 Reliever Airports**—Very high levels of activities with many jets and multiengine propeller aircraft; around 200 based aircraft
- **67 Business/Corporate**—Jet-capable runways with high levels of activity with some jet and multiengine propeller based aircraft
- **108 Community Service**—Business access to smaller communities; 20 based aircraft and around 6,000 operations
- **68 Basic Service**—Typically lower activity levels providing additional convenience for clear-weather flying and training operations
- **3 Heliports**—Used by individuals, corporations, and helicopter taxi and medical services
2014 Construction Highlights

1. Addison Airport
   • Installed engineered material arresting system (EMAS)
   • Relocated FAA owned instrument landing system equipment cables
   • Constructed new south drainage channel and relocated a portion of airfield service road

2. Alice International Airport
   • Rehabilitated runway (RW) 13-31
   • Reconstructed fuel apron
   • Replaced lighting on both runways

3. Burnet Municipal Airport
   • Repaired & overlayed RW 1-19
   • Relocated fuel farm/reconfigured terminal area

4. Eastland Municipal Airport
   • Constructed new terminal building

5. Franklin County Airport, Mount Vernon
   • Level-upped, overlayed, and marked RW 13-31

6. Goldthwaite Municipal Airport
   • Constructed 10-unit T-hangars and apron

7. Harrison County Airport, Marshall
   • Constructed 8-unit T-hangar, jet pod, and apron hangar-access taxiway

8. Hemphill County Airport, Canadian
   • Reconstructed cross-wind runway and milled and overlayed main runway

9. Limestone County Airport, Mexia
   • Constructed new south aircraft apron
   • Constructed cross taxiway and partial parallel taxiway to RW 36

10. Major Samuel B. Cornelius Field, Spearman
    • Reconstructed public and fueling apron and rehabilitated taxiway alpha
    • Constructed concrete fueling pad

11. Mineral Wells Municipal Airport
    • Replaced MIRLS on RW 17-35 and 13-31
    • Installed PAPI-2 RW 17-35

12. Port Isabel - Cameron County Airport
    • Installed new 20 tie-downs on TB apron
    • Replaced rotating beacon and tower

13. Reagan County Airport, Big Lake
    • Paved crosswind RW 9/27
    • Installed gameproof fence

14. Van Zandt County Airport, Wills Point
    • Overlayed RW 17-35
    • Overlayed/repaired apron