

WINGTIPS

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

SPECIAL CONFERENCE EDITION

HISTORY IN THE MAKING! *p. 12*



SUMMER 2018



DAVE'S HANGAR

CONGRESS PASSES SUPPLEMENTAL APPROPRIATION FOR FAA AIRPORT IMPROVEMENT PROGRAM

On March 23, President Trump signed into law an "Omnibus Bill" that provided funding to keep the federal government operating through Sept. 30, 2018. Included in that bill was a provision to provide \$1B in additional Airport Improvement Program (AIP) funds for airport development through Sept. 30, 2020, under specific requirements:

- Funding comes from the General Fund, not the Airport and Airways Trust Fund;
- Funding is not subject to apportionment formulas, special apportionment categories, or minimum percentages;

- USDOT/FAA will distribute funds as discretionary grants to airports and must give priority consideration to projects at:
 - (a) non-primary airports, "general aviation airports" that are classified as regional, local, or basic airports and are not located within a metropolitan or micropolitan statistical area as defined by the Office of Management and Budget; or
 - (b) primary airports, "commercial service airports" that are classified as small or non-hub airports;
- The federal share for these grants for general aviation airports is 100 percent. Grant amounts are not subject to any limitation or obligations in the AIP.

Fifty-six of our general aviation airports, out of a total of 278, are eligible for the funding, primarily in the rural areas of the state. General aviation airports in Texas that are eligible for this new funding, and other information about the Omnibus AIP, is listed on the Aviation Division website at <http://ftp.dot.state.tx.us/pub/txdot-info/avn/omnibus.pdf>.

If your airport is eligible for this new funding, and you are interested in applying for a project, please contact your TxDOT Aviation Division planner as soon as possible.

2018 TEXAS AVIATION CONFERENCE

The 2018 Texas Aviation Conference, held at Moody Gardens in Galveston in March, was one of our best, with over 500 participants. Be sure to join us next year April 16-18, as we return to Galveston for the 2019 conference. ■



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36TH ANNUAL TEXAS AVIATION CONFERENCE KICKS OFF

Over 530 aviation professionals, supporters, exhibitors and enthusiasts converged at Moody Gardens Hotel in Galveston March 27-29 for the 36th Texas Aviation Conference. The conference is sponsored by the Texas Department of Transportation's (TxDOT) Aviation Division (AVN).

The first day conference activities included the 9th Annual Alton Young Memorial Motorcycle Ride, which followed a scenic coastal route. Young was an Aviation Division employee and motorcycle enthusiast who passed away in 2010. Other activities included a golf tournament and a get-acquainted reception in the evening.

After the presentation of colors by the Ball High School Junior ROTC and the National Anthem, which was sung by the Galveston College Community Chorale men's quartet, TxDOT AVN Director Dave Fulton began the conference by introducing the members of the TxDOT Aviation Advisory Committee. Galveston City Manager Brian Maxwell then welcomed the attendees to Galveston Island. CDM Smith Project Manager Scott Sanders provided a brief update on the Texas Aviation Economic Impact Study currently underway. ■

**"Well-attended and well-run.
One of the best conferences
that we attend each year."**

– Conference attendee

STATE OF THE AVIATION DIVISION ADDRESS

Fulton shared the events of the past year as they pertained to the Aviation Division and general aviation in Texas.

"I always like to start off with good news, and one of the best things that's happened in my career has to do with air traffic control privatization," said Fulton. "It was one of the more controversial aviation measures ever addressed by Congress. It was a proposal to transfer management of air traffic control from the FAA to a private corporation dominated by the airlines. Opposed by most general aviation stakeholders, it was not supported in the Senate and the effort was dropped by House Transportation and Infrastructure Committee Chairman Bill Shuster on Feb. 27. For now, this is a huge victory for general aviation."

The proposed legislation, which was unveiled by Shuster back in June 2017, and which the Transportation and Infrastructure Committee approved in a 32-25 vote in 2017, would have shifted control of the country's air navigation system to a private nonprofit organization over three years. The system would have been controlled by a board of directors that would have the power to impose user fees.

