

WINGTIPS

A QUARTERLY PUBLICATION
OF THE TEXAS DEPARTMENT
OF TRANSPORTATION
AVIATION DIVISION.



SPRING 2019

DALLAS EXECUTIVE AIRPORT  p. 6



aboard a U.S. Navy ship in the Pacific theater. Following the war, he returned to Rice University to complete his education, graduating in 1948. He continued his military career in the Naval Reserve, retiring at the rank of Captain U. S. Navy.

Wayne was the initiator and driving force behind the Wood County Airport from its creation until the day he died. For his lifetime contributions to aviation, Wayne was an easy choice as the first recipient of the Texas Aviator of the Year Award.

God Bless You Wayne. Thanks for all you did for Texas Aviation.

Welcome Aboard To Our New TxDOT Aviation Employees!!

Since last year's Texas Aviation Conference, we have added five employees to our airport improvement staff.

The new employees are:

- Mike Van Vliet, Airport Planner
- Harry Sutherland, Airport Inspector
- Anna Ramirez, Grants Manager

We're also pleased to have back with us three excellent former employees:

- Megan McLellan, Airport Planner
- Sheri Quinlan, Grants Manager
- Robert Johnson, P.E. Project Manager. ▾

DAVE'S HANGAR

We Say Goodbye To Wayne Collins!!

Sadly, on January 27, 2019, we had to say so long to one of our best General Aviation supporters and friend, Wayne Collins. Wayne was born in Mineola Texas, graduating from high school in 1941. His college training at Rice University was interrupted by World War II, serving as an officer and member of the "Greatest Generation"

After his family, flying was the love and constant of Wayne's life. He flew his beloved Beechcraft Bonanza around the world twice, in 1986 and again in 1990. Wayne was the founding organizer for formation flights to the annual fly-ins to Oshkosh, earning an entry into the Guinness Book of World Records. He provided help to families needing medical transportation through Angel Flights, introduced numerous young people to flying through the Young Eagles program, and delivered two single-engine planes to medical missionaries in Africa for Wings of Hope.



Photo by Scott Slocum.

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LONE STAR FLIGHT MUSEUM NAMES 2019 TEXAS AVIATION HALL OF FAME INDUCTEES

The Lone Star Flight Museum (LSFM) is pleased to announce the selection of four new inductees into the Texas Aviation Hall of Fame. This prestigious group was inducted on Friday, April 12, at the 2019 Texas Aviation Hall of Fame luncheon at the Lone Star Flight Museum located at Houston's Ellington Airport.

Christopher C. Kraft *(born 1924)*

An aerospace engineer who graduated from Virginia Tech, Christopher Kraft was hired by the National Advisory Committee for Aeronautics (NACA) in 1944. He performed aerospace research for fourteen years before being asked to join the Space Task Group, a group within the newly formed NASA which managed the program to put a man in space and on the Moon. As part of the Flight Operations division, Kraft became NASA's first flight director, overseeing flights in the Mercury and Gemini series of space missions.

H. Ross Perot, Jr. *(born 1958)*

A native of Dallas, Texas, H. Ross Perot, Jr. came to prominence early in life. He graduated from Vanderbilt University and shortly thereafter co-piloted the first around-the-world helicopter flight in 1982, at the age of 23. Using a Bell 206L-1 Long Ranger II named the "Spirit of Texas," he and fellow pilot Jay Coburn took off from Fort Worth and flew around the world in 29 days, 3 hours and 8 minutes. Perot next spent over eight years as a fighter pilot with the U.S. Air Force.

Dr. Peggy A. Whitson *(born 1960)*

A native of Iowa, Dr. Peggy Whitson received her Doctorate in Biochemistry from Rice University before becoming a National Research Council Resident Research Associate at NASA's Johnson Space Center. She next supervised the Biochemistry Research Group of a NASA contractor before becoming adjunct professor of Internal Medicine and Human Biological Chemistry and Genetics at the University of Texas Medical Branch, Galveston.

