Mission Plan
A LETTER FROM AVIATION ADVISORY COMMITTEE CHAIR

James Schwertner
Chairman, Texas Aviation Advisory Committee

The Texas Department of Transportation’s Aviation Division (AVN) is proud to share its 2020 Mission Plan, which highlights AVN’s efforts to effectively and efficiently serve our airport sponsors and support general aviation (GA) in Texas. The Texas GA system involves 297 airports and a total economic impact of $94.3 billion that supports more than 778,000 jobs with an annual payroll of $30.1 billion.

Those numbers are only part of our story. In my tenure as chairman of the Aviation Advisory Committee, I have observed with great pride the dedication of the AVN staff during one of the most challenging years of our lifetime. The COVID-19 pandemic crisis impacted us all. Our entire way of life changed nearly overnight. With trademark resolve and leadership throughout the Division, we are dedicated more than ever to serving the needs of our sponsors.

To provide important information to our GA airports and stakeholders, AVN created a webpage to post guidance and updates, received from state and federal agencies regarding funding opportunities and safe operation recommendations that may assist airports during the COVID-19 pandemic. Included on this page is information on the Federal Aviation Administration CARES Act, including a link to a webinar presentation from AVN staff. The webpage may be accessed at:


AVN is proud to contribute to the overall success of the transportation model in Texas through their efforts in maintaining and improving the Texas airport system. Of the 497 miles of runways available for public use in Texas, over 393 miles of runway are utilized for general aviation purposes; from the 24 reliever airports—which reduce congestion to the commercial service airports in our urban areas—to the smaller airports, which provide important services such as agricultural spraying and medical lifeline flights to our smaller communities.

Texans have never backed down from a challenge. And while we are in the midst of our biggest yet, I am confident the AVN staff, sponsors, and stakeholders will forge ahead to continue to make the Texas airport system the finest in the country. 

✈
TEXAS AIRPORTS: THE SKY’S THE LIMIT

One of the largest state airport systems is found in Texas. With 289 facilities, Texas has grown and maintained the system to provide a myriad of aviation benefits to the Lone Star State and its residents. This study found aviation benefits have grown significantly since the last study.

54% GENERAL AVIATION EMPLOYMENT GROWTH

2017 48,089 Jobs

2011 31,192 Jobs

58% TEXAS SYSTEM TOTAL OUTPUT GROWTH

2017 $94.3 Billion

2011 $59.5 Billion

47% GENERAL AVIATION OUTPUT GROWTH

2017 $9.3 Billion

2011 $6.4 Billion

ALL TEXAS SYSTEM AIRPORTS

Total Jobs 778,955

Total Payroll $30.1 BILLION

Total Output $94.3 BILLION
The Texas Aviation Advisory Committee provides input to TxDOT on its aviation development programs and serves as its representatives among aviation users. The Committee members are appointed by the Texas Transportation Commission to advise them and TxDOT on aviation matters. They also work with members of the Texas Legislature on various aviation issues. They serve at the pleasure of the Commission and are not compensated for their work.

A majority of the members of the committee must have five years of successful experience as an aircraft pilot, an aircraft facilities manager, or a fixed-base operator.

The committee is tasked with the following priorities: 1) provide input for assessment of general aviation airports statewide to help identify benefits of the system, along with deficiencies, and long term needs for funding to maintain the system; and 2) provide advice on the development of the aviation capital improvement program and aviation facilities program.

James Schwertner
Chairman

James Schwertner is a graduate of Texas Tech University. In 1974 he earned a Bachelor of Science degree in Agricultural Economics. Schwertner is President and Chief Executive Officer of Capitol Land & Livestock and Chairman of the Board of Schwertner State Bank. He is an airplane and helicopter pilot and holds the Aviation World Speed Record (Piper Navajo). In 2015 he was awarded the Texas Aviator or the Year Award.

Schwertner received the 2010 Distinguished Alumni Award from Texas Tech University’s College of Agricultural Sciences and Natural Resources. Past honors include Man of the Year in Agriculture in Williamson County (1994) and Man of the Year in Texas Agriculture (1995). In 2005, he received the National Cattlemen’s Beef Association Vision Award. He resides in Austin, Texas.

