



Focus On Compliance

As you so often hear nowadays, there is less money to spend and more places to spend it. In allocating the state and federal funds for which the Division of Aviation has responsibility, one of the things that we look at is evidence of sponsor commitment (or lack of) to the airport. This can take many forms, but the most obvious is whether the airport is being properly maintained. With few dollars, we want to make sure that any investment in an airport will be worthwhile. Not only does ongoing, appropriate maintenance keep the airport integrity intact, it also indicates that the airport is considered to be a community asset – and that's important. But just as important is that, as the recipient of state or federal funds, you may be required to comply with specific obligations contained in your grant agreement.

Any airport sponsor who has received a federal or state grant is under an obligation to preserve and maintain the airport facilities in a safe and serviceable condition. This applies to all facilities shown on the

approved Airport Layout Plan which are dedicated to aviation use and includes facilities conveyed under the Surplus Property Act. A continuing program of preventive maintenance and minor repair activities which will ensure that airport facilities are in safe and serviceable condition at all times for use in the way they were designed to be used is required. The duration of this obligation is throughout the useful life of the facility, but no longer than 20 years from the date of execution of a grant agreement.

Routinely, 5010 inspectors from the Division visit publicly-owned airports in the system and advise sponsors of the airport condition and any remedial actions necessary. It is in your interest to respond as effectively as possible to the inspector's comments. Your timely response indicates your commitment to the airport.

So, what does this mean to you as an airport sponsor? If your airport is properly maintained, your request for an improvement project will be much more favorably received.

NASAO's 62nd Annual Meeting

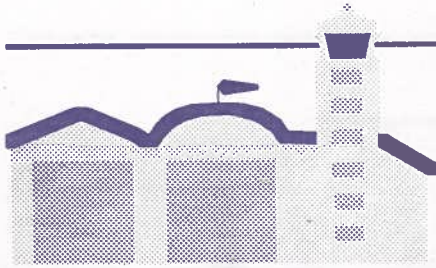
The National Association of State Aviation Officials annual meeting will be held on September 19-22 in Duluth, Minnesota. If you are interested in setting up an exhibit table or in attending, please contact NASAO at 301/588-0587.

Grants Awarded !

The cities of Greenville, Nacogdoches, Palestine and Weslaco are the most recent recipients of facility development grants.

Executive Director Designee Visits The Aviation Division

We are very proud that the Aviation Division was one of the first on Executive Director Designee Bill Burnett's list of divisions to meet. Mr. Burnett met with and spoke to the division staff about his vision for the agency and the role aviation will play. We were pleased to learn that Mr. Burnett is knowledgeable about the importance of aviation, and we are encouraged by his pledge to actively support aviation development in Texas. We are confident of Mr. Burnett's commitment to aviation and the goal of developing the finest aviation system in the nation.



Dave's Hangar

- Dave Fulton-Director, Aviation Division

Things are looking up as we rapidly move toward the beginning of a new fiscal year. The Texas Legislature approved an increase in our airport grants budget from \$1.85 million to \$4.25 million beginning September 1, 1993, making available an additional \$2.4 million each year for the next two years to be used for airport projects. It could not have come at a better time; however, we are still faced with monumental challenges ahead.

"We currently have a very large number of communities statewide which require immediate financial assistance to improve and maintain their airports far exceeding our present funding capability."

We also have the unfortunate probability of seeing another federal funding cut for airport development following a year when we received \$2.5 million less in federal funding than we had anticipated. As a result, we are being forced to inform communities that their airport projects will be postponed farther and farther into the future when, in fact, many of these projects should begin immediately.

Future prospects for increases in federal funding for general aviation airport development are bleak. In fact, it is highly likely that federal funding for general aviation airports will continue to decline. The only solution, of which I am aware, to obtain the funding necessary to develop the state aviation system, is to substantially increase state funding. It is our view that we must find a way to provide \$30 million in state grant funding for airports each year to begin to significantly improve our aviation system. To move from a funding level of \$4.25 million to \$30 million per year is an ambitious undertaking, but one that must be accomplished. In future articles, I will share some of my ideas on how we can reach our goal.

As always, I encourage you to share your ideas with me. We must reach our statewide air transportation development goals. The people of Texas deserve it.