General Ira C. Eaker *(born 1896, died 1987)*

Born in Field Creek, Texas, Ira Eaker served as a second lieutenant in the U.S. Army infantry before he was selected for flight training at Kelly Field. During World War II, Eaker was sent to England to organize and later command the Eighth Air Force in the strategic bombing of Nazi Germany. He became Commander-in-Chief of the Mediterranean Allied Air Forces in 1944, then Deputy Commander of the Army Air Forces and Chief of the Air Staff before his retirement in 1947. ■

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TxDOT Print Services, Austin, TX
Support Services Division

AVIATION DIVISION, TxDOT

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TERRELL AIRPORT

Setting the Standard

By Chris Sasser

Texas A&M Transportation Institute

Visitors to Terrell Municipal Airport (KTRL) immediately notice the high standards. The perfectly manicured and landscaped entrance to the airport serves as the front door for economic development for the region. All airport buildings are immaculately maintained. Navigational aids are kept in excellent condition and inspections are made regularly. It is evident that the exemplary management and operation of this award-winning airport is a priority. Take, for example, the unique terminal building, which opened in 2011.

The terminal building pays homage to the No. 1 British Flight Training School where the Royal Air Force flying cadets learned to fly for European combat. The top of the building is shaped like the historic air traffic control tower, and the floor of the lobby has a map that depicts the training routes in correlation with Europe. There is also a small British Flight Training School museum inside the terminal.

“When we originally conceived the idea for the terminal, we really wanted to do it right,” noted Terrell City Engineer Steve Rogers. “This building requires very little maintenance. There is a conference room and clean, modern facilities for pilots. Tying our history into the design was something that makes this building special.”

The airport was first developed from land sold by a local resident in 1940. The government then acquired it during World War II for training operations, where it achieved international fame as the home of the number one British Flight Training School.

Today, this modern airport is home to five Fortune 500 company divisions that create thousands of jobs and serves the owners of nearly 100 based aircraft. The companies include distribution centers for Goodyear, AutoZone and Wal-Mart.

“We have 150 acres of available landside and airside sites in our Airport Business Park,” said Terrell Director of Public Works Glenn Caldwell. “We are in a great location next to I-20, U.S. 80 and SH 34, so we feel confident in our ability to foster future growth at the airport.”

In addition to the new terminal building, the airport also recently constructed a new airport terminal access road which improved the drainage. Future plans include relocating the fuel next to the terminal building. Guiding this airport’s vision was their 2005 Airport Master Plan, which set the stage for the leaders of this community to guide in the development of this first-class airport. The airport has been self-sustaining for over 10 years and boasts an airport fund that has increased 100% within those years.

This airport is also very active in the community. The annual September Flights of our Fathers Fly-In has garnered such tremendous attention that it now requires an assigned air boss to oversee the over 60 aircraft that come to join in the fun of more than 2,500 visitors.

“My main message is that we are open for business!” said Rogers. “I encourage everyone to visit us and see what we have to offer.”

The terminal building at Terrell Municipal Airport opened in 2011 and pays homage to the No. 1 British Flight Training School where the Royal Air Force flying cadets learned to fly for European combat.



TEXAS AIRPORTS MEAN BUSINESS

A popular saying amongst local government officials when referring to their general aviation airport is “this is the most valuable mile of pavement we have in the county.” The Texas Aviation Economic Impact Study, which was released in 2018, proved that statement to be true. The study was prepared for the Texas Department of Transportation’s (TxDOT) Aviation Division by CDM Smith, with assistance from KSA Engineers, in conjunction with Texas A&M Transportation Institute (TTI).

Texas has one of the largest state airport systems in the country. With 289 airports, Texas has grown and maintained the system to provide a myriad of aviation and economic benefits to the Lone Star State and its residents. With its expansive open spaces, large metropolitan areas, welcoming attractions and flourishing business environment, it’s no wonder that Texas has more registered aircraft than any other state. These nearly 25,400 aircraft account for 9% of all U.S. registered aircraft. For many communities, air transportation is essential for attracting and retaining commerce, and the local airport is the valued asset that provides the link to the national air transportation system and the world economy.