Peter Huff
Vice Chairman

Peter C. Huff is an accomplished general aviation pilot holding a Commercial Pilot Certificate and Instrument Rating. He is a graduate of Rice University with bachelor's degrees in liberal arts and engineering. After graduating from Harvard Business School in 1962, he returned to Texas to build his own engineering and manufacturing company. After 36 years, he sold DYNAMCO to a New York Stock Exchange company and now serves the people in his community and in Texas.

Huff has flown into hundreds of domestic airports. He built his own plane in 1955 and has flown it to Canada, England, Holland, Germany, France, Switzerland and Portugal. Huff has been a member of the McKinney Municipal Airport Board for many years, and has also served as chairman. The board has been instrumental in gaining Federal Aviation Administration (FAA) and TxDOT grant money as well as the City of McKinney funding which enabled McKinney Municipal Airport to lengthen its runway from 4,000 feet to 7,000 feet. He resides in McKinney, Texas.
Shelly Lesikar deZevallos

Shelly Lesikar deZevallos, Ed.D., is president of West Houston Airport, one of the busiest privately owned - public use general aviation airports in the country. She is a 5th generation Texan, grew up sweeping hangars and is a licensed and active pilot with over 4,500 hours of flight time.

DeZevallos is on the Board of Directors at the National Business Aviation Association, on the Board of Advisors for the Aircraft Owners and Pilots Association Foundation, and recently appointed to the Department of Transportation Safety Oversight and Certification Advisory Committee. She is actively involved in numerous charitable efforts including the Girl Scouts of America Women’s Leadership Network. She has previously worked for Cessna Aircraft Company, AOPA and Oklahoma State University as an Adjunct Professor.

DeZevallos earned her undergraduate degree from the University of Texas, her EMBA from Texas A&M and her Doctorate of Education in Aviation and Space Science. DeZevallos and her husband are both pilots and live in Houston, Texas, with their twin daughters.

John White

Mr. White is a career Business Aviation Professional. He holds an Air Transport Pilot License (ATP) with nine type ratings. The first, the Lockheed Lodestar (L-18) earned in 1969. The most recent, the Gulfstream G550 attained in 2008. Mr. White holds a Commercial Glider license and has flown more than 100 flights. He also holds an Airframe and Power plant Mechanic license. He has accumulated more than 17,000 flying hours. During his professional career he landed in all fifty states and on five continents.

From October of 2000 he served as Aviation Director at H-E-B Grocery company and then from 2004 through 2015 As Aviation Director and Vice President Aviation at Valero Energy Corporation in San Antonio, Texas. He retired from Valero early in 2016 and remains a strong advocate for General Aviation. He holds a current second-class medical certificate and has recent flying experience in single engine Cessna aircraft. He resides in League City, Texas.

Michael Schnell

Michael Schnell is a 1975 graduate of Southern Methodist University and serves as chairman and CEO of First State Bank in Spearman, Texas. His public service extends to many local civic and charitable organizations including over 25 years on the Spearman Airport Board, serving as its chairman for the last ten. He served three years on the Spearman City Council.

Schnell has been a pilot for 34 years with over 3,600 hours of flight time in over 20 different aircraft and holds commercial, multiengine, instrument and A&P ratings. He owns two aircraft and operates and maintains a third for his family business. He resides in Spearman, Texas.
Fred Underwood

Fred Underwood served as a commissioner of the Texas Transportation Commission, which oversees statewide activities of the Texas Department of Transportation. Underwood was appointed commissioner by Gov. Rick Perry on Jan. 8, 2007, and served until March 17, 2015.

Underwood is president of the Trinity Company, a cotton bale storage facility. He serves as chairman of the Ways and Means Committee of the Cotton Warehouse Association, where he previously served as president. He is both past vice president and past director of the National Cotton Council.

An avid aviation enthusiast, Underwood began flying in 1990. He is a commercial-rated helicopter pilot and holds a fixed-wing instrument rating. He previously served as chairman of Lubbock International Airport Board and as a board member of the Lubbock Chamber of Commerce. Underwood received a bachelor’s degree in management from Texas Tech University. He resides in Lubbock, Texas.

Bob McCreery

Bob McCreery is the General Manager of McCreery Aviation. McCreery Aviation is a 72-year old full-service family owned fixed based operation at the McAllen Miller International Airport, McAllen Texas. McCreery has been the general manager of McCreery Aviation for the past 39 years. The company offers services in aircraft refueling, maintenance, parts, avionics, air charter, air ambulance, aircraft sales and flight training. McCreery is a licensed pilot and lives in McAllen, Texas.