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Fulton then noted that Congress had recently passed a \$1.3 trillion Omnibus Spending Bill that extends the Federal Aviation Administration's authorization and includes an annual budget of \$18 billion for the agency. It also included an additional \$1 billion in airport infrastructure funding for small and rural airports in addition to the \$3.35 billion for the airport Improvement program (AIP). Fulton also spoke about FAA Reauthorization, explaining that since the last authorization expired in 2015, the FAA has been funded by a series of smaller program reauthorizations.

"There doesn't appear to be any significant divisive issues to get this legislation passed, so hopefully we'll have a four-year deal in place by the end of the fiscal year, which gives us an opportunity to plan ahead," said Fulton. (NOTE: On April 27, the House passed a FAA

reauthorization bill that will renew the agency's funding for another five years, pending passage by the Senate.)

Another topic Fulton discussed was the Aviation Division's capital improvement program funding levels. The annual amount of FAA funding for the national airport grant program, \$3.5 billion, has remained constant over the past 17 years. During the same period of time, the cost of construction has increased significantly. As a result, purchasing power has been reduced to the point that the division is able to undertake less than 50 percent of the projects they did 17 years ago.

Fulton then closed out his presentation with an overview of grant funding, which provided those in attendance a detailed look at how the grant program is funded in Texas and also the various grant programs administered by AVN. ■

HURRICANE HARVEY AND THE ROLE OF AVIATION IN RECOVERY

Following Fulton's address were three presentations on the role of aviation in the aftermath of Hurricane Harvey.

Aransas County Airport Manager Mike Geer was in the heart of the storm when it made landfall at Rockport. He shared his story about how he prepared his airport for the storm and then what he did immediately afterward to provide staging support for emergency personnel.

"The last reading I saw on our AWOS was 143 mph with gusts of 160 mph before we lost it," noted Geer. "The building took the

north wind pretty well, but when the eye passed and the winds shifted to the south, you could see the southern wall flex in and out. That's when we went to our 'hunker down' spot to a storage room in the center of the building."

The hurricane lasted all night. When it was over, Geer went outside to assess the damage.

"We woke up at 7 a.m. and were checked on by several local officials," said Geer. "Then everything came naturally. We knew we had to have a place where helicopters

could safely land. Then we had to make our fuel system operational."

TxDOT Special Crews Supervisor Matthew Heinze then spoke of how his five-man team provided support to Geer to help get the Aransas County Airport operational.

"When we arrived in Rockport, what we saw was total devastation," said Heinze. "The terminal was fine, but there were hangars down, doors were blown off, and planes were scattered everywhere. The old World War II cinder block hangar was leveled. We made contact with Geer, and

he gave us a punch list. We told Mike everything he needed to be done we could do, but I did ask a favor. And that was if our team could stay in the terminal. Of course, he agreed and gave us the pilot's lounge with a kitchen area. It was perfect, and we stayed there four days."

Also providing support for Texans and beyond was Chief Operating Officer of jetAVIA Robin Eissler. Eissler presented on the inspirational efforts of the Sky Hope Disaster Relief Program, a business aviation flight charity. She successfully coordinated the business aviation relief effort after Hurricane Katrina in 2005, the earthquake in Haiti in 2010, and Hurricane Harvey in 2017.

"Coordination is the key," said Eissler. "We have developed a disaster relief flights best practices checklist based on our experiences. Among the best practices include avoid unnecessary flights, prepare for the unexpected such as no available fuel or mechanical issues, and do not load or drop supplies without coordinating with a relief agency."

