

TEXAS AIRPORT SYSTEM PLAN

PHASE III SUMMARY REPORT

The Texas Airport System Plan was developed by the Texas Transportation Institute of Texas A&M University in cooperation with the Texas Aeronautics Commission

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## CONTENTS

	<u>Page</u>
INTRODUCTION. . . . .	1
Airport and Airway Development Act . . . . .	1
Planning Process . . . . .	2
Regional System Plans. . . . .	3
Coordination . . . . .	5
Goals and Objectives . . . . .	6
EXISTING STATE AIRPORT SYSTEM . . . . .	7
Airport Classification . . . . .	7
System Role . . . . .	8
Operational Role . . . . .	8
Airport Design and Dimensional Standards . . . . .	12
Open to the Public Airports. . . . .	13
Air Carrier Service. . . . .	14
IDENTIFYING FUTURE NEEDS. . . . .	23
Forecasts. . . . .	23
TASP Planning Conferences. . . . .	26
Short-Range Needs. . . . .	28
Intermediate- and Long-Range Needs . . . . .	28
Privately Owned Airports . . . . .	30
New or Replacement Airports. . . . .	30
Development Costs. . . . .	33
PROVIDING THE SYSTEM. . . . .	38
Sources of Airport Development Funds . . . . .	38
Federal Funding . . . . .	39
State Funding . . . . .	41
Local Funding . . . . .	42
Alternative State Funding Sources. . . . .	43
Aviation Fuel Taxes . . . . .	43
General Revenues. . . . .	46
Aircraft Registration Fees. . . . .	47
Airmen Registration Fees. . . . .	47
Programming Requirements . . . . .	48
Conclusion . . . . .	50
APPENDIX A TASP AIRPORTS	
APPENDIX B BIBLIOGRAPHY	

## INTRODUCTION

The Texas Airport System Plan (TASP) is a representation of the aviation facilities required to meet the immediate and future air transportation needs of the State. It recommends the general location and characteristics of new airports and the nature of expansion for existing ones. It shows the estimated costs to develop the system and relates airport system planning to the economic development and environmental goals of the State. This is accomplished in a comprehensive planning framework. The TASP incorporates regional system planning and provides the basis for definitive and detailed airport master planning.

### Airport and Airway Development Act

The Airport and Airway Development Act of 1970, Section 13, Planning Grants, authorized the granting of funds to planning agencies for airport system plans. The Act defines airport system planning as the development for planning purposes of information and guidance to determine the extent, type, nature, location, and timing of airport development needed in a specific area to establish a viable and balanced system of public airports. It includes identification of the specific aeronautical role of each airport within the system, development of estimates of systemwide development costs, and the conduct of such studies, surveys and other planning actions as may be necessary to determine the short-, intermediate-, and long-range aeronautical demands required to be met by a particular system of airports.

## Planning Process

Figure 1 summarizes the airport system planning process followed in preparation of the TASP. TASP is a four-phased undertaking. In Phase I the basic study design was formulated. During Phase II, analytical procedures were developed for forecasting demand; airport needs were identified on the basis of published secondary data; and preliminary cost estimates were prepared. Phase II findings were reviewed with State Planning Region staffs, airport sponsors and operators, and interested citizens.