Justine Ruff

Justine Ruff is a 1990 graduate of Embry-Riddle Aeronautical University where she earned a Bachelor of Science degree in Aviation Business Administration. She has been the director of Airports for the City of Midland since 2015 and is directly responsible for the operation of Midland International Air & Space Port and Midland Airpark. Prior to assuming the position of director, she was employed for over 20 years with 12 years as Deputy Director.

Ruff is a graduate of Leadership Midland and has served as the Midland Chamber of Tourism Commission for many years. She is a member of the American Association of Airport Executives, Executive Women of Midland and is actively involved in City of Midland Aquatics serving on the board; and, also as President of the Swim Booster Club for several years. She resides in Midland, Texas.

Robert Dixon Tips

Robert Dixon Tips, also known as Dick, serves as Chairman, Chief Executive Officer and President of Mission Park Funeral Chapels and Cemeteries. For the past four decades, Tips has devoted himself to building one of the leading family owned funeral companies in the State of Texas. He served as President and Chief Executive Officer of the two insurance companies, MTM Life Insurance Company and Transwestern Life Insurance Company, which were merged into North America Life Insurance Company in 2008, where he served as Vice President from 2008 to 2011.

Tips served as a Director of Camber Energy, Inc. Tips is an active Board Member of BBVA Compass Bank. Tips served as Independent Director of Lucas Energy, Inc. since August 2016. He oversees a family-owned organization and engages in various volunteer activities. He is a Member of Texas Cemeteries Association and is one of San Antonio’s most recognized business leaders. Tips attended the University of Texas in Austin. He resides in San Antonio, Texas.
The terminal building at Dallas Executive Airport.

Statewide System

- 289 System Airports
- 42 Air Traffic Control Towers
- 7.7 Million Total Aircraft Operations
- 778,000 Military Operations
- $94 Billion Total Economic Impact
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.

Background
Since 1966, the State of Texas has participated in the development of a statewide system of airports by providing grants and loans to communities for aviation facility improvements. In October 1989, the state legislature created the Texas Department of Aviation (TDA) along with an aviation financial aid program, significantly improving the potential for airport development in the state. In 1991, the Texas Legislature merged TDA with TxDOT and the TxDOT Aviation Division was created. The Texas Transportation Commission directs the actions of TxDOT through policy and program decisions.

In addition, in 1993 the state was selected to participate in the State Block Grant Pilot Program, which is a federal program giving the state the lead in carrying out the Airport Improvement Program (AIP) for the non-reliever general aviation airports. In 1996, the State Block Grant Program was made permanent and TxDOT’s responsibility was expanded to include reliever airports.

TxDOT identifies aviation facility requirements, airport locations, and timing for development of general aviation airports. Under the State Block Grant Program, the department refines the projects and determines funding eligibility.

Aviation Division Director
Dan Harmon
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.

The Aviation Facilities Development Program (AFDP) is administered through the three sections within AVN. These sections provide for the complete administration and oversight of grants issued to local governments for airport development.

Planning and Programming
Jim Halley, Director
This section prepares and maintains the Texas Airport System Plan (TASP), Capital Improvement Program (CIP), and the AFDP Policies and Standards. This section also plans meetings with airport sponsors to determine each site’s air transportation needs and assists communities in developing and implementing airport hazards and compatible land use zoning, and addresses environmental issues for airport projects.

Further, this section provides and oversees acquisition of property necessary for airport expansion or safety. They also oversee the airport inspection program.

Grant Management and Administration
Kari Campbell, Director
This section provides grant execution, financial management and budget oversight for grant awards. Grant management also provides procurement services, contract execution and financial management for local governments for airport construction and professional services ensuring federal and state grant compliance.
Engineering Project Management

Eusebio Torres, Director

This section develops the scope of services for grant awards. In addition, Project Management provides project oversight and management that includes consultant fee negotiation, design oversight, construction review and project close out.

Flight Services

Raul Rios, Director

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 38 state-owned aircraft—18 helicopters and the remainder a variety of fixed-wing airplanes—with 13 full-time mechanics. In 40 years, Flight Services has accrued almost 70,000 hours of incident- and accident-free flying.