Quarterly ? Quiz

1. An Airport Layout Plan (ALP) is:

- A written document prepared by a consultant that includes demographic, environmental and capacity information.
- The plan of an airport showing the layout of existing and proposed airport facilities.
- An airport facility used for calibrating an aircraft compass.
- None of the above.

2. A Building Restriction Line (BRL) is:

- A barrier used to divert or dissipate jet blast or propeller wash.
- The beginning of that portion of the runway available for landing.
- A defined rectangular surface beyond the end of a runway.
- A line which identifies suitable building area locations on airports.

3. An Object Free Area (OFA) is:

- The airspace above a surface centered on the runway centerline.
- A two dimensional ground area surrounding runways, taxiways and taxilanes.
- The portion of pavement behind a relocated threshold.
- The portion of pavement behind a displaced threshold.

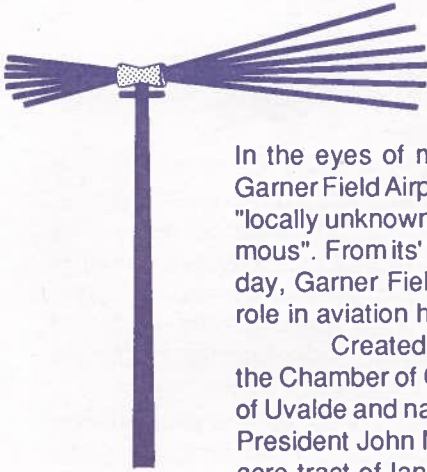
4. A Runway Protection Zone (RPZ) is:

- An area used to enhance safety of aircraft operations at ground level beyond the runway end.
- A defined rectangular surface beyond the end of a runway which is suitable for aircraft use during an aborted takeoff.
- The beginning of the runway available for landing.
- A defined surface surrounding the runway.

5. An Obstacle Free Zone (OFZ) is:

- A three dimensional volume of airspace which supports the transition of ground to airborne aircraft operations (and vice versa).
- A defined volume of airspace centered above the runway.
- A volume of airspace centered on the approach area of the runway.
- Both a. and b. above.

(Answers on Page 4)



Rotating Beacon (Airport Highlights)

In the eyes of most Texans, Uvalde's Garner Field Airport is best described as "locally unknown and internationally famous". From its inception to the present day, Garner Field has quietly played a role in aviation history.

Created through the efforts of the Chamber of Commerce and the city of Uvalde and named after former Vice-President John Nance Garner, the 575 acre tract of land that is the Field was purchased, developed and activated in 1941 as an Army Air Corps Primary Flight Training School. A private flight training school, Hangar Six, Inc., provided the instruction with Army Air Corps officers serving in an administrative capacity. The first cadets reported for training in October of 1941 and by the time they had graduated the United States was officially at war against Japan, Germany and Italy.

Those first 50 cadets learned to fly in the Fairchild PT-19A Trainer. One of those early students was initiated into the Caterpillar Club when he had to "hit the silk" after he was accidentally thrown from a plane during training. Class size grew to as many as 360 cadets from all over the United States and 21 Latin-American countries and Turkey.

The social and economic impact that Garner Field had on the Uvalde area was immeasurable. And as a result, the great sadness caused by its closing in 1945 was understandable. But, this wasn't just another flight training facility destined to sink in a sea of brown grass, this was Uvalde!

True to form, Uvaldeans rallied to the cause and Garner Field's place in aviation history continued to develop.

Within a year of closing, the city had secured the runways, hangars, and the control tower, thereby insuring their maintenance and public access. The ten remaining one-story buildings became the campus for Southwest Texas Junior College. The Junior College was the first tri-county college district formed in Texas. When it opened in 1946, many of its first students were veterans and former Garner Field trainees. The school is one of only a few junior colleges that offers a two-year flight training program.

In the ensuing decades, Garner Field continued to improve facilities and lengthen the runway to keep pace with the technological advances of the 'jet age' and the traffic demands of the oil boom. When the boom went bust in the '80s, the saga of Garner Field did not falter.

