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   - Rotomilled and overlaid runway (RW) 18-36 and taxiway (TXWY)
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   - Repaired RW 18-36 and RW 11-29 shoulders
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   - Improved drainage at hangars and rehabilitated southeast corporate hangar
   - Rehabilitated TXWYs and terminal apron

4. Sugar Land Regional Airport
   - Relocated central portion of TXWY F and constructed new stub TXWY
   - Demolished parts of existing TXWY

5. Fayette Regional Air Center
   - Replaced windcone/segmented circle
   - Rehabilitated and marked RW 16-34
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   - Rehabilitated hangar access TXWY
   - Installed wildlife fencing

6. Plainview/Hale County Airport
   - Replaced MIRL RW 4-22
   - Crack filled and sealed various airfield pavements

7. Gonzales Municipal Airport
   - Constructed 10-unit t-hangar and hangar access TXWY

8. South Texas International Airport at Edinburg
   - Constructed DPS/National Guard hangar
   - Constructed four-unit t-hangar
   - Installed emergency generator
   - Constructed north apron

9. Presidio – Lely International Airport
   - Rehabilitated RW 17-35 and turnarounds
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   - Installed new pavement markings

10. Nueces County Airport
    - Engineered, designed and constructed new terminal building, auto parking and entrance road

11. Chambers County Airport
    - Rehabilitated RW 12-30
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    - Reconstructed hangar access TXWYs and demolished obsolete pavement
    - Installed wildlife fencing

12. Wichita Falls – Kickapoo Downtown Airport
    - Constructed drainage improvements for terminal apron
    - Expand terminal building apron

Message from the Director
One of my favorite aviation quotes is “a mile of highway will take you a mile, but a mile of runway will take you anywhere.” Whether I’m attending a terminal building grand opening in the Panhandle or an airport dedication in East Texas, that statement holds true. The wonder of flight not only captures our imagination, but it also provides critical economic opportunities for the communities they serve.

The Aviation Division has never been more committed to serving our airport sponsors and supporting general aviation in Texas, which has a total economic impact of $14.6 billion and supports more than 56,000 jobs with an annual payroll of $3.1 billion.

The Aviation Division is proud to contribute to the overall success of the transportation model in Texas through our efforts in maintaining and improving the Texas Airport System. Of the 497 miles of runways available for public use in Texas, over 393 miles are utilized for general aviation purposes. The 24 reliever airports help to reduce congestion to the commercial service airports in our urban areas while our smaller airports provide essential services such as agricultural spraying and medical lifeline flights to their communities. These general aviation airports complement our larger commercial service airports that accommodate more than 400,000 daily commercial passengers flying to and from Texas airports.

Air traffic control towers at 25 commercial and 17 general aviation airports handle 4,509,977 aircraft operations annually or 12,356 a day. Our system comprises not only the active pilots in Texas but also the 71,964 non-pilot airmen certificate holders such as mechanics, dispatchers, ground instructors and flight engineers.

Among the 2016 highlights is the Aviation Division’s investment of more than $1.3 million in the relocation and construction of the south section of taxiway F at Sugar Land Regional Airport and the construction of a bridge and cross taxiways for this relocated taxiway.

Our significant projects and programs are represented in this annual report. This format provides readers with a snapshot of the investments made to improve and maintain our airport system that continually makes it among the best in the nation. We know that our work is never done as our system involves 295 airports, 29,735 registered aircraft and 49,538 active pilots who flew over 2.25 million hours in Texas last year alone. We continue to be committed to our vision and work diligently with our local partners. 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
Hangar construction underway at Fayette County Regional Airport.

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 2016, over $56 million was allocated to airport infrastructure from reliever airports to small, rural general aviation airports. These capital investment highlights represent the continued and invaluable support given to the Aviation Division by the Texas Transportation Commission under the leadership of Chairman Troy D. Lewis, and TxDOT Executive Director James M. Bass. Every project completed this year was presented to and approved by the Commission in 2016. The $56 million includes:

- $16 million in maintenance/rehabilitation/reconstruction work to maintain and preserve the existing system
- $17.3 million in capacity improvements for runways, taxiways, and apron space
- $18.5 million in airport improvements to ensure they meet FAA standards and safety compliance
- $2.3 million in master plans, business plans, and feasibility studies
- $510,900 in environmental studies
- $5.9 million in land and airside improvements

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 one of 10 states participating 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. 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, provided airside needs are met. Airports without a fuel-dispensing system are eligible to participate in 75 percent grant funding for the aboveground Fuel Facility Development Program.

Runway Incursion Mitigation Studies
TxDOT, through a grant from the FAA, initiated three Runway Incursion Mitigation (RIM) studies to identify, prioritize, and develop strategies to mitigate risks at these locations; the airports studied were Conroe – North Houston Regional Airport, Addison Airport, and Galveston – Scholes International Airport.

FAA defines a runway incursion as any occurrence at an airport 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 (3) 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 for those who must enter active Airfield Operations Areas (AOAs) were two of the recommendations found in all three studies.

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 a $500,000 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 $3.5 million.

2016 highlights include:
- Investment of $9.9 million for hangar development (includes access taxiways and design)
- One fuel system was constructed for $933,910

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

2016 highlights include:
- Provided services for 40 different state agencies
- Transported over 3,200 passengers
- Flew approximately 1,150 total hours

Aviation in Texas—Facts and Figures

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2016 highlights include:
• 209 grants issued
• $4.3 million invested for routine airport maintenance with an additional $4.3 million matched by the airport sponsor

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Rehabilitated and restripped pavement at Swisher County Municipal Airport.

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 Produced by the Aviation Division, TxDOT
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An aerial photo of the construction underway on the south section of taxiway F at Sugar Land Regional Airport.