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2011**

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2011 AVIATION CONFERENCE A SOARING SUCCESS

By Chris Sasser
Texas Transportation Institute

Implementing new technologies and strategies for airport maintenance in today's lean economic environment was among the key topics discussed at this year's 29th Texas Aviation Conference in Austin, TX.

This year's conference had nearly 500 attendees including airport sponsors, Texas Department of Transportation (TxDOT) employees, consultants, contractors and exhibitors. The event was hosted by the TxDOT Aviation Division and co-sponsored by the Texas Airports Council (TAC) and the Texas Aviation Association.

To kick off the conference, TxDOT Aviation Division Director Dave Fulton delivered his state of the division address. During his remarks, Fulton reflected on the 20-year anniversary of the formation of the TxDOT Aviation Division (see the "20 Years of Serving Texas General Aviation" sidebar). *continued on pg. 3*



TxDOT Aviation Division Director Dave Fulton delivers remarks during the conference opening session.



FAA FURLOUGH BEGINS AND ENDS:

Legislation authorizing the Federal Aviation Administration and its programs ended on September 30, 2007. Since that date, FAA has been funded by a series of continuing resolutions, the latest, the 20th extension expired on July 22, 2011. Attempts by Congress to enact a 21st extension failed due to a disagreement between the House and the Senate over changes in a program named "Essential Air Service," a subsidy of passenger service in small airline markets. As a result, 4,000 FAA employees were furloughed on July 23 and construction activities ceased for

many airport projects nationwide. Additionally, airline tax revenue collections ended resulting in a loss in tax revenue of \$30M per day. Fortunately, an agreement was finally reached to extend FAA programs through September 16. During the two-week furlough period, \$380M in tax revenue was lost to the Aviation Trust Fund. The good news is that there was no direct impact on TxDOT Aviation's construction projects since grants for those projects had already been made. If the failure to pass a new reauthorization bill or continuing resolution had continued through September 30, TxDOT Aviation stood to lose \$14M in FAA grant money for the year. Fortunately, that did not happen. Hopefully, by the time you read this, Congress will have made significant process in passing a multi-year funding bill for FAA.

THE 29TH ANNUAL TEXAS AVIATION CONFERENCE:

On June 30, The Texas Transportation Commission appointed John White, Valero Energy's Director of Corporate Aviation, as a member of the Texas Aviation Advisory Committee. Members of the Committee provide a valuable service to TxDOT serving as an advocate and statewide point of contact for the department's aviation program. Additional information about John and his aviation background are included in the center spread of our newsletter. ♦



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2011 AVIATION CONFERENCE A SOARING SUCCESS *continued from pg. 1*

Craig Fuller, president of the Aircraft Owners and Pilots Association, followed with an update on general aviation. "It's amazing what the Aviation Division has accomplished in 20 years," said Fuller. "Over 30,000 of our 400,000 members are right here in Texas, and so we have a great working relationship with Dave Fulton and his staff."

To conclude the morning session, Aviation Division Director of Planning and Programming Scott Gallagher presented an overview of the role his group plays in a project's life cycle.

The afternoon breakout session featured presentations on airport planning, design, maintenance, consultants and runway surveillance technologies.

The first day ended with the traditional awards banquet (see the "2011 Aviation Awards Winners" sidebar).

Stacy Swigart with the Federal Aviation Administration (FAA) began the final day of the conference with a presentation titled "Airport Compliance 101: Get to Know Your Grants." During her remarks, Swigart discussed the details of airport sponsor assurances.

The next presentation of the conference was given by Henry Ogrodzinski, president of the National Association of State Aviation Officials (NASAO).

AVIATION ART CONTEST WINNERS

CATEGORY I, AGES 6-9

- 1st place: Sarah Rodriguez, 6, Weslaco
- 2nd place: Erika Howlett, 9, San Antonio
- 3rd place: Leslie Moreno, 9, Mercedes

CATEGORY II, AGES 10-13

- 1st place: Katya Castaneda, 12, Laredo
- 2nd place: Gabriela Gonzalez, 12, Laredo
- 3rd place: Itzel Vilches, 12, Laredo

CATEGORY III, AGES 14-17

- 1st place: Andrew Li, 17, Plano
- 2nd place: Ismael Roman, 16, Amarillo
- 3rd place: Melissa Albrecht, 17, Port Lavaca