“TxDOT’s Aviation Division commissioned the study to measure the economic benefits provided by the state’s airport system,” says TTI Research Scientist Jeff Borowiec. “The statewide economic impact study shows how Texas airports serve as important economic engines. While the focus of this study is general aviation airports, the impact from commercial service airports was also calculated to present a complete picture of the tremendous benefit created by Texas’s airport system.”

The economic impacts of these airports take into account a wide variety of aviation services. At the commercial airports, airlines move large volumes of people and cargo through the system with a remarkable safety record. The general aviation airports offer unmatched accessibility across Texas while providing a host of services, such as air medical, avionics installation, flight training, environmental surveys, aerial application, charter flights and aircraft maintenance. All of these activities support jobs in the community and bolster each region’s economy.

“A commitment to invest over \$70 million annually by the Aviation Division has fostered this airport development and resulted in benefits for all Texans,” says TxDOT Aviation Division Director of Planning and Programming Greg Miller. “This means more than simply convenient transportation options via general aviation aircraft. The network of airports across the state provides many economic and qualitative benefits.” (see “Texas Airports...By the Numbers” sidebar)

Texas’s general aviation airports are also critical to the state’s tourism industry. Visitors to the state make frequent use of general aviation airports to enjoy the varied recreational activities – ranging from national and state parks, to major league sporting events, to hunting and fishing opportunities, to world-class resort destinations. During these trips, visitors spend money locally on food, lodging, events and various other items.

“The study found aviation benefits have grown significantly since the last study in 2012,” says Borowiec. “This study demonstrates the value that airports in both small and large communities have. The numbers clearly show the positive economic impact they have, along with providing critical services such as air ambulance and rapid response to wildfires.” ■

TEXAS AIRPORTS...

By the Numbers

- \$94B Annual Economic Output— The economic impact of Texas’s system airports is estimated at 778,955 jobs, \$30.1 billion in payroll, and \$94.3 billion in economic output.
- 80M Passengers Enplaned— Texas’s commercial service airports enplane more than 80 million passengers annually.
- 5.7M General Aviation Operations— Texas’s airports handle 5.7 million general aviation operations annually.
- 1.9M Commercial Airline Operations— More than 1.9 million commercial airline operations take place annually at Texas airports.
- 42 Air Traffic Control Towers— There are 42 air traffic control towers operating at Texas system airports, staffed either by FAA employees or private contractors.
- 4th Busiest Airport in the World— Dallas-Fort Worth International is the fourth busiest airport in the world in terms of aircraft operations.
- 25,391 Registered Aircraft in Texas— There are 25,391 registered aircraft in Texas which makes up 9 percent of all U.S. registered aircraft.
- 289 System Facilities in Texas— The Texas airport system consists of 289 airports and heliports. Of these, 210 airports are part of the National Plan of Integrated Airport Systems (NPIAS) and are eligible to receive federal funding.

By Chris Sasser

Texas A&M Transportation Institute

When telling the story of Dallas Executive Airport (KRBD), it's impossible to overstate the number of projects the airport has undertaken in the past decade, and its eye toward future development.

“Our goal is to be the number one reliever airport in the DFW Metroplex,” said Dallas Executive Airport Manager Darrell Phillips. “With the ten-year investment from the City of Dallas, in partnership with the Texas Department of Transportation, we believe we are well on our way.”

Dallas Executive Airport, built in 1945, is owned by the City of Dallas and operated by the Department of Aviation, “Dallas

Airport System” which includes Love Field, Downtown Vertiport and Dallas Executive Airport. The 1,040-acre general aviation facility is located just six miles south of downtown Dallas, or, as Mr. Phillips is fond of pointing out, “one traffic light away.”

“We have state of the art amenities and infrastructure that provide first-class service to corporate and business segments of general aviation,” said Phillips. “With prime land ready for development, Dallas Executive Airport also provides excellent growth opportunities for both aeronautical and industrial development.”

DALLAS EXECUTIVE AIRPORT SURGES FORWARD



The airport's terminal building has a full-service restaurant, passenger lounge and administrative offices. The business conference center features a large briefing room as well as breakout rooms available for use by airport guests and tenants.