Grant Award Process

The grant award process begins with a request for financial assistance from an eligible airport through a letter of interest (LOI). LOIs are evaluated and when justified, are entered into the Capital Improvement Program (CIP). The CIP contains budgeted projects for the three most current future years. As funding becomes available for each year, projects/grants are further refined with the airport sponsor for scope and airport documentation. When necessary information and budget is available, projects/grants are presented to the Transportation Commission for approval.

Following approval, grants are executed and AVN assumes responsibility for design and construction of the project/grant as agent for the airport sponsor. The airport sponsor remits their share of projects costs and AVN assumes full management of the project/grant. AVN contracts for professional services for design of the airport improvements, and issues construction contracts for the airport construction. The entire project process from design through construction is administered by AVN.

To detail the timeline in award and completion of AFDP grants, projects/grants generally enter the CIP in the third most outer year of the three year CIP. The project moves forward each year until the appropriate fiscal year is funded and the grant is approved by commission; thereby most projects/grants are funded within three years from entry in the CIP. From commission approval of funding through design of the improvement generally takes about one year. Immediately following design, the project begins the construction phase, unless funds are not available.

Federal funds are sometimes delayed due to federal legislation, but all projects are funded for construction as appropriate. Construction time of any project is contingent upon the scope of work entailed for the project/grant, but most construction is completed in about a year.
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 one of 10 states that participates in the FAA State Block Grant Program, and takes the lead in administering the Airport Improvement Program (AIP) for general aviation and reliever airports in the state.

The AIP uses Aviation Trust Fund monies to invest in the National Plan of Integrated Airport 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. Local governments also provide a match for funding airport projects, which is required to be a minimum of 10 percent depending on the type of project.
FUNDING THE AIRPORT SYSTEM

**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 up to 90/10 grant funding. Airports without a fuel-dispensing system are eligible to participate in up to 75 percent grant funding for the above ground Fuel Facility Development Program. Airports with a fuel system, especially underground systems for aboveground systems are also eligible.

**Runway Incursion Mitigation Studies**

FAA defines a runway incursion as any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle, or pedestrian on the protected area of a surface designated for the landing and takeoff of aircraft. Runway incursions may be classified as one of three types: Operational Incidents (OIs), Pilot Deviations (PDs), or Vehicle/Pedestrian Deviations (V/PDs). At each airport, the studies identified that airfield geometry plays a significant role regarding the potential for runway incursions, along with the importance of restricting vehicular and pedestrian access to the airfield. Changes in airfield design and adequate training to those who must enter active Airport Operations Areas (AOA) were two of the recommendations found in all three studies.

**Air Traffic Control Tower Program**

In 2003, following the passage of a federal funding bill, the Air Traffic Control Tower 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.

**State Programs**

**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 up to 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 more than 200 airports with state grant funds of over $4 million.

**Statewide Airport Pavement Maintenance Program**

The Statewide Airport Pavement Maintenance Program is a cost-effective way to preserve and maintain the airport’s most valuable asset. The advantages of this program include:

- Sole contract for pavement maintenance at Texas general aviation airports using a preselected design engineer.
- Projects bid with multiple airports for better cost and efficiency.
- Implements basic surface pavement maintenance to include crack sealing, minor pavement repair, rehabilitation, and marking.
- Programmed as Capital Improvement Project with 10 percent sponsor share.
- In accordance with FAA specifications.

The projects completed under this program have resulted in a 56% savings in design costs and a 33% savings in construction costs.

**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.

**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. Eligibility requirements dictate that the airport have a full-time manager and fuel available for sale. 🛩️
The Texas Department of Transportation (TxDOT) Aviation Capital Improvement Program (CIP) is a plan for general aviation airport development in Texas. It is a detailed listing of potential projects based on the anticipated funding levels of the Federal Aviation Administration (FAA) Airport Improvement Program and the Texas Aviation Facilities Development Program.

The Aviation CIP facilitates general aviation airport development in Texas. Through multi-year programming, the FAA, TxDOT, and airport sponsors are able to anticipate airport needs and accommodate changes in project scope, cost, and schedule more easily. The project participants know when projects are scheduled and can plan for their implementation.

**Capital Improvement Program**

The Aviation CIP is an organized statement of the scope and timing of planned improvements at general aviation airports in Texas. The CIP identifies projects eligible for the federal AIP, and projects eligible for the state facilities development program.