HONORABLE MENTION

- Yulissa Ibarra, 13, Laredo
- Dmitry Fedorov, 17, Wills Point

2011 AVIATION AWARDS WINNERS

RAMP COORDINATOR OF THE YEAR

Douglas Reiter, Atlanta District

MOST IMPROVED GENERAL AVIATION AIRPORT OF THE YEAR

Scholes International Airport at Galveston

AIRPORT MANAGEMENT OF THE YEAR

Kleberg County Airport's Mike and Judy Muzyczyn

RELIEVER AIRPORT OF THE YEAR

Arlington Municipal Airport

GENERAL AVIATION AIRPORT OF THE YEAR

Kerrville Municipal - Louis Schreiner Field Airport

A special volunteer award was presented to TXAA board of director Jay Carpenter. He was recognized for his service to general aviation in Texas.



Dave Fulton with Hud Hopkins, Airport Director of Scholes International Airport at Galveston, the winner of the most improved general aviation airport of the year.



Kleberg County Airport's Mike and Judy Muzyczyn, winners of the airport management of the year award.

Henry "O," as he is affectionately known, explained that part of NASAO's legislative agenda includes:

- Reauthorize Airport Improvement Program (AIP) for \$4 billion.
- Recommend a 25 percent investment in AIP/FAA funding from the General Fund.
- Continue the current non-primary airport grant program of \$150,000 for small, general aviation airports.
- Keep the Essential Air Service program funding at \$200 million.
- Facilitate Robust NextGen Investments.
- Raise the cap on passenger facility charges (PFCs) for large commercial airports to \$7.50 and provide greater flexibility in the use of these funds.
- Create no new user fees for general aviation.

Troy Kimmel, chief meteorologist for KEYE-TV (Austin) and senior lecturer with The University of Texas at Austin, concluded the morning session with a presentation on what AWOS installations mean to airports and their communities.

"It's always a pleasure to visit with our friends from across the state that we work with throughout the year," said Fulton. "This conference feels like a reunion of family and friends."

The 2012 Texas Aviation Conference will be held in Galveston, TX. For more information or to download presentations from this year's conference, please visit <http://tti.tamu.edu/conferences/tac11/program/>. ♦

20 YEARS OF SERVING TEXAS GENERAL AVIATION

1991 - Funding levels: \$ 17.3 million

1993 - State block grant program begins

1994 - Formation of terminal building program, which results in the construction of 42 buildings in 17 years

1996 - Routine Airport Maintenance Program (RAMP) program begins. \$37.6 million dollars have been distributed to Texas airports via RAMP through fiscal year 2010.

1997 - Relievers join state block program

1998 - Automated Weather Observing System (AWOS) program begins. Since 1998, 83 sites have added AWOS.

2001 - Non-primary entitlement program begins

2001 - Formation of the air traffic control tower program. Since this program began, 15 air traffic control towers have either been built or renovated.

2003 - Aircraft Pooling Board joins TxDOT

2006 - Fuel farm construction and hangar program begin

2011 - Funding levels: \$77.8 million

FIGHTING HISTORIC TEXAS FIRES FROM ABOVE: TEXAS FOREST SERVICE WAGES WAR ON A FIERCE OPPONENT

By Rick Davenport
Texas Transportation Institute

With six of the 10 largest fires on record occurring this year, the Texas fire season of 2011 has made the history books.

For the first time, the Texas Forest Service (TFS), which is the state agency responsible for coordinating the firefighting effort, had to utilize the Modular Airborne Fire Fighting System (MAFFS). It consists of C-130 aircraft that each carry 3,000 gallons of water or fire retardant, which can be released on an out-of-control wildfire in just five seconds.



A firefighting helicopter leaves Draughon-Miller Central Texas Regional Airport on its way to drop a load of retardant on a nearby fire.

In another first, a modified DC-10 — usually contracted with the state of California — was sent to west Texas and “played a tremendous role in preventing the destruction of several communities including the city of San Angelo.” The DC-10 can hold 11,000 gallons of retardant to create an impressive swath that’s three-quarters of a mile long and 300 feet wide.

In all, more than nine million gallons of liquid was dumped by the numerous aircraft contracted by TFS. The various planes and helicopters assisted the 5,000 firefighters and support personnel on the ground that were called in from around the country.