In 1984 Sierra Industries was formed and by 1986 they had purchased and relocated to Uvalde all the assets of Robertson Aircraft Corporation. General and corporate aircraft maintenance account for the bulk of the company's business. The quality of work produced by the local labor pool soon had Sierra expanding and attracting support industries. In 1991 Jim Miller Aircraft Painting and South Star Aircraft Interiors moved into new, city-built hangars at Garner Field. This one-stop total service capability has helped all the airport tenants.

Working with the Texas Department of Commerce's Texas Capital Fund Real Estate Development Loan Program, the city was able to build another 13,000 square foot hangar in 1992 to accommodate Sierra Industry's continued growth.

One of the true golden events in Garner Field's history came in the summer of 1991 when, with just six months notice, Uvalde was asked to host the 22nd World Soaring Championships. Though familiar with soaring competition, nothing could prepare the citizens for the impact hundreds of international sailplane enthusiasts would have on the community. After weeks of flying both in practice and in competition, and the gold, silver and bronze medals were awarded for three classes, Garner Field held another distinction; this had been the last Olympic-sanctioned event in which the former Soviet Union had participated as a team.

Proud of the past and with a focus on the future, Uvalde's Garner Field may not be common knowledge in Mexia, but ask a pilot in Moscow, and he'll show you exactly where it is on the map.

- Jim Link, Economic Development Consultant, Uvalde

1994 Texas Airport Directory

Attention airport managers! We are in the process of updating the Texas Airport Directory. If you have not already mailed us your questionnaire, please do so immediately to ensure that the entry for your airport is accurate.

We are also accepting reservations for ad space in the Directory. The next edition will be published around the first of the year. If you are interested in an opportunity to place an advertisement of your company in the 1994 Texas Airport Directory please call Yolanda Alvarez for details and prices, 512/476-9262, FAX 512/479-0294.

Spend To Save?

Because of the limited amount of money available to spend on your airport, it's important that you get the most for the money you do spend. Maintenance of the airport is a case in point. The most common reason that proper maintenance is not accomplished is the seemingly high cost of doing maintenance. Although routine maintenance may seem expensive at first glance, it is much cheaper to perform remedial maintenance than to reconstruct. The most effective use of pavement dollars is for early detection and repair of pavement defects.

In all cases of pavement distress, the cause of the distress should be determined first, then repairs should be made, not only to correct the present damage, but to prevent or retard its progressive occurrence. All repairs should consider the long-term effects rather than the short-term fixes. It is much cheaper to make the correct repair once, rather than to continually make the wrong repair.

Since maintenance dollars are usually limited, it is often helpful to prioritize areas of the airport. High-traffic areas should receive a higher priority since the additional traffic will cause additional damage and the higher traffic volume is an indication of user needs. Areas of low traffic may not deteriorate as rapidly and may require less overall maintenance; however, they should not be ignored. Maintenance performed on any section

of pavement should meet the preventive maintenance requirements for that section.

Most airport pavements do not fail because of load-induced damage, but instead, are eventually destroyed by the elements. Because the most destructive element to any properly constructed pavement section is excess moisture, if protected from weather-induced damage, the service life of the pavement can be prolonged indefinitely. Regardless of how strong the pavement material is or how well constructed, excess moisture in the pavement layers will speed up the deterioration process. Ironically, keeping pavement cracks and joints sealed is the most neglected maintenance item. Cracks and joints must be sealed and resealed in a timely manner to keep excess moisture out of the pavement structure. Far too often, sponsors feel that they can save money by postponing regular crack sealing eventually resulting in much higher costs when pavement sections fail and must be reconstructed.

We urge every airport sponsor to continually monitor the condition of the airport pavements even if the airport is not subject to compliance with the terms of a federal or state grant agreement. A few dollars spent on crack sealing now can save many dollars later. If you have any questions regarding appropriate pavement maintenance techniques or schedules, please call the Aviation Division.

Quarterly Quiz Answers
1b, 2d, 3b, 4a, 5a

General Aviation Forecast Conference

The 4th Annual General Aviation Forecast Conference is tentatively scheduled to be held in San Antonio on March 17 & 18, 1994. We will keep you advised as details about the conference develop.

**Texas Department of Transportation
Aviation Division
P. O. Box 12607
Austin, Texas 78711-2607**

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