The airport is also equipped with an air traffic control tower, an instrument landing system and navigational aids that provide accessibility even under adverse weather conditions. Two full-service fixed based operators provide a range of amenities including meeting rooms, pilot lounge areas and sleeping quarters, car rentals, fuel maintenance, hangar rentals and charters.

The airport is also the national headquarters for the CAF. The National Aviation Education Center will be the first phase of the CAF National Airbase Campus at Dallas Executive Airport. Groundbreaking for their new building will occur in the Spring of 2019.

“We were thrilled to have been selected as the home for the Commemorative Air Force,” said Phillips. “It shows the level of commitment that the city has in developing this airport for the future.”

The \$50 million-plus investment, from private, local, and state funding, in the airport began with the 2011 airport master plan, which provided a blueprint for the future. Since that time period, the completed and future projects include:

2012 • Upgraded access control system and upgraded airfield lighting and signage;

2013 • New perimeter road and fencing and built taxiway Romeo;

2014 • Runway 13/31 reconstruction project with TxDOT and the announcement of the new Commemorative Air Force (CAF) National Headquarters;

2015 • Completed new master plan, kick off reconstruction of RWY 13/31;

2017 • Completed new land use study;

2018 • Runway 13/31 construction completed to 7,165 feet;

2018 • Relocate Dallas Water Utilities water main on north end of Runway 13;

2018 • New Dallas Police Department hangar construction on west side of airport;

2019 • Eight new corporate hangars on taxiway Romeo;

2019 • New Taxiway Echo to open up west side of airport MRO hangars;

2019 • New fuel farm;

2019 • New airport maintenance run-up area on taxiway Charlie;

2019 • Ground breaking for CAF new educational center; and

2019 • West side hangar development for new MRO maintenance repair and overhaul facility, 70,000 sq. ft. with FBO facility.

The runway 13-31 reconstruction project was a three-and-a-half year project that lengthened the runway from 6,400 to 7,163 feet, and provided relocation of the RPZ Runway Protective Zone back onto and inside of airport property. This, also with displaced threshold, helps to provide relocation of noise to be more to the central area of the airport. The extended length helps provide greater length for takeoff on hot Texas days. As a reliever airport to Dallas Love Field, these improvements provide capacity for future corporate aircraft to land at Dallas Executive Airport. ▀



NOTHING TO SOMETHING

The Story of Madisonville Municipal Airport

By Chris Sasser

Texas A&M Transportation Institute

When Camilla Viator started her new job as Madisonville City Manager, she discovered that she was also tasked with being the airport manager.

“On the second day in my career as City Manager I wondered what have I gotten myself into,” joked Viator. “Ed Addicks with Strand Associates was a key player who suggested I attend the Texas Aviation Conference. I was also fortunate to have (then TxDOT Division Aviation Planner) Robert Jackson by my side and he took an immediate interest in the airport, as did other TxDOT personnel such as (Director) Dave Fulton and (Director of Planning) Greg Miller who flew out and visited. TxDOT Aviation was wonderful in helping me to realize that the airport is an economic development tool. From that point on, it kind of took off.”

The city used Madison County Economic Corporation funds to construct a new 24 x 30-foot metal building to serve as a terminal building with a bathroom and central heat and air. The airport also installed an AvGAS and Jet fuel system with a credit card reader.

“Brent Ryder with Sun Coast was instrumental in helping get the Fuel Farm started at the airport,” noted Viator. “I would have been lost without him.”

The airport has worked to improve their drainage, and added a skydiving operation with a new skydiving center building recently built. There is also an on-going pavement rehabilitation project. Other improvements, such as a new windsock, airport fencing and relocation of the beacon have recently been made. Local pilot Mike Murray also provided help with clearing brush at the airport.

The city used RAMP funds to supplement many of their improvements. They spent more than their matching share of RAMP funding in FY 2017 and have funded the other improvements on their own.

The results of Viator and her team’s hard work have not gone unnoticed as the airport won the 2018 Most Improved Airport of the Year at last year’s Texas Aviation Conference.