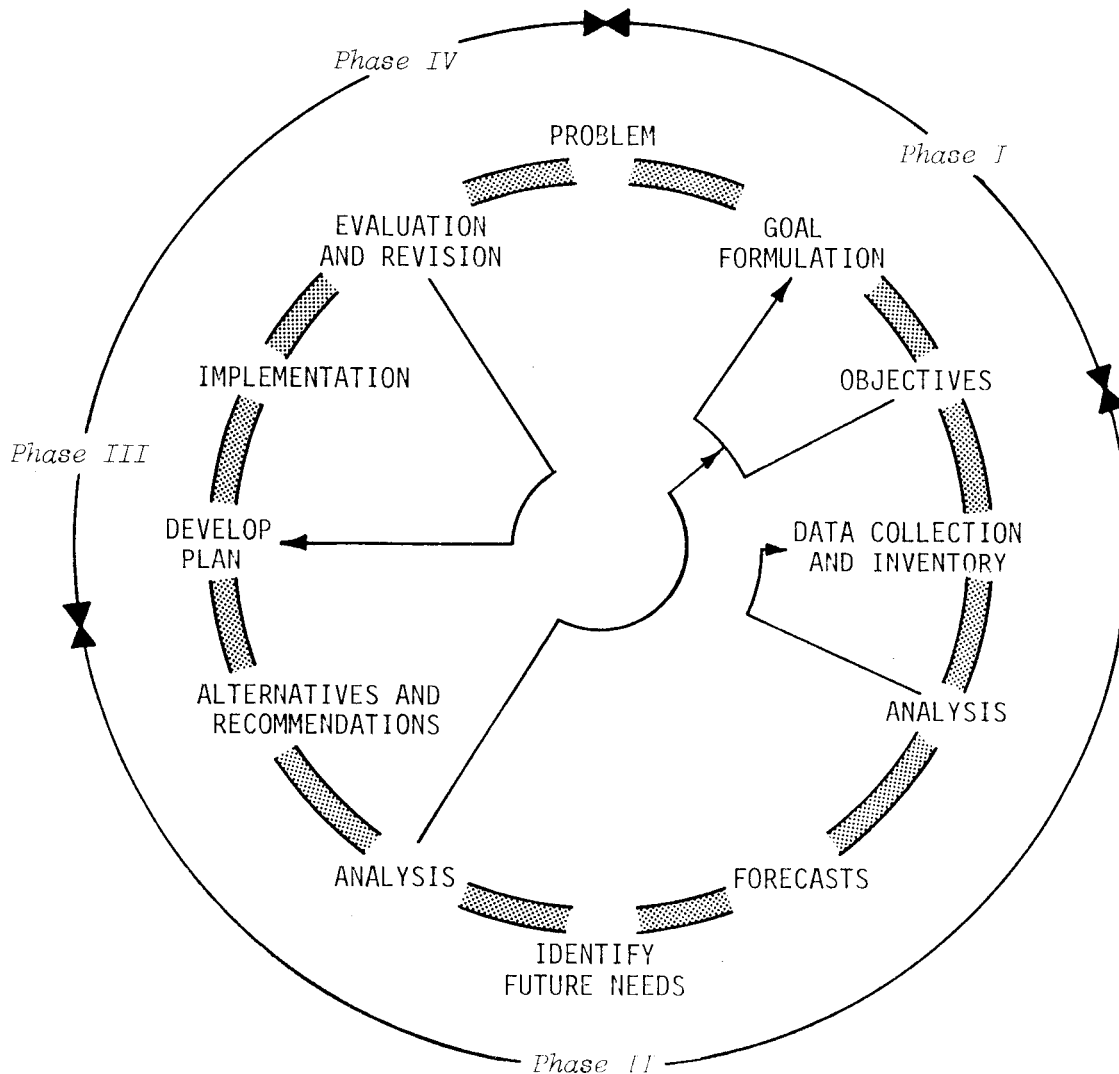


FIGURE 1 - TASP PLANNING PROCESS

During Phase III, approximately 350 airports were inspected and facility records prepared. Aircraft operations were counted at approximately 50 general aviation airports. Passenger, cargo, and general aviation forecasts were revised to a 1995 time horizon. Airport functional and operational roles were identified and forecast. Airport development needs and development costs were identified for the short-, intermediate-, and long-range planning periods. Findings were reviewed with government officials; airport owners, sponsors, managers, and fixed base operators; and several hundred private citizens during 53 public meetings. Phase III is the Texas input to the National Airport System Plan (NASP).

Phase IV is the initiation of a continuous airport system planning process. This process is utilized in establishing a planning capability to monitor and assess the effects of changes in the many variables and issues influencing the plan with the objective of maintaining a plan responsive to current and forecast conditions.