Eissler concluded her presentation with a heartwarming story of the rescue of an 11-year-old girl from Haiti who was critically wounded during the earthquake. According to Eissler, the first aircraft scheduled for transport was grounded due to a mechanical issue. At the last moment, another flight became available to save the young girl's life, driving home her message of the importance of coordination. ■

**"Amazing mission!
Unbelievable energy and a
great presentation."**

— Conference attendee

KEYNOTE ADDRESS

This year's conference keynote speaker was First Sergeant Matt Eversmann. As an Army Ranger deployed to Somalia in 1993, Eversmann experienced the horrors of war when he and his fellow soldiers were trapped in a hostile district of Mogadishu and marked for death by an angry mob. His inspiring story of survival was immortalized in the epic film "Black Hawk Down," which recounted the harrowing experience.

Upon his return from Iraq in 2007, Eversmann retired from the Army as an Infantry Company First Sergeant after 20 years of service. He is co-author of "The Battle of Mogadishu" (2004).

During his address, Eversmann recounted the challenges he faced during the mission and noted the importance of doing the simple things at a really high level.

"Almost immediately into the mission I faced a crisis situation when one of my team members fell while descending a rope from a helicopter," said Eversmann. "There was confusion—there was a critically injured young soldier at my feet and I couldn't see because of the dust kicked



First Sergeant Matt Eversmann delivers the keynote at the Texas Aviation Conference.

up by the helicopter. But amongst the chaos I found an inner peace and clarity that enabled me to react and make the correct choices.”

Eversmann's keynote focused on three attributes that brought him home alive: leadership, courage and selfless service. He noted that these tools are not unique to the military; attendees can use them in their personal lives and career enrichment.

“Always put others' needs ahead of your own, be physically and morally courageous, and fulfill your obligations,” Eversmann noted. ■

“Very well done presentation by Sgt. Eversmann; knowledgeable and related it to the impact it would have in life.”

– Conference attendee

BREAKOUT SESSIONS

The afternoon breakout sessions consisted of three hour-long segments with multiple sessions that conference attendees could attend. “Every year we work on offering relevant and timely educational breakout sessions,” said Texas A&M Transportation Institute (TTI) Research Scientist Jeff Borowiec. “We place a high value on our evaluations and use them to guide our breakout session planning.” ■

BREAKOUT SESSION I

Airport Manager's Roundtable

The airport manager's roundtable is a perennial favorite, having appeared on the agenda for the past seven years. During this session, attendees have an open forum to ask questions and engage a panel of experienced airport managers. This year's panel included Stacie Hardage, Airport Manager, Plainview-Hale County Airport; Rob Blanchard, Airport Manager, McGregor Executive Airport; and Mike Shahan, Airport Manager, Galveston Scholes International Airport, Galveston.

“This presentation is worth the trip all by itself! Always useful and interesting subjects. The moderator was superb!”

– Conference attendee

Hardage emphasized involving local government entities and the community with the airport. “Community involvement is key,” she noted. “Our airport is centrally located, and we want the community to come out, see what's going on out here and feel like this is their airport.”

Other session highlights included Blanchard discussing how he manages large-scale projects and Shahan explaining that communication with his tenants is important during airport projects.

General Aviation Airport Pavement Maintenance Recommendation Tool

TTI Pavement Management Program Manager Tom Freeman discussed the development of a web-based airport pavement maintenance recommendation tool and the tool's use in helping general aviation airport personnel choose the appropriate treatment based on the conditions, climate, and the Federal Aviation Administration's airport classification of the facility.

“Think of pavement maintenance like vehicle maintenance,” said Freeman. “If you put a little money into maintaining your vehicle, then it can save you from major repairs down the road. Your airport pavement is your most important asset and should be treated as such.”

The web-based airport pavement recommendation tool is available at: <https://acrp-pavement-tool.tti.tamu.edu/>.

Risk Management Issues for Municipal Airports

Arlington Municipal Airport Manager Karen VanWinkle and City of Arlington Risk Manager Robert Warren discussed several issues relevant to airport managers and risk managers who must address insurance requirements, often with insurance carriers that lack an understanding of the airport's unique operating environment.

The session also included “lessons learned” from revising Arlington's Minimum Standards, and negotiating a new lease agreement with Bell Helicopter. The presentation concluded with some practical advice on creating job descriptions, with appropriate physical requirements, and choosing suitable safety training for airport employees.