Leif Mauritzson and his partner Wanda Collins are commercial pilots who also operate a flight training business at the airport.

“All these improvements that you see out here are directly the result of Camilla and her vision,” said Mauritzson. “For the last 30 years, this has basically just been a pasture with a few buildings.”

So what’s next for an encore?

“We have plans to strengthen and lengthen the apron and install a parking lot,” said Viator. “We get calls all the time wanting to know when we’re going to build hangars; we have about 15 planes on the waiting list. The airport is kind of abuzz these days. It’s gone from ‘Madisonville has an airport?’ to excitement from the community about what’s going on out here.”



The terminal building at Madisonville Municipal Airport.



Wayne Collins and TxDOT Aviation Division Director Dave Fulton at the Wood County Airport Collins Field ceremony in 2017.

CIVIC LEADER, MINEOLA ICON WAYNE COLLINS DIES AT 94

By Hank Murphy
editor@woodcountynews.com

Wayne Collins, a longtime Mineola businessman, civic leader, Rotarian and pilot who made countless contributions to Mineola and Wood County during his long and productive life, died Sunday at his home in Mineola. He was 94.

The lifelong Mineolan, who most recently served as grand marshal during December's Chamber of Commerce Christmas parade, was known for spearheading numerous civic initiatives, as well his love for flying, scouting and Rotary.

"Always in his heart, it was what was best for the city of Mineola. He will be sorely missed, he really will," said Mercy Rushing, Mineola's city manager.

Greg Hollen, president of the local Rotary Club, said "He was extraordinary, he was selfless, he was inspiring."

Collins grew up in an entrepreneurial family. The Collins family began owning businesses in Mineola in 1922 and later opened

the city's first dry cleaning business. In 1930, the Collins family began selling men's clothing. After serving in World War II, Wayne joined the business full-time in 1948. They would eventually expand into women's fashions, and throughout the 1950s, '60s, '70s, '80s and the first part of the 90s, Collins had a retail presence in Mineola. He also had stores in Athens and Tyler.

After retiring from the retail business, Collins turned his attention to the Wood County Airport Board, which he helped found. His position at the airport fit nicely with one of his passions in life – flying airplanes. Like he did so often through his life, he parlayed his infatuation with flight into serving others. He participated in Angel Flights, providing transportation to families in need of medical treatment. He introduced young people to flying through the Young Eagle program, and Collins delivered two single-engine planes to medical missionaries in Africa for Wings of Hope. Into his 90s, Collins continued to fly airplanes. In 2017,

his contributions to Wood County Airport were recognized as it was renamed Wood County Airport Collins Field.

He worked tirelessly to improve the airport, said Rushing. "When no one else was there, he was there," she said.

Collins was the first recipient of the Texas Aviator of the Year Award, which is a special award presented by the Texas Department of Transportation's Aviation Division (AVN) at their annual conference.

"He also began an effort many years ago to build an airport in Wood County," said AVN Director David Fulton. "It is a fine airport and would not be there today had it not been for Wayne Collins. He also was a great supporter of TxDOT Aviation. He was a great guy who had a long, productive life."

Collins did two stints as president of the Mineola Chamber of Commerce and was a fixture on the Planning and Zoning Commission. Through his position with the chamber, he was catalyst in reviving downtown Mineola through his work in making Mineola a Texas Main Street City, according to Rushing.

She described him as smart and "a wealth of information" who never bragged about himself and always acted in the best interests of Mineola. He was a solutions-oriented man and served as a mentor to her, said Rushing.

Collins also enjoyed a lifelong association with the Boy Scouts.

"There are two things you learn early in scouting. It's all about teamwork and somebody's got your back. You also learn leadership and those things stay with you the rest of your life," Collins said in January of last year after being honored for his lifelong commitment to scouting.

He also was committed to the Mineola Rotary Club, for which he served for more than 70 years. His father was an original founder, said current Rotary President Greg Hollen.

"He was the rarest of civic volunteers," said Hollen, "He was here every week and attended every event."