#### Regional System Plans

The TASP was developed on a planning region basis. The State Planning Regions provided a logical means for maintaining the various data bases, and the Councils of Government within each planning region proved to be an effective mechanism for coordination and review at the local level. A separate summary of the TASP was prepared for each State Planning Region.

The portion of the TASP covering the South East Texas and Gulf Coast State Planning Regions was prepared by the Houston-Galveston

Area Council. This study, "Houston-Galveston Area Council Airport/Airspace Systems Study," was completed in December, 1973, and has been updated by the Federal Aviation Administration (FAA).

The portion of the TASP covering the Texoma and North Central Texas State Planning Regions was prepared by the North Central Texas Council of Governments. This study, "North Central Texas Airport System Plan," was completed in March, 1975.

Figure 2 shows the area covered by these two studies and identifies the 24 State Planning Regions.



## Coordination

Planning for the TASP was accomplished through the coordinated efforts of federal, state, and local governments. Aviation planners from the Albuquerque, Fort Worth, and Houston Federal Aviation Administration (FAA) Airports District Offices were particularly helpful throughout the study, providing many worthwhile suggestions and participating in the public meetings. Personnel from the FAA Regional Office, Fort Worth, provided many helpful comments throughout the entire study. The Councils of Government assisted with arrangements for the several meetings held within each State Planning Region, coordinated with local government, and reviewed parts of the study as they were completed. The Office of the Governor, Division of Planning Coordination was directly involved with Phase I and Phase II. Findings of the TASP are being coordinated with county and metropolitan transportation plans developed by the State Department of Highways and Public Transportation.

Figure 3 identifies the coordination linkages between state and local comprehensive and transportation plans, state and regional airport system plans, airport master plans, and the National Airport System Plan.

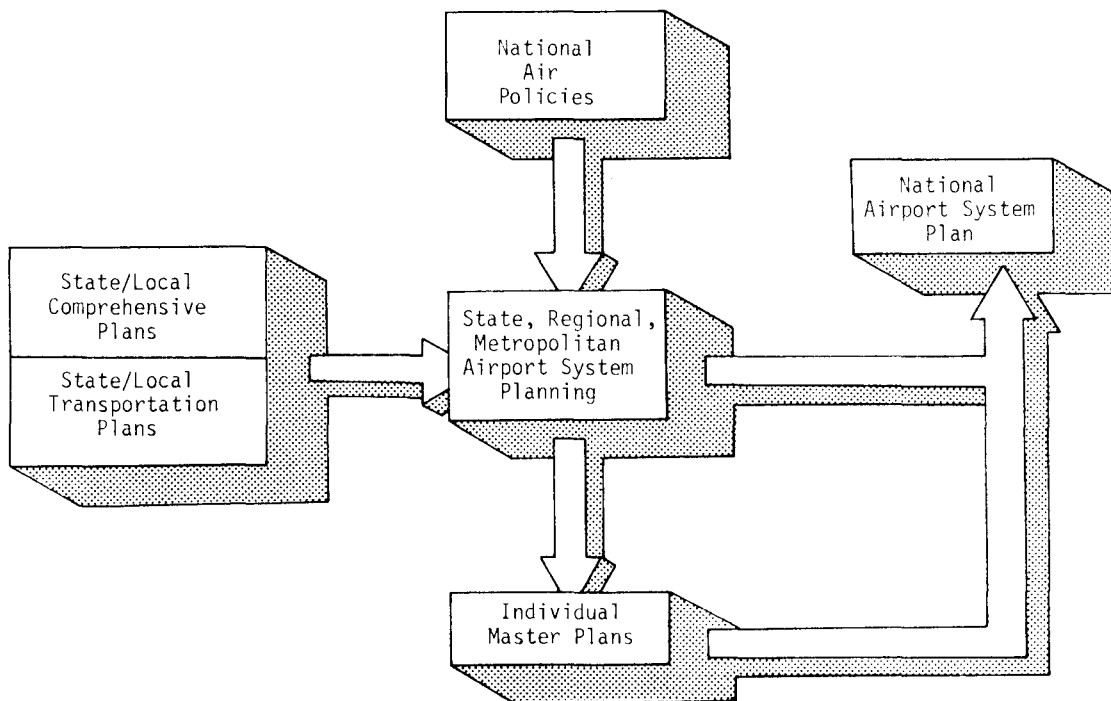


FIGURE 3  
FEDERAL-STATE-LOCAL GOVERNMENT COORDINATION

### Goals and Objectives

Essential for the development of any plan is the identification of a goal and objectives to be met by the plan. The basic goal of the TASP is to:

Develop and maintain aviation facilities and a level of aviation service by airlines, businesses, and individuals which, for the least practicable cost, will most effectively meet the social and economic goals of Texans.



This general goal led to the establishment of the following more specific objectives:

- Provide reasonable access to scheduled air passenger transportation.
- Provide facilities for fast delivery of emergency health services and disaster relief.
- Preserve and develop smaller towns as viable economic and social entities by assisting their economic development.
- Provide facilities to meet the growing aviation demands of our metropolitan areas.
- Make direct air access possible between isolated communities and centers of population.
- Improve communication and coordination between state and local governments.
- Provide air access to recreational areas.

#### EXISTING STATE AIRPORT SYSTEM

In this section, some background material on airport classification and dimensional criteria is provided to assist in interpreting the content of the Plan.

#### Airport Classification

The national airport classification system is based on the concept that all airports in the system have a functional role -- this role being reasonably discernible by the landing facility's current performance, or projected future demand, in terms of level of public service (enplaning passengers) and its aeronautical operational density

(aircraft operations). This system allows both the current level of service and the projected demands to be reflected for development purposes.

### System Role

This role consists of three distinct subsystems of airports differentiated by level of public service; i.e., the number of enplaning passengers that are, or planned to be, accommodated by the airports. Each subsystem is further classified into three levels of aeronautical operational density (aircraft operations) for planning purposes. Figure 4 shows the "system role" hierarchy and Table 1 provides a summary of the aeronautical activity levels which define these system roles. Since all airports within the TASP are not eligible for inclusion in the NASP, provision was made for modification of the system role hierarchy to more clearly reflect the role of non-NASP airports in the TASP. Figure 5 shows the state classification system and Table 2 provides a summary of aeronautical activity levels which define these systems.

### Operational Role

To supplement the "system role" classification, a parallel definition, termed "operational role" classification, has been developed. Basically, this method uses the old user group methods of classification for general aviation airports, while substratifying air carrier user service into three basic groups, dependent on aircraft types. These groups are summarized in Tables 3 and 4. For system planning purposes, operational groups are presently used for comparison with