The Capital Improvement Program (CIP) is a constrained, tentative schedule of federal and state airport development projects for a three-year period. It utilizes the projected available funding for the period. The CIP addresses airport needs that are categorized by the following objectives in order of importance:

- Enhance safety;
- Preserve existing facilities;
- Respond to present needs; and
- Provide for anticipated needs.

The process of developing the program is continuous. The programming process is conducted on an annual cycle and includes the following elements:

- Obtaining public comments on the program and the process;
- Identifying needed projects;
- Developing alternative project solutions;
- Evaluating and selecting elements of projects;
- Evaluating and selecting a program of projects; and
- Finalizing the program consistent with available funding.

The CIP does not reflect all of the known airport needs and deficiencies, but primarily those which have been identified as needed by sponsors and the Aviation Division and which are found to be consistent with the goals of the TASP. Inclusion of a project in the CIP is not a commitment for future funding. However, projects in the CIP are under strong consideration for funding.

The Annual Program is identified from projects in the Aviation CIP. The Annual Program includes the projects programmed for the first year of the CIP. The Commission determines that these projects should be funded during the upcoming fiscal year.

Preliminary implementation begins in the first year for projects to be approved in the second year, including:

- Environmental assessments;
- Plans and specifications;
- Land acquisition; and
- Airport layout plan and property map preparation.

The Annual Program coincides with the FAA schedule for funding availability. Projects that are ready will be moved into the Annual Program. Projects that are not ready may remain in the second year. Sponsors know in advance whether the project is likely to be funded by its inclusion in the first year of the CIP.

Once a project moves into the first year of the CIP, project implementation begins and overlaps the programming process for the next two years.
The TxDOT Aviation Capital Improvement Program is programmed to enhance our system in the form of new or extended runways, expanded aircraft parking aprons, terminal buildings and aircraft hangar developments—all based on local demand for increased capacity. This continues TxDOT’s vision of preserving system assets while enhancing safety, capacity, and function.

The Aviation CIP is developed based on the following assumptions regarding future federal and state funding throughout the program period (2021–2023):

- Approximately $19 million annually in federal Airport Improvement Program funding, plus $24 million in Non-Primary Entitlement Funds;
- Approximately $10 million on average annually in federal discretionary funding; and
- Approximately $16 million annually in Texas Aviation Facilities Development Program funding.

The current replacement cost for pavement at Texas’ general aviation airports is more than $3.4 billion reflecting a significant investment over time in airport infrastructure.

Because of year-to-year funding uncertainties, TxDOT may program slightly more dollars during a fiscal year than can be funded. During project development, technical analysis may lead to significant changes in project scope, cost, timing, and funding source. Some projects may require additional time for development before implementation or sponsor funding delays, causing projects to be postponed. By allowing a small amount of leeway for flexibility, TxDOT is able to replace postponed projects with well-developed projects to best use available funding.

The TxDOT Aviation CIP includes all Texas General Aviation airports included in the Texas Airport System Plan (TASP), including those designated by the FAA as relievers. Certain airports in metropolitan areas are classified as relievers to enhance capacity at major commercial airports. The TxDOT Aviation Division has the programming responsibility for reliever airports.

The ACIP is updated continually and submitted annually for approval from the Texas Transportation Commission. TxDOT regularly receives input from sponsors regarding their airport needs and plans. This information is used to refine and update the ACIP. Comments on this document and the ACIP process are welcome.

The 2021–2023 CIP

The 2021–2023 CIP is a constrained plan and represents the most current knowledge of airport needs and potential projects. The current three-year plan calls for projects totaling $203 million of which $156 million is from federal sources while $24 million and $23 million are state and local sources, respectively.

The 2021–2023 CIP represents a significant investment in preserving and expanding the Texas Airport System. Approximately 85 percent of the funds programmed for this plan is allocated for Safety and Preservation of system airports; primarily projects designed to meet design/safety standards, security enhancements and pavement preservation. Approximately 15 percent of the CIP is currently programmed to enhance our system in the form of new or extended runways, expanded aircraft parking aprons, terminal buildings and aircraft hangar developments—all based on local demand for increased capacity. This continues TxDOT’s vision of preserving system assets while enhancing safety, capacity, and function.

The Aviation CIP is developed based on the following assumptions regarding future federal and state funding throughout the program period (2021–2023):

- Approximately $19 million annually in federal Airport Improvement Program funding, plus $24 million in Non-Primary Entitlement Funds;
- Approximately $10 million on average annually in federal discretionary funding; and
- Approximately $16 million annually in Texas Aviation Facilities Development Program funding.