Why was this year so bad?

It was the build up to a perfect storm: plenty of vegetation thanks to a wet summer in 2010, followed by a La Niña weather pattern (cooler water temperatures in the equatorial Pacific Ocean, which creates a jet stream that steers rain away from the state), freezing conditions in January that killed the abundant plant life and then the subsequent, historic March drought.

Couple all that with higher than normal springtime winds, and the Texas landscape turned into a tinderbox. Now, throw in mostly man-made sparks from burn piles, tossed cigarettes and even arson, and soon, especially after watching network television news coverage, it seemed the entire state was on fire.

“We received warnings that this season would be a bad one,” said Cynthia Foster, head of the (TFS) Planning and Preparedness Department, as she manned her work station in College Station, overseeing the Emergency Operations Center. “All indications were that we would be busy.”

In fact, April 2011 is the worst month on record for the amount of Texas real estate scorched in a 30-day period: 1,710,901 acres. In 1,600 individual fires for the month, more than 500 homes and other structures were destroyed.

But looking at the figures, another statistic jumps from the page under the “Homes Saved” column: 3,225. And that’s just for April. For the entire fire season, which typically runs from mid-November through May, the TFS fire-fighting effort is credited with saving more than 9,000 homes and other structures. The fire season usually tapers off in May because of rain, but not this year. The drought persisted and in June some of the largest fires in recent history for central and east Texas occurred in Grimes, Polk and Trinity counties.



A McDonnell-Douglas DC-10 dumps 12,000 gallons of fire-retardant material in a field near San Angelo. The tanker made three passes, each time having to fly back to Midland to take on a new load. Photo courtesy of Patrick Dove, San-Angelo Standard Times.

“We have an elaborate and effective air defense system in place to fight fire,” Foster explains. “When the local fire departments have a fire that’s beyond their capacity, either because they can’t get to it or because it’s one that is spreading too quickly, we are called in to assist.”

It’s a big job, and by February, it got big enough that TFS opened an incident command post in Merkel, 20 miles west of Abilene.

Air Operations Branch Director Johnny Stephens characterizes this season as historic. “Since I was brought in to oversee the air operations, it’s been non-stop,” he says. Stephens is a temporary TFS employee who resides in Washington State — when he’s not called to Texas to help. His job is to assign aircraft for the job at hand and then keep track of them.

Stephens has numerous types of airplanes at his disposal, all with a specific duty:

- Air attack aircraft — observation planes like a twin-engine Cessna or Aero Commander that carry a pilot and a highly trained firefighter. They are one of the first resources deployed to a fire. They rapidly get to a location and assess the needs for additional aircraft and ground resources.
- Single-engine airtankers — crop duster-type aircraft that can drop about 800 gallons of water or retardant. They are very effective in lighter vegetation fires.
- Heavy airtankers — large twin-engine aircraft like a P-3 or P-2V that carry 2,200 gallons of retardant. They are very effective in grass and brush fires.
- Heli-tankers — large helicopters similar to a Chinook or a Blackhawk that carry 800 to 2,000 gallons of water. Mostly used in West Texas, the heli-tankers have a tank in the belly and a snorkel, which allows them to draft water from shallow water sources, like a stock tank. In East Texas, it’s more common to use a bucket since water is more plentiful. When water sources are nearby, heli-tankers can drop huge volumes of water with near pinpoint accuracy.
- Smaller helicopters are also used occasionally around the state. In East Texas, they can carry about 200 gallons of water and can be effective on the smaller fires. In the western half of the state, they’re used sporadically to map fire perimeters and transport personnel to remote, lightning-caused fires in the West Texas mountains.

TFS doesn’t own the aircraft. Instead, they are contracted through the U. S. Forest Service and Department of the Interior and are usually flown in from out of state.

“Most people don’t realize that the planes are not designed to put fires out,” Foster says. “The pilot’s job is to help slow down a wildfire and try to control its direction. The firefighters on the ground actually extinguish the fire... and it sometimes can’t be done without the help from the air.”

Foster is also especially proud this year of one more accomplishment: 10,100 flying hours without an accident. ♦

Editor’s Note: The weekend of September 3-4 saw another historic outbreak of fires across Texas, including one in Bastrop which at press time had burned 34,068 acres and destroyed 1,554 homes. Two civilians also lost their lives in this fire.