FIGURE 5

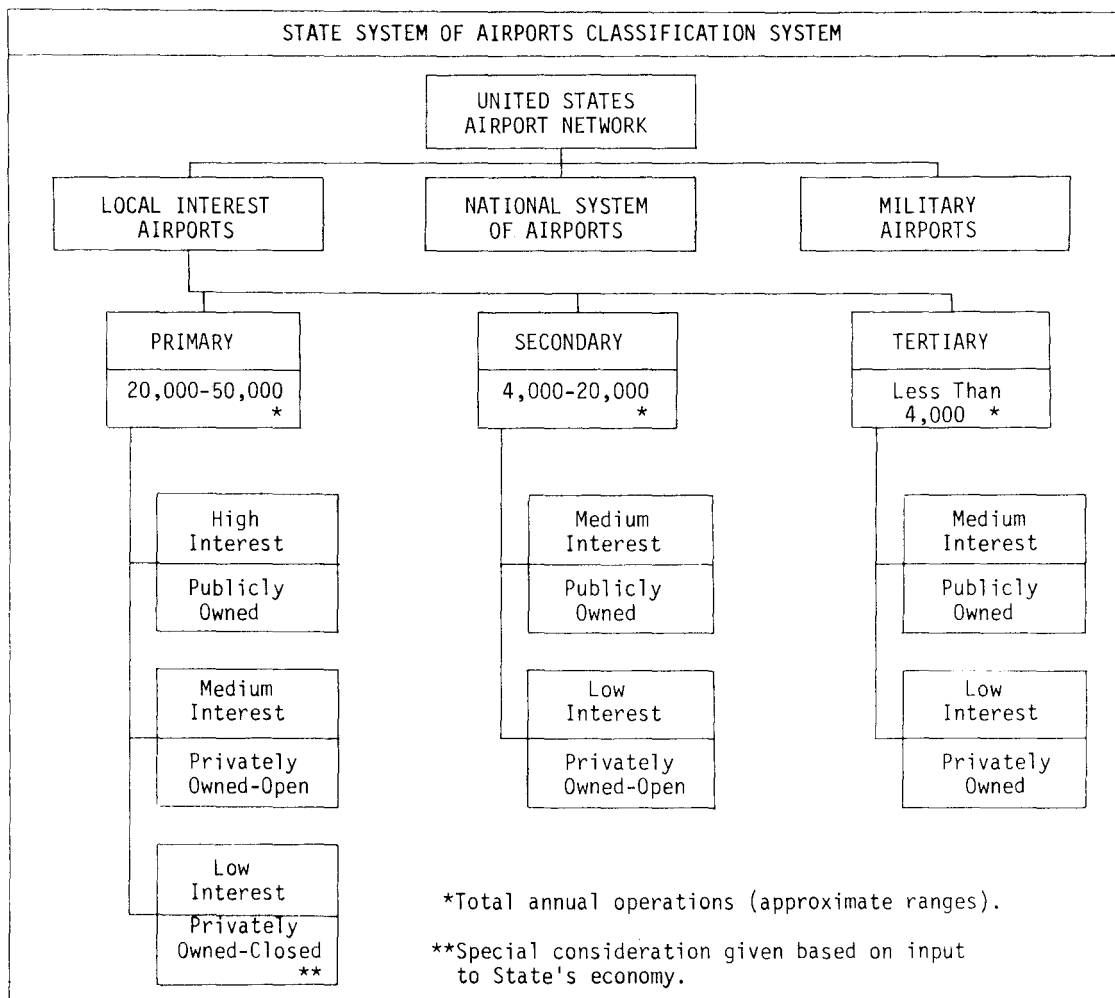


TABLE 2  
 AERONAUTICAL ACTIVITY LEVELS FOR SYSTEM  
 ROLE AIRPORT CLASSIFICATION (TASP)

<u>Airport Category</u>	<u>TASP Codes</u>	<u>Aeronautical Operational Density (Annual Aircraft Operations)</u>	<u>Airport Ownership</u>
Primary System		20,000 to 50,000	
High Interest	TPH		Public
Medium Interest	TPM		Private-Open
Low Interest	TPL		Private-Closed
Secondary System		4,000 to 20,000	
High Interest	TSH		Public
Medium Interest	TSM		Private-Open
Low Interest	TSL		Private-Closed
Tertiary System		Less than 4,000	
Medium Interest	TTM		Public
Low Interest	TTL		Private