The Aviation CIP is subject to change. It is based on a series of assumptions regarding future funding, airport sponsor actions, and aviation activity. To the extent the basis for these assumptions changes, the CIP will require adjustment.

In order to have the most current program information available, the CIP will continually be updated and made available via the TxDOT website (www.txdot.gov). The Annual CIP will continue to be published for Commission approval once a year. The Aviation Division continually receives input from sponsors regarding their airport needs and plans. This information is used in the development of the next CIP.

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<th>State</th>
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DFW is the 4th busiest airport in the nation by enplaned passengers and 3rd busiest in the nation by airport operations.

**Commercial Service Activity**
- DFW: 91.6 Million Enplaned Passengers
- 2.1 Million Commercial Airline Operations

**General Aviation Activity**
- 4.8 Million GA Operations
- Based Aircraft: 13,000
Funding for general aviation airport development comes from essentially three sources: the Federal Aviation Administration, the State of Texas, and local governments that own and operate airports. The FAA funds for the AIP are from the trust fund and come in three categories, each with their own set of criteria and requirements.

Federal apportionment funds are those provided to states based off an established formula in the authorizing legislation. Non-primary entitlement funds are those specifically for general aviation airports listed in the NPIAS that show a development need. These airports are eligible for a maximum of $150,000 per year. Discretionary funds are those available for certain eligible projects at the discretion of the FAA. As an FAA Block Grant state, TxDOT acts as the agent for the state apportionment and non-primary entitlement funds and assists airports in the planning and programming of these funds as well as the project and grant management after the projects are awarded.

State funds typically come from the non-dedicated portion of the Texas Highway fund. Local funds come from the cities and counties that own and operate airports and may include money from their general fund or a special, dedicated airport fund made up from revenue generated on the airport.

In the last five years, more than $421 million in airport development funds have been provided to Texas’ general aviation airports. Most of those funds, 71%, have come from the FAA’s Airport Improvement Program with 18% coming from the state and 11% from local governments.

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Texas Gulf Coast Regional Airport.
The 264 general aviation airports in the Texas Airport System Plan have a cumulative 5-year, short-term development need of $5,260,246,599. The areas of needs represent a wide range of priority categories that include the following:

- Safety;
- Preservation;
- Reconstruction;
- Standards;
- Upgrade;
- Capacity;
- Planning;
- New access; and
- New capacity.

Most of the Aviation Division’s resources are dedicated to preserving the existing system, improving facilities to standards, and upgrading them to accommodate growth and drive the local economy.

The Texas Airport System includes 264 general aviation airports. Of these, 186 are included in the NPIAS and are eligible for federal funding through the FAA’s Airport Improvement Program. The remaining 78 airports are not eligible for FAA funding and must rely on limited state and local funds for maintenance and improvements.

Texas’ 24 Reliever airports alone have a 5-year development need of more than $560 million or nearly 36% of the total need. This is not unexpected as these airports are often the busiest in the system accommodating a significant portion of overall system traffic while providing additional capacity to the commercial service airports they “relieve.” Consequently, they require a larger investment to meet growing needs and maintain more expansive airport facilities.

Airports in the NPIAS, and thus eligible for federal funding, are also categorized by the role they play in the National System. The categories and definitions as specified by the FAA are:

**National**
Support the national airport system by providing communities access to national and international markets in multiple States and throughout the United States. National airports have very high levels of aviation activity with many jets and multiengine propeller aircraft.

**Regional**
Support regional economies by connecting communities to regional and national markets. Generally located in metropolitan areas and serve relatively large populations. Regional airports have high levels of activity with some jets and multiengine propeller aircraft. The metropolitan areas in which regional airports are located can be Metropolitan Statistical Areas with an urban core population of at least 50,000 or Micropolitan Statistical Areas with a core urban population between 10,000 and 50,000.

The current short-term funding shortfall to meet the five-year development needs of the Texas Airport System is approximately $229 million per year.
**Funding Needs of the Texas Airport System**

**Local**
Supplement local communities by providing access to markets within a State or immediate region. Local airports are most often located near larger population centers, but not necessarily in metropolitan or micropolitan areas. Most of the flying at local airports is by piston aircraft in support of business and personal needs. These airports typically accommodate flight training, emergency services, and charter passenger service.