Collins even stood in the cold ringing the bell for the Salvation Army, Hollen recalled.

"People like me came to Rotary because of Wayne," he said.

"One of the measures of Wayne is that he really never took credit" for his accomplishments. "He was selfless that way. He was just such and inspiring guy."

Collins was preceded in death by his wife, Frances. He is survived by his children, Craig, Corey, Cristle, and Clay; 10 grandchildren; as well as several nieces and nephews.

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NASA TO TEST UAS TRAFFIC MANAGEMENT OVER URBAN AREAS

By Mark Huber
AOPA

NASA has selected the Nevada Institute for Autonomous Systems in Las Vegas and the Lone Star UAS Center for Excellence & Innovation in Corpus Christi, Texas, to demonstrate NASA's unmanned aircraft systems traffic management (UTM) system in an urban area. The drone flights will take place in and around downtown Reno, Nevada, between March and June, and Corpus Christi during July and August.

Key technologies to be demonstrated include airspace regulator Flight Information Management System, the UAS Service Supplier interface for multiple independent UAS traffic management service providers and their interface with vehicle integrated detect and avoid capabilities; vehicle-to-vehicle communication and collision avoidance; and automated safe landing technologies.

NASA and its partners, including the FAA, aim to help the drone industry understand challenges posed by flying in an urban environment. Results of the flight demonstrations will also be used to formulate future rules, policies and traffic management procedures for operating drones safely over populated areas. The flights constitute the final phase of NASA's four-year series of increasingly complicated technical demonstrations with drones. ■

GRANTS RECEIVED

Scholes International Airport at Galveston

\$5,180,000

Rehabilitate and mark Runway 14-32; rehabilitate and mark taxiway A, C, D and E; rehabilitate; repair; relocate and mark taxiway B; rehabilitate north apron and north apron phase 4.

Muleshoe Municipal Airport

\$2,098,000

Rotomill, overlay, sealcoat, stripe and mark Runway 1 7-25; rotomill cross taxiways; and rotomill, overlay, and sealcoat parallel taxiways and apron.

Crane County Airport

\$523,700

Rehabilitate and mark Runway 12-30 and Runway 15-11; and rehabilitate stub taxiway and apron.

Fort Stockton/Pecos County Airport

\$1,644,390

Rehabilitate and mark Runway 12-30 and Runway 3-21; rehabilitate parallel and cross taxiways, apron, and hangar access taxiway and install lighted wind cone.

Marfa Municipal Airport

\$3,955,920

Reconstruct terminal apron; overlay, mill, stripe and mark Runway 13-31; construct terminal apron area; mill and overlay taxiway from Runway 31 to terminal apron; and rehabilitate taxiway A.

Denton Enterprise Airport

\$7,473,630

Construct west parallel runway; construct and mark connecting taxiway from primary runway to Runway 35L; construct west parallel runway; construct and mark connecting taxiway from primary runway to new Runway 17R; construct additional pavement for a final 5000x 100 runway; install precision approach path indicators on west parallel runway conduct obstruction survey and relocate ASOS.

Georgetown Municipal Airport

\$4,661,770

Rehabilitate and mark Runway 18-36.

Dilley Airpark

\$225,000

Rehabilitate Runway 12/30, taxiway and apron.

Kenedy Regional Airport

\$2,130,870

Overlay and mark Runway 16-34; improve runway safety area; construct north parallel taxiway and holding area; replace medium intensity runway light; install precision approach path indicators-2 Runway 16-34; upgrade medium intensity runway lights to LED; upgrade precision path indicators to LED; install electrical vault; install new lighted wind cone and segmented circle; and memorandum of agreement FAA flight check path of precision approach path indicators.



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AVIATION DIVISION

WINGTIPS

WINGTIPS is an official publication of the Texas Department of Transportation Aviation Division. The intent of *WINGTIPS* is to keep the aviation community and others informed of local developments in aviation.

Printed circulation: 4,000

Comments and suggestions are welcome. Submission of articles is subject to space and editorial review and should be directed to the editor at: wingtips@tamu.edu



SPRING 2019