“In 2008, when I first joined the airport as Assistant Airport Manager, the first challenge I had was dealing with a 2005 hangar fire that had destroyed the building and nine aircraft,” said VanWinkle. “Insurance claims took four years to settle. The hangar cost \$2.1 million to rebuild, and insurance covered less than half the cost. Obviously, this was a challenging and expensive lesson.” ■

BREAKOUT SESSION II

Airport Rates, Leases and Charges

Victoria Regional Airport Director Lenny Llerena, A.A.E., ACE, led this session that addressed several topics related to airport rates, leases and charges. The presentation included fundamentals of airport leases and an interactive discussion of appraisals, related grant assurances, leasing policies, reversionary clauses, lease terms, escalation clauses and others.

In this expansive, informative session, Llerena concluded with lessons learned.

"At the end of the lease, all property, structures and enhancements should revert to the airport," said Llerena. "Identification of this point allows for honest discussion with regard to lease term and amortization of a developer's investment. Communication of an airport's achievements are key to showcase the value an airport brings to the local economy."

Unmanned Aircraft Systems and Your Airport

Aviation Safety Inspector in FAA's Southwest Region, Flight Standards Division, Alvin Brunner presented on issues related to unmanned aircraft systems (UAS) and your airport. Included were model operations,

the small UAS rule (Part 107), airspace authorizations, outreach efforts, airport specific concerns and the next steps in UAS integration including Focus Area Pathfinders and the Drone Zone.

In his presentation, Brunner urged the audience to show a commitment to safety.

"First and foremost, show your commitment to safety," noted Brunner. "Develop best practices for your industry or application — news media and cell tower inspectors have done it — follow their lead. Be prepared to communicate what you do and how you do it — to local police, to local officials, to local communities."

Current State of Remote Tower Development in the National Airspace System: Levels of Service and Funding Alternatives

Colorado Remote Tower Project Program Manager Bill Payne discussed the Colorado Surveillance Project, Phases I, II and III, which are collaborative efforts between the FAA and Colorado to develop and implement various emerging NextGen technologies. Phases I and II deployed Wide Area Multilateration (WAM) and ADS-B to provide surveillance (radar) coverage to the

FAA's Denver Air Route Traffic Control Center in Longmont, Colorado, for eight Colorado mountain country airports.

Payne also presented on Phase III of the Colorado Surveillance Project, another innovative project initiated by the Colorado Division of Aeronautics that, in conjunction with the FAA, is developing a remote tower system at the Northern Colorado Regional Airport (located between Fort Collins and Loveland) in 2018.

"The Colorado Remote Tower will provide full Class D airspace services by employing a series of distributed video cameras in conjunction with a track-based (radar) surveillance to display a comprehensive picture of the airport surface and local airspace to the air traffic controller," explained Payne. ■

"Lenny Llerena did a great job explaining airport rates and leases. He broached issues that I wasn't aware of (but should have been)."

— Conference attendee

BREAKOUT SESSION III

RAMP Session

RAMP Program Manager Amy Slaughter presented an overview of the Routine Airport Maintenance Program (RAMP), which matches local government expenses up to \$50,000 for airside and landside maintenance. In her presentation, Slaughter explained the dashboard, who is eligible, and the grant process, and gave examples of RAMP projects.

"So far in FY 2018, there are 197 executed grants," said Slaughter. "We have processed 71 requests for reimbursements in the amount of \$583,000. If you do not usually participate, you should email or call me to get set up."

Slaughter also noted that RAMP covers many maintenance and small capital improvements, but there are some items not covered.

"It is important to note that you get 50 percent of your expenses back, probably expenses you would have paid for to begin with," said Slaughter. "You can reinvest that money in projects that are not eligible." ■

"Enjoyed listening to RAMP Coordinator Amy Slaughter provide all the information I needed. There was a lot!"

— Conference attendee



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AROUND THE CONFERENCE



12



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1 Galveston City Manager Brian Maxwell welcomes the attendees to Galveston Island.