Source: TTI Analysis

FIGURE 4

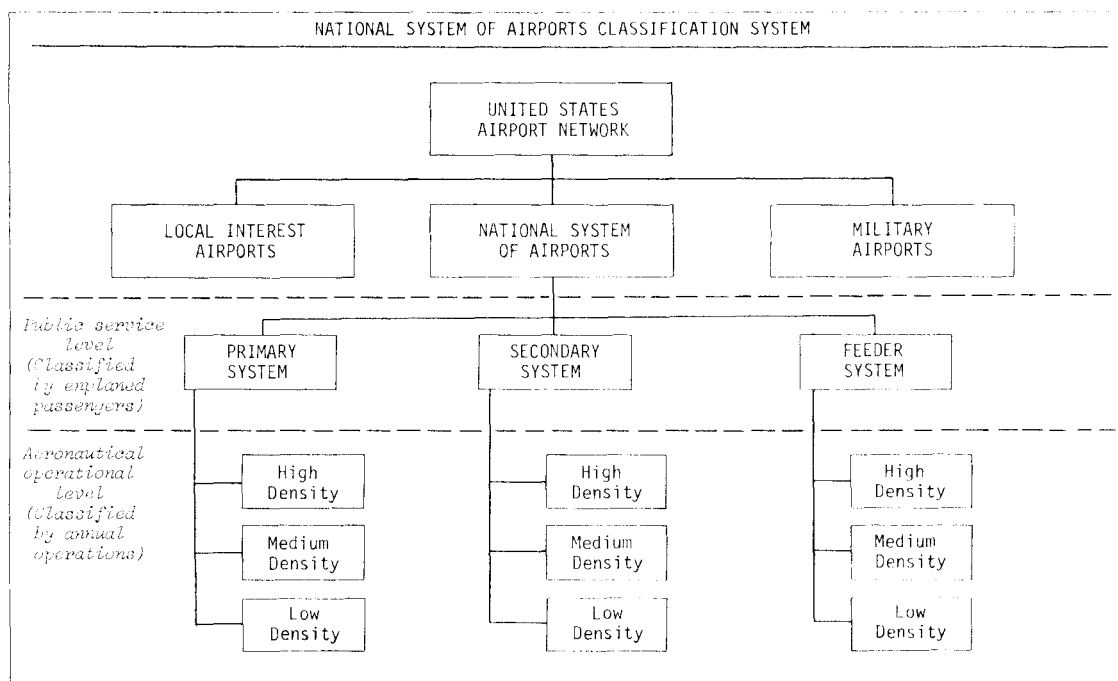


TABLE 1  
AERONAUTICAL ACTIVITY LEVELS FOR SYSTEM  
ROLE AIRPORT CLASSIFICATION SYSTEM (NASP)

Airport Category	(NASP Codes)	Public Service Level (Annual Enplaned Passengers)	Aeronautical Operational Density (Annual Aircraft Operations)
Primary System		More than 1,000,000	
High Density	(P1)		More than 350,000
Medium Density	(P2)		250,000 to 350,000
Low Density	(P3)		Less than 250,000
Secondary System		50,000 to 1,000,000	
High Density	(S1)		More than 250,000
Medium Density	(S2)		100,000 to 250,000
Low Density	(S3)		Less than 100,000
Feeder System		Less than 50,000	
High Density	(F1)		More than 100,000
Medium Density	(F2)		20,000 to 100,000
Low Density	(F3)		Less than 20,000

Source: FAA

developmental planning standards. Since some airports serve more than one operational group, allowance is made to record a "dominant" and "subordinate" role, dependent upon which group has, or is projected to accommodate, the most enplaned passengers.

TABLE 3  
GENERAL AVIATION OPERATIONAL ROLE CODES

<u>Aircraft Groups</u>	<u>Code</u>
Landing Strip	LS
Basic Utility	BU
General Utility	GU
Basic Transport	BT
General Transport	GT
Helicopter	HG
STOL	SG
VTOL	VG
Seaplane	CG

Source: FAA

TABLE 4  
AIRLINE SERVICE OPERATIONAL CODES

<u>CERTIFICATED, SCHEDULED CTOL AIR CARRIER AIRCRAFT GROUPS</u>		
<u>Aircraft Groups*</u>	<u>Length of Haul</u>	<u>Code</u>
<u>A</u>		
B-747, C-5A,	1 - Over 1,500 Miles	A1
DC-8, B-707,	2 - 500-1,500 Miles	A2
VC-10	3 - 0-500 Miles	A3
<u>B</u>		
B-727, B-737,	1 - Over 1,500 Miles	B1
DC-10, L-1011,	2 - 500-1,500 Miles	B2
BAC-1-11, DC-9	3 - 0-500 Miles	B3
<u>C</u>		
L-188, F-27,	1 - NA**	--
F-227, YS-11,	2 - 500-1,500 Miles	C2
CV-580, M-404	3 - 0-500 Miles	C3

\*Aircraft are grouped in accordance with general runway requirements and not by physical size or passenger carrying capacities.

\*\*These aircraft do not have a haul length over 1,500 miles.

Source: FAA

## Airport Design and Dimensional Standards

The airport design and dimensional standards used in the TASP were taken from FAA Advisory Circular 150/5300-4A, for basic utility and general utility airports, and FAA Advisory Circular 150/5300-6, for basic transport and general transport airports.

Design and dimensional standards for airports with airline service operational role codes are dependent on the critical aircraft using or expected to use the airport, the length of haul, and the aircraft density (number of operations). Development needs for these airports were taken from Airport Master Plans, where available, FAA Joint Planning Conference reports, and discussions with individual airport managers.

Utility airports, built without federal financial participation, have historically been constructed with low intensity runway lights (LIRL). FAA standards require medium intensity runway lights (MIRL) on utility airport runways. In developing the TASP, LIRL was specified for new or existing utility airports that do not qualify for the NASP. For airports that do qualify for the NASP, MIRL was specified for new construction and lighting was upgraded to MIRL at existing airports.

Design and dimensional standards are recommended standards and should not be interpreted as absolute requirements in all cases. In applying the standards, the expected future role of the airport was considered. For example, an airport may have an operational role code of general utility for the 1980-1985 planning period, but may be constructed initially as a basic utility airport. By considering the future role in the initial design, subsequent reconstruction can be

minimized. Probably the most critical item is land acquisition. Ideally, sufficient land should be purchased initially to accommodate the ultimate development of the airport.

Typical configurations of basic utility and general utility airports and basic transport airports are shown in Figures 6, 7, and 8. These configurations assume attainment of 95 percent wind coverage for a 10.5 knot crosswind component with a single runway. For locations where 95 percent crosswind coverage cannot be obtained with a single runway, a crosswind runway may be needed. Runway dimensions shown are for sea level elevation and 95 degrees maximum temperature. For locations with higher elevations and temperatures, longer runways will be required. The basic transport runway dimensions will accommodate 60 percent of the executive jet fleet at 60 percent load. Longer runways may be required to accommodate a particular aircraft desiring to use the airport.

#### Open To The Public Airports

In October, 1975, there were 501 airports in Texas, publicly and privately owned, that were open to the public. The condition of these airports varies widely from short turf strips to airports with runways two miles long.

Table 5 summarizes these airports by their predominant operational role code. Fourteen airports have air carrier operational role codes. This means that for these locations more passengers are enplaned by CAB certificated air carriers than by general aviation aircraft.

TABLE 5  
TEXAS AIRPORT SYSTEM PLAN  
OPEN TO THE PUBLIC AIRPORTS (1975)

	Operational Role Codes						Total
	<u>A1</u>	<u>A2</u>	<u>A3</u>	<u>B1</u>	<u>B2</u>	<u>B3</u>	
Air Carrier	3	1	--	--	2	8	14
General Aviation	<u>LS</u>	<u>BU</u>	<u>GU</u>	<u>BT</u>	<u>GT</u>	<u>Total</u>	
	155	219	66	38	9	487	

Source: TTI Analysis

### Air Carrier Service

Scheduled air carrier service is an essential part of the aviation system and the part of aviation that the general public is most familiar with. Texas is served by seven trunk and three local service carriers certificated by the Civil Aeronautics Board, by seven intra-state carriers certificated by the Texas Aeronautics Commission, and by four foreign air carriers.

Scheduled air carrier service, by one or more carriers, is available from 34 Texas cities (Figure 9). Although this is only a small fraction of the Texas cities, almost all of the State, except the sparsely populated Big Bend area, is within 100 miles of scheduled air carrier service.

The availability of scheduled air carrier service is closely tied to demand generated by population concentrations. Of the Texas cities which now have scheduled air carrier service, all except Big Spring, Brownwood, Del Rio, Lufkin, Nacogdoches, Palestine, and Paris are located in counties which are part of a Standard Metropolitan Statistical Area (SMSA).