**Basic**
Links the community with the national airport system and supports general aviation activities, such as emergency response, air ambulance service, flight training, and personal flying. Most of the flying at basic airports is self-piloted for business and personal reasons using propeller-driven aircraft. They often fulfill their role with a single runway or helipad and minimal infrastructure.

**Unclassified**
Currently in the NPIAS but with limited activity.

**Airport Needs**
Texas’ Airport System consists of 264 general aviation airports of which 186 are in the NPIAS playing a variety of these roles. In addition, local and rural communities and economies are supported by 78 airports across the state that are not in the Federal system and not eligible for FAA Funds. The five-year development needs of both the NPIAS and Non-NPIAS airports are shown in the table below. The five-year needs for the 24 Reliever airports which are a subset of the system, are also shown.

The larger the airport and the greater its role in the system, the higher the development needs are expected to be. The 11 National airports comprise more than 25% of the need. The 24 Reliever airports whose roles vary across the spectrum comprise more than one-third of the overall needs.

*The five-year development needs for general aviation airports in Texas is $1,565,685,238 or approximately $313 million per year.*

<table>
<thead>
<tr>
<th>Airport Category (FAA ASSET Category)</th>
<th>Number of Airports</th>
<th>Total Dollars</th>
<th>Total Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>National</strong></td>
<td>11</td>
<td>$406,565,672</td>
<td>25.97%</td>
</tr>
<tr>
<td><strong>Regional</strong></td>
<td>37</td>
<td>$295,000,782</td>
<td>18.84%</td>
</tr>
<tr>
<td><strong>Local</strong></td>
<td>77</td>
<td>$422,557,807</td>
<td>26.99%</td>
</tr>
<tr>
<td><strong>Basic</strong></td>
<td>44</td>
<td>$134,004,983</td>
<td>8.56%</td>
</tr>
<tr>
<td><strong>Unclassified</strong></td>
<td>17</td>
<td>$40,906,646</td>
<td>2.61%</td>
</tr>
<tr>
<td><strong>State System (Non-NPIAS)</strong></td>
<td>78</td>
<td>$266,649,348</td>
<td>17.03%</td>
</tr>
<tr>
<td><strong>Total General Aviation</strong></td>
<td>264</td>
<td>$1,565,685,238</td>
<td>100.00%</td>
</tr>
<tr>
<td><strong>Reliever</strong></td>
<td>24</td>
<td>$560,392,774</td>
<td>35.79%</td>
</tr>
</tbody>
</table>
Air ambulance operators to conduct life-saving flights
According to the Atlas & Database of Air Medical Services, 118 air ambulance aircraft operate from 101 bases in Texas. That’s more bases than any other state, and more air ambulances than all but one state.

Aerial applications that enhance crop yields
Texas has 482 aerial application aircraft, 10 percent of the total US aerial application fleet, and more than any other state.

Rapid firefighting responses to wildfires
According to the Insurance Information Institute, Texas had 9,827 wildfires in 2017, more than any other state.

Law enforcement’s aerial surveillance of illegal activities
The Texas Department of Public Safety operates a fleet of 15 helicopters, seven fixed wing single-engine aircraft, and one twin-engine aircraft. These aircraft operate from 15 bases around Texas, with 46 pilots and 16 tactical flight officers flying a variety of law enforcement missions.

Aviation jobs, ranking Texas #1 in the nation
Texas has more aircraft mechanics, more operations specialists, and more air transportation jobs than any other state.

First responders to execute search and rescue operations
The Texas Wing of the Civil Air Patrol has more than 3,100 volunteer members and more than 30 aircraft. The Civil Air Patrol is responsible for approximately 90 percent of inland search and rescue missions throughout the U.S. and, on average, saves 75 lives annually.

Convenient access to flight training opportunities
Texas is the third leading state in terms of student pilots, with 12,344 in 2017.

Bases for the military to train and maintain flight proficiency
Laughlin Air Force Base, located in Del Rio, is one of the Air Force’s primary pilot training facilities. Since the 1950s, it is estimated that 21,000 pilots graduated from Laughlin’s undergraduate pilot training program.

Federal Aviation Administration, Washington, DC.
https://www.faa.gov/airports/planning_capacity/npias/

Texas Airport Economic Impact Study, 2018. Texas Department of Transportation-Aviation Division.

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https://www.faa.gov/airports/planning_capacity/ga_study/