2 The opening session of the Texas Aviation Conference.

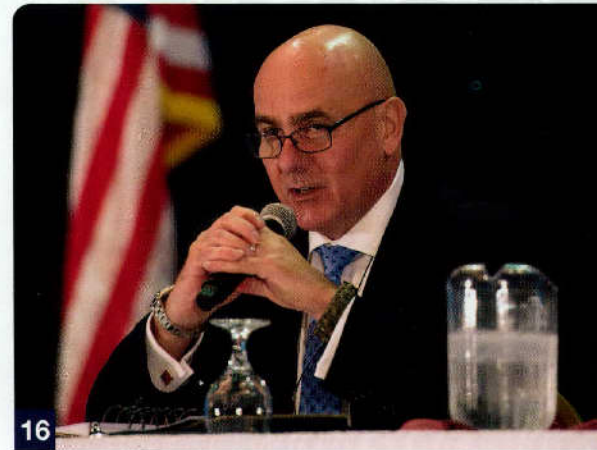
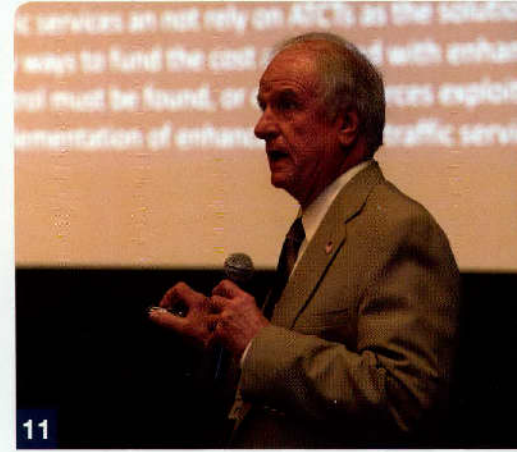
3 Aransas County Airport Manager Mike Geer discusses how his airport prepared for Hurricane Harvey.

4 Chief Operating Officer of jetAVIA Robin Eissler presents on the inspirational efforts of the Sky Hope Disaster Relief Program.

5 TxDOT Aviation Division staff with keynote speaker First Sergeant Matt Eversmann (front row center).

6 (L-R): Stacie Hardage, Airport Manager, Plainview-Hale County Airport; Rob Blanchard, Airport Manager, McGregor Executive Airport; and Mike Shahan, Airport Manager, Galveston Scholes International Airport, participate in the Airport Manager's Roundtable Breakout Session.

7 TTI Pavement Management Program Manager Tom Freeman discusses the development of a web-based airport pavement maintenance recommendation tool.



8 City of Arlington Risk Manager Robert Warren leads a risk management for airports breakout session.

9 Victoria Regional Airport Director Lenny Llerena, A.A.E., ACE, led a session that addressed topics related to airport rates, leases and charges.

10 Aviation Safety Inspector in FAA's Southwest Region, Flight Standards Division, Alvin Brunner presents on unmanned aircraft systems and your airport.

11 Colorado Remote Tower Project Program Manager Bill Payne during his Current State of Remote Tower Development in the National Airspace System breakout session.

12 TxDOT RAMP Program Manager Amy Slaughter presents during the RAMP breakout session.

13 TxDOT Aviation Division Airport Planner Wade Troth at the airport compliance session.

14 FAA Airports Compliance Manager Gary Loftus presents on airport compliance.

15 NASAO Government Relations Manager John Shea provides a Washington update.

16 FAA Southwest Region Regional Administrator Terry Biggio responds to a question during the TxDOT/FAA AIP Program and Listening Session.

EVENING AWARDS BANQUET

The evening awards banquet, held on the second evening of the conference, provides a time for the Aviation Division to honor those individuals and airports who have excelled in the past year. The winners from the Aviation Art Contest are recognized as well for their outstanding art work.