The DC-10 referenced early in this story made a return trip to Texas assisting firefighters by making repeated drops on the wildfire in Montgomery, Grimes and Waller counties near Houston. This fire devoured more than 15,000 acres.

According to the Texas Forest Service, the latest drought monitor shows 95 percent of the state in extreme drought, with 81 percent in exceptional drought (the highest category). Seasonal outlooks continue to indicate drying throughout the fall, so the drought is expected to worsen. For the week of September 5, the Texas Forest Service responded to 141 fires for 34,933 acres.

WINGTIPS PROFILES

AVIATION ADVISORY COMMITTEE MEMBER JOHN WHITE

This is one of a continuing series of profiles featuring members of the Texas Aviation Advisory Committee. The six members are appointed by the Texas Transportation Commission for six-year terms and assist the Texas Department of Transportation with its aviation development programs. Committee members also work with the legislature on various aviation issues. Members must have at least five years of experience in the field of aviation and a strong interest in supporting Texas' general aviation program.

Just a few weeks from his 67th birthday, John White reflected on the life-changing realization that he came to just a year earlier. After a career of piloting corporate aircraft, White stopped flying professionally in 2010

The decision was monumental. After all, piloting corporate aircraft was the biggest part of his life for nearly 50 years. Even though his choice had nothing to do with music, it had a lot to do with the words of a musician.

"I heard a famous pianist say something once that always stuck with me," White says of his decision. "Van Cliburn said, 'If I don't practice for a day, I can tell it. If I don't practice for three days, others can tell it.' I decided to get out before others noticed what I had already noticed."

In addition to his duties as Director of Corporate Aviation for Valero Energy Corporation, White often flew his company's jets. But, as he was getting older, the planes were becoming more and more sophisticated. "And I was not as sharp as I once was," he admitted. "But I do miss the flying, especially when I fly for the company...in a passenger seat."



New TxDOT Aviation Advisory Committee member John White.

White has another Van Cliburn connection. The pianist began practicing when he was just three years old. It's the same age White was when his father came home from World War II, serving his country as a B-24 navigator. "That's when my interest in flying began. As I got older, I would hang out at what once was Russell Field near my home in Fort Worth. I would trade odd jobs around the airfield for time in the air."

One thing led to another and White would go on to solo in 1964— which began his decades-long aviation career. Four years later, he became a pilot for a Dallas oil and gas company. His corporate flying duties also included jobs with Union Pacific and HEB.

For the last seven years White has served as Corporate Aviation Director, overseeing 35 employees. He effectively changed the department as Valero took on more of an international presence and needed to fly faster and farther.

He sits on the board of directors for the National Business Aviation Association and for the Partnership for Corporate Aviation Training. He previously served on the City Aviation Director Selection Committee and the Mayor's Committee for Vision 2050. He became the newest member of the Aviation Advisory Committee in June of 2011.

"Aviation has been a big part of my life and it's been very good to me," White says of his successful career. "I will always be a pilot at heart. I just don't think you can get it out of me." In fact, White is planning one day to return to the cockpit.

"When I retire, I will rent small airplanes and go for short trips. It's how it all started, and it seems fitting to complete my life that way."

Wingtips: What was it about aviation that interested you?

White: I was very impressionable when my father returned home from the war. I remember the stories and the photographs of his flying adventures. Also, Fort Worth had a bomber factory and an airbase near our home. I guess you could say aviation was my destiny.

Wingtips: What was your motivation in accepting the appointment on the Texas Aviation Advisory Commission?

White: First, I have an enormous respect for Dave Fulton, the Aviation Division Director for the Texas Department of Transportation. Also, I know that general aviation is faced with a lot of serious challenges. I am at a point in my career that I can devote more of my time to those problems.

Wingtips: Even though you are new to the advisory committee, are there any specific goals you would like to accomplish?

White: I would love to see the formation of a general aviation caucus in the Texas State Legislature. As you mentioned, I have some committee experience. I think we should all work together to make this happen. I believe a general aviation caucus could be a big part of our success going forward.

Wingtips: What are the biggest challenges for general aviation?

White: Politically speaking, the constant attacks from Washington on the use of corporate jets. I am also against using general aviation user fees to help fund the Federal Aviation Administration. General aviation already contributes our fair share with a significant fuel tax and avgas and jet fuel. Finally, I do not believe the BARR (Block Aircraft Registration Request) program should be eliminated. (NOTE: In June 2011, the FAA issued a notice detailing its plan to virtually eliminate the valuable BARR program.)

Wingtips: What would you like the public to know about general aviation in Texas and why non-pilots should care about it?

White: Business aviation is a big part of our economy with 1.2 billion jobs in America, pumping \$150 billion into our economy. Most people don't realize that the vast majority of general aviation airplanes are made in our country. They are made in America, by Americans. For that reason alone, and there are numerous others, we need to do all we can to make sure all aspects of general aviation is successful.◆

SPREADING THE WORD

By Chris Sasser
Texas Transportation Institute

Ever since New Braunfels Municipal Airport Director Lenny Llerena can remember, he's always been passionate about aviation. The Ecuadorian-born Llerena began his aviation career as a director of operations for a crop dusting company in his native Ecuador, and he now oversees a busy airport that welcomes aviators looking to conduct business or grab a tube and cool off in the Guadalupe River.

When asked about the importance of general aviation to his community, Llerena's excitement is evident.

"When I'm talking to a group of folks, often people don't know the day-to-day operations of our airport," explains Llerena. "I explain to them that even the small planes that fly in are very important. They fly in, gas up, stay at our hotels and buy products. They are flying all over the place and spreading the word about our community."

The New Braunfels airport recently underwent some improvements—notably a ramp expansion that nearly doubled its capacity. The airport also has a modern terminal building with a large meeting room, refreshments, showers and courtesy cars.



Airport Director Lenny Llerena in front of the terminal building at the New Braunfels Municipal Airport.

"The Texas Department of Transportation (TxDOT) was very generous in helping us maximize the size of our ramp," says Llerena. "We have the space to accommodate planes from a 172 to a Gulfstream V and are able to demonstrate to the business traveler 'We have space; we can accommodate you.'"

Besides his duties as airport director, Llerena is passionate about another calling: helping out those less fortunate. About once a year, Llerena and his family travel with their church group to his native country of Ecuador to work at an orphanage. He has also made trips to Mexico and Haiti to work with local orphanages.

"Giving back to the country where I was born is a very important part of my life," says Llerena. "We're a

little more privileged so the need is for us to give back.”

Llerena left his native Ecuador to move to the United States, where he obtained his B.S. and master’s degrees at Embry-Riddle Aeronautical University. After he obtained his master’s degree, Llerena began working on the management and consulting side of aviation, where he eventually ended up as the Director of Aviation for Orange County New York. His duties as the County’s Director of Aviation included the management of the Orange County Airport.

“I traveled to Texas quite often to attend conferences and always enjoyed my time there,” says Llerena.

When the opportunity to manage the New Braunfels Municipal Airport became available, Llerena and his family jumped at the opportunity to move to Texas. The move has paid off. The citizens of New Braunfels have a dynamic and respected director for their airport and Llerena and his family enjoy living in Texas.

“Even the small planes that fly in are very important. They fly in, gas up, stay at our hotels, and buy products. They are flying all over the place and spreading the word about our community.”

*Lenny Llerena, New Braunfels
Airport Director*

In addition to his duties as airport director, Llerena also conducts “Airport 101” seminars at conferences, such as TxDOT’s annual aviation conference, and assists the Texas Airports Council.

“It’s very nice here,” says Llerena. “This feels like home away from home.”◆

NEW BRAUNFELS MUNICIPAL AIRPORT (KBAZ) AT A GLANCE

FAA Identifier: BAZ

Lat/Long:

29-42-16.2000N / 098-02-32.0000W

29-42.270000N / 098-02.533333W

29.7045000 / -98.0422222

(estimated)

Elevation: 651 ft. / 198.4 m (surveyed)

Sectional chart: SAN ANTONIO

Control tower: yes

ARTCC: HOUSTON CENTER

FSS: SAN ANGELO FLIGHT SERVICE
STATION

Wind indicator: yes

Fuel available: 100LL JET-A

Runway 17/35—5364 x 100 ft. /
1635 x 30 m

Weight bearing capacity: Single
wheel: 25.0

Runway edge lights: Medium Intensity

Runway 13/31—5352 x 100 ft. /
1631 x 30 m

Weight bearing capacity: Single
wheel: 30.0

Runway edge lights: Medium Intensity

Airport Web site:

<http://www.nbtexas.org/airport>

Airnav.com Web site:

<http://www.airnav.com/airport/KBAZ>

MID VALLEY AIRPORT GOES INTERNATIONAL

By Elizabeth Findell
The Monitor

WESLACO—City leaders holding that morning's Mexican newspapers were beaming Friday as they stepped out of a Hawker jet onto U.S. soil at the Mid Valley Airport.

The day marked the first time international flights were able to land at the site, which recently became the first "landing rights" customs processing center that U.S. Customs and Border Protection has opened on the U.S.-Mexico border in 40 years.

The designation allows international planes to land there if they so request. The airport will not be fully staffed with customs inspectors, but inspectors from the Progreso and Donna-Rio Bravo international bridges will be on call to drive up to check incoming planes.

Plans for the landing rights have been in the works for a decade. Weslaco's Economic Development Corporation built an \$800,000 customs building at the airport to donate to the city for a \$1 per-year fee.

Airport administrators have no idea how much the service will be used.

"This is new for us," George Garrett, the airport's aviation director, said. "It's a milestone for Texas because this is the first on-call landing rights area along the border."

"The on-call status," Garrett said, "does not require the same advanced flight plans that other airports do — fliers can simply call ahead and have customs officers meet them when they land."

"We anticipate seeing a lot of traffic because it's faster," he said.

Because the customs agents who will be working at the airport merely will be on-call from local bridges, no user fees will be required to utilize their services, unlike the region's other international airports.

Weslaco officials said they hoped the ability to fly into the city from Mexico would attract more businessmen to the Mid-Valley.

"It's amazing what this is going to do for the area," said Alicia Aguilar, director of business retention and marketing Economic Development Corporation.

George Lawley, customer service supervisor with McAllen's McCreery Aviation, said he thought the landing rights would be beneficial to Weslaco, but didn't expect it to hurt McAllen's clientele.

"I don't see it affecting us very much because we've got the mall right next to us," he said. "All the

"The on-call status," Garrett said, "does not require the same advanced flight plans that other airports do — fliers can simply call ahead and have customs officers meet them when they land."

larger businesses are in McAllen, so flying to Weslaco, if they're going to be driving to McAllen or Pharr anyway, doesn't make much sense."

Garrett said he expects the customs service to be used primarily by corporate customers who fly to Mexico.

The airport has 106 planes based there, and previously has had about 70 planes per year come in from elsewhere in the country. Garrett said they can accommodate aircraft ranging from single-engine planes to medium-sized corporate jets.

A planned 2012 runway expansion would make the airport accessible to larger jets.

The Hawker, a Weslaco-based plane belonging to WoodCrafters Home Products, flew Thursday to Veracruz with Mayor Miguel Wise, City Manager Leonardo Olivares and Economic Development Corporation Director Hernan Gonzalez. Mitch Jones, WoodCrafters' vice president of procurement, accompanied the city officials with his wife, Rosa Elena Jones, and three-month-old daughter, Audrey Camille Jones.

The group spent the day touring Veracruz with executives of coffee-shop company Gran Café de la Parroquia, which recently opened its first U.S. coffee distribution center in Weslaco. The Gran Café executives also flew to Weslaco Friday morning in a company Learjet to celebrate the new customs facility.

"An airport without customs these days is not an airport," said Angel Fernandez Cervantes Ceballos, director of commercial business for Gran Café, who was the first to clear customs in Weslaco.

Ceballos said his company would probably use the airport on a weekly or monthly basis.

"It's helping a lot because we have an airport," he said of the facility. "We can be with our business."◆

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TXAA TO HOST SAFETY DAY ON OCTOBER 22

The Texas Aviation Association, for the past several years, has been hosting safety days which have proven very popular among pilots and aviation enthusiasts. Last spring, the event was held at the Hangar Hotel located on the Gillespie County Airport in Fredericksburg, Texas. This fall it will be held at the new Austin Executive Airport located on Hwy. 130 just east of Pflugerville, Texas.

The program will include speakers from TxDOT Aviation, NBAA, TXAA and the FAA followed by a delicious BBQ lunch!

There is a preregistration page at www.txaa.org. You must preregister to attend the event as seating is limited. Mark your calendars now.◆

GRANTS RECEIVED

Odessa/Schlemeyer Field	\$4,850,730	Rehabilitate and mark Runway 16-34; rehabilitate and mark taxiway C, E, F, and G; reconstruct north and south terminal apron; construct terminal building apron; rehabilitate hangar access taxiway; replace visual approach slope indicator with precision approach path indicator-2's Runway 17-34; improve drainage and replace signage.
New Braunfels Municipal Airport	\$1,099,700	Replace medium intensity runway lights at Runway 13-31; install medium intensity taxiway lights taxiway A; relocate/replace lighting vault; replace precision approach path indicator 4's Runway 13; install signage; and improve drainage/regrade ditches/replace inlets grates.
Taylor Municipal Airport	\$250,000	Clear approaches at Runway 17-35 and reimbursement for power lines.
Graham Municipal Airport	\$237,830	Install deer proof fencing.
Arledge Field/Stamford	\$278,320	Replace medium intensity runway edge lights at Runway 17-35; replace rotating beacon and tower; install lighted wind cone; and install signage.
Collin County Regional Airport	\$11,451,250	Construct replacement Runway 18-36; construct taxiways B2, B3 and B4; repair drainage at existing taxiway A and E; and construct airport perimeter road with three gates.
Navasota Municipal Airport	\$5,500,000	Reconstruct and mark Runway 17-35; replace pulse light approach slope indicator with precision approach path indicator-2; replace guidance signs and extend medium intensity runway lights; relocate windcone and segmented circle.
Hale County Airport	\$803,552	Reconstruct hangar access taxiway northwest side and reconstruct northwest apron.
San Marcos Municipal Airport	\$7,105,555	Reconstruct northside Taxiway J, Phase 1 and 2; construct northside apron; construct new entrance road for northside terminal development and 24 parking spaces; northside apron; mark and temporarily displace threshold Taxiway, Runway 8,13,17: excavate shoulder and ditch; drainage improvements and NSD utilities.
Athens Municipal Airport	\$140,000	Install an Automated Weather Observing System (AWOS).
Comanche Municipal Airport	\$90,000	Repair the Automated Weather Observing System (AWOS).
Hearne Municipal Airport	\$175,000	Install 100LL fuel system with card reader.

AUSTIN EXECUTIVE CELEBRATES GRAND OPENING

By Slim Zimmermann
Texas Aviation Association

Work wrapped up on the two-year construction of the Austin Executive Airport (KEDC) with a Texas-size grand opening celebration this week. Over 400 guests toured the modern facility which includes a new 29,000 square foot FBO terminal building, corporate hangar, GA hangars, service buildings and a 6,025-foot long runway.

Airport owner and developer Ron Henriksen spent over \$33 million and transformed the run-down Bird's Nest Airport into a state-of-the-art aviation hub that will attract business and GA aircraft from around the world to Central Texas. The new airport will be a huge boost to the Texas economy. Airport manager Jim Craig has already hired over 15 employees and looks to hire more.

Guests dined on delicious BBQ before the official opening ceremony. Austin Executive officer Andrew Perry introduced guest speakers, which included Craig Fuller, president of AOPA; Steve Hadley of NBAA; Texas state senator Kirk Watson; Travis County commissioner Ron Davis; and Pflugerville mayor Jeff Coleman.

The new Austin Executive Airport is operational and open for business.

T-hangars that can house twins are under construction as well as hail sheds. Those interested in getting hangar space need to call Jim Craig at 512-AIRPORT right away!◆



Inside the passenger lobby at Austin Executive Airport, looking over the Rolls Royce Olympus from the Concorde.

ADOPT-AN-AIRPORT

Private citizens, groups and organizations can play a role in their local airport's development through the Adopt-an-Airport Program. Eligible adopters commit to beautify an airport, enhance its image and increase public awareness for two-year terms.

ELIGIBILITY

Publicly owned airports included in the Texas Airport System Plan (http://www.txdot.gov/business/aviation/system_plan.htm) are eligible. The following groups are eligible to adopt airports through the program:

- Members or employees of civic and nonprofit organizations
- Employees of private businesses and governmental entities
- Families

Note: A group must be located or reside in the city or county in which the adopted airport is located.

For more information, contact TxDOT at 1-800/68-PILOT or visit the Web site at <http://www.txdot.gov/business/aviation/adopt/default.htm>.