"The evening awards banquet is truly a special occasion," said Aviation Division Director of Grants Kari Campbell. "Seeing the expressions of the winners when they realize they are about to get an award is priceless!" ■

TEXAS AVIATION AWARDS

1 RAMP Coordinator of the Year

This year two winners were recognized as RAMP Coordinator of the Year, both from the same district. The winning team oversees a district that has 18 airports eligible for RAMP, and of those airports, 14 are active participants in RAMP every year. Despite the large number of airports, they go above and beyond by being proactive to their airport's many needs. In addition, they are advocates for the mission of RAMP.

At the 2017 conference, two of their district's airports were awarded most improved airport of the year, which was a source of great pride for the two winners, **Mike Stroope** and **David Barrera** with the TxDOT Lubbock District.

2 Reliever of the Year

This year's award-winning airport, **Galveston Scholes International Airport**, has seen a flurry of improvements over the past few years with no impact on air traffic operations — a testament to Airport Manager Mike Shahan's open communication style of leadership.

As part of Shahan's proactive approach toward open communications, the airport convenes regular construction meetings. Air traffic personnel, including local airside businesses, and the airport staff actively participate in safety management system assessments, discuss and mitigate any potential safety risks consistent with

FAA requirements, and routinely place movement area safety at the forefront during any project discussion.

In this airport's nomination letter, it was noted that "Mike Shahan has done an exceptional job managing the airport and its facilities. He has been instrumental in the professional development of his airport, and his efforts have proven to be successful in ensuring significant growth and increased user activity."

3 Most Improved Airport of the Year

The hiring of new city manager Camilla Viator has resulted in many improvements for this year's most improved airport winner, **Madisonville Municipal Airport**, which has evolved from a sparsely used and deteriorating facility into a growing and vibrant addition to the city's economic base.

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.

Though this airport may be small, the improvements in the past year have set it up for success. It is anticipated that a significant number of aircraft owners who have indicated a desire to move their planes to this airport will be accommodated in the near future as pavement repairs are made and hangars are constructed.

4 General Aviation Airport Manager of the Year

As airport manager, **Sharlette Wright** brings a level of professionalism, expert knowledge, and enthusiasm to every venture she's part of. Having also served as manager of two other Texas airports, she has sponsored regular pancake breakfasts and specialty aircraft fly-ins at every airport she's called home.

Wright is a certified member of AAAE and serves as an officer in the Texas Airports Council (TAC). As an active member of TAC, she has been instrumental in bringing in new members and developing the Airport 101 program, which provides educational opportunities to its members. Wright provides personal mentoring to managers across the state who are new to the profession or are in need of advice.

It only takes a few minutes talking with her to realize how devoted she is to her community and airport and how infectious her positive attitude, enthusiasm and love of aviation is. These personal and professional qualities make Wright an exceptional choice for this award.



General Aviation Airport of the Year

Draughon-Miller Central Texas Regional Airport has a well-deserved reputation as being a welcome stop with top-notch service and facilities, and as a gracious host for fly-ins and other events.

Located in central Texas, this airport is a modern, award-winning aviation facility that is considered one of its city's most vital assets. It is recognized for its major role in the stability of Central Texas' economy and future. The airport has seen steady growth for several decades, much of which is attributed to Airport Manager Sharon Rostovich's dedicated quality management and to consistent support from the city, the airport's tenants and TxDOT Aviation.

The dedication of the staff shone the brightest during relief efforts for Hurricane Harvey. The airport remained open beyond its normal 5 a.m. to 10 p.m. hours for seven consecutive days to host the relief crews, most of which were contracted by the Federal Emergency Management Agency. About 40 relief aircraft were stationed at the airport, and a local business offered two large hangars to be used as a base for emergency-based operations efforts.

Also in the past year, a beloved long-time flight instructor, Stan Gunn, passed away. The airport staff, family, fellow pilots and others sent him out in style by spreading his ashes over the airport, his favorite place on earth, creating a happy celebration of his life and the impact he had on others.



(L-R): Dave Fulton, Trevor Eissler, Robin Eissler and Don Richards



Texas Aviator of the Year

The Texas Aviator of the Year award is rarely recognized at the awards banquet, and it takes a remarkable person to be considered for this achievement. This year's winner, **Robin Eissler**, made history as the first woman to be honored as the Texas Aviator of the Year. Eissler is in the aviation industry, but she has made an impact on people far beyond airports and aviation.

Eissler soloed on her 16th birthday and obtained her private pilot's license at 17. One of her most exciting flights was co-piloting a King Air on a trans-Atlantic crossing. In 1999 she began working with her family at Jet Quest, an aircraft brokerage firm based in Austin. She eventually sold the company and consolidated with jetAVIA, where she is currently the chief operating officer.

As impressive as her flying and business accomplishments may be, it's what she's done with that business aviation expertise to help out thousands of people in times of crisis that is most remarkable. During the past decade in hurricane and earthquake disasters, she led, organized and administered some of the most prolific disaster relief efforts that general aviation has ever accomplished.

After the Haiti earthquake in 2010, she founded Sky Hope, a non-profit disaster relief organization that would be ready to go with first response resources in the event of another disaster. During the 2017 hurricane season that saw three hurricanes strike the Texas Gulf Coast, she proactively directed airplanes and supplies to the areas and people who needed help the most. ■

AVIATION ART CONTEST WINNERS

This year's theme for the Aviation Art Contest was "Flight Into the Future." NBAA Director of Regional Programs Steve Hadley and Aviation Division Grant Manager Becky Vick presented the following awards.

CATEGORY I (AGES 6–9)

- 1st Place: **Kashmira Kuloor**, McCoy Elementary, Carrollton, TX
2nd Place: **Siddhi Patil**, Scott Elementary, McKinney, TX
3rd Place: **Amodini Vaidya**, McKinney, TX
Honorable Mention: **Samshita Motyala**, JM Riddle Elementary, Plano, TX

CATEGORY II (AGES 10–13)

- 1st Place: **Rishita Sinha**, Roach Middle School, Frisco, TX
2nd Place: **Makenzi Renfro**, McNeil Middle School, Wichita Falls, TX
3rd Place: **Kimberly Bunurai**, Travis Middle School, Port Lavaca, TX
Honorable Mention: **Sanjana Anand**, Maus Middle School, Frisco, TX



*Rishita Sinha with
Steve Hadley*

CATEGORY III (AGES 14–17)

- 1st Place: **Kelly Xu**, Calhoun High School, Port Lavaca, TX
2nd Place: **Gabriel Hernandez**, Veterans Memorial ECHS, Brownsville, TX
3rd Place: **Quanjie Dai**, Calhoun High School, Port Lavaca, TX
Honorable Mention: **Alain Rojas**, Rio Hondo High School, Rio Hondo, TX
Honorable Mention: **Chi-yin Cheng**, Calhoun High School, Port Lavaca, TX



*Kelly Xu with
Steve Hadley*

FINAL DAY SESSIONS

The final day of the Texas Aviation Conference traditionally concludes with an airport compliance session, a Washington update from the National Association of State Aviation Officials (NASAO) and a TxDOT/FAA listening session. ■

AIRPORT COMPLIANCE

Aviation Division Airport Planner Wade Troth and FAA Airports Compliance Manager Gary Loftus presented on airport compliance.

Troth covered topics such as hazard removal and mitigation and economic nondiscrimination. He also provided websites and other reference materials for the attendees and spoke about hangar use policies.

"The primary goal is to ensure aeronautical facilities, including hangars, are available to aeronautical users," Troth said.

"Aeronautical facilities must be used or be available for aeronautical activities unless otherwise approved by TxDOT or the FAA. Airport sponsors may permit non-aeronautical items to be stored in hangars provided the hangar is used primarily for

aeronautical purposes and the items do not interfere with the aeronautical use of the hangar."

Loftus followed Troth's presentation, and after a few good-natured jabs at the audience about his beloved Eagles winning the Super Bowl, he spoke of items of interest related to compliance, including inspections and issues with leases. Loftus provided multiple lease case studies, each with different input scenarios. He also spoke about what to expect from a compliance inspection.

"We (FAA) are not the bad guys when it comes to inspections," said Loftus. "We want to work with the airport to develop a corrective action plan that ensures that they may be in compliance." ■

WASHINGTON UPDATE

NASAO Government Relations Manager John Shea presented on the Fiscal 2018 Omnibus Bill, President Trump's Infrastructure Plan, FAA Reauthorization and future forecasts.

"The 2018 Omnibus Bill provides \$86.2 billion, in total budgetary resources, which is a \$10 billion increase from the FY 2017 level," said Shea. "The aviation highlights include a \$1 billion increase in the Airport Improvement Program, \$15 million for

Airport Cooperative Research Program, and \$10 million for Small Community Air Service Development Program."

Shea also spoke of Air Traffic Control privatization as being a concern for NASAO. "In a privatized ATC system, resources will be directed to the large hub airports and away from small community airports," said Shea. "There is no evidence that a privatized model is better with respect to productivity, cost, effectiveness, service quality and safety." ■

TXDOT/FAA AIP PROGRAM AND LISTENING SESSION

The conference concluded with a listening session with Aviation Division Director Dave Fulton, FAA Southwest Region Regional Administrator Terry Biggio, and FAA Southwest Region Texas Airports Development Office Manager Ben Guttery.

The session provided the opportunity for attendees to ask questions to the forum participants about timely and relevant topics of concern.

"We are here to serve our sponsors and want to be available to answer any questions or address concerns," noted Fulton. "It's a good way to wrap up the conference in case we may have missed covering an issue during a previous session."

NOTE: Please join us for the 2019 Aviation Conference, which will return to the Moody Gardens Hotel & Conference Center in Galveston on April 16-18, 2019. The Aviation Division locked in a three-year deal with Moody Gardens to ensure registration and hotel costs remain affordable for participants. ■

GRANTS RECEIVED

Groveton-Trinity County Airport

\$345,000

Design and construction services to replace low intensity runway lights with medium intensity runway lights Runway 16-34.

Ralph M. Hall/Rockwall Municipal Airport

\$516,800

Rehabilitate and mark Runway 17-35; rehabilitate taxiways, apron, t-hangar access taxiways; construct ditches; install culverts and pavement repairs.

Arlington Municipal Airport

\$1,533,120

Reconstruct/overlay hangar access pavement south apron areas and edges.

Pearland Regional Airport

\$1,000,000

Design and construct new signage, pavement marking and security fencing improvements; and entrance road feasibility study.

Mesquite Metro Airport

\$2,502,600

Rehabilitate and mark Runway 18-36, joint crack seal; repair asphalt shoulders Runway 18-36, taxiway A and stub taxiways; repair Runway 18-36 ends and resurvey to 6,000 ft.; install new medium intensity taxiway lights; install drainage flume between taxiway A and apron; reconstruct city-owned box hangar apron; replace medium intensity runway lights; replace/repair trench drain on airside of terminal building; replace airfield guidance signs; and install drainage improvements - safety end treatments.

Eagle Lake Regional Airport

\$1,786,000

Rehabilitate and mark Runway 17-35; rehabilitate apron and taxiway; replace/repair culvert on north end of Runway 17; expand apron; construct/reconfigure south end connecting taxiway to Runway 35 new threshold; rehabilitate AG pad; rehabilitate hangar access taxiway; replace medium intensity runway lights/vault/relocate threshold/precision approach path indicator's 2's Runway 17-35.

Hall-Miller Municipal Airport

\$885,000

Rehabilitate and mark Runway 5-23; rehabilitate and mark parallel taxiway A, hangar access taxiway C, taxiway B to apron; rehabilitate apron; install runway edge markings for turf Runway 15-33; install reflective "hold" signs and markings on Taxiway A at Runway 15-33.

Kickapoo Downtown Airpark

\$2,823,800

Expand apron and drainage improvements Phase 3.



Texas Department of Transportation

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AVIATION DIVISION

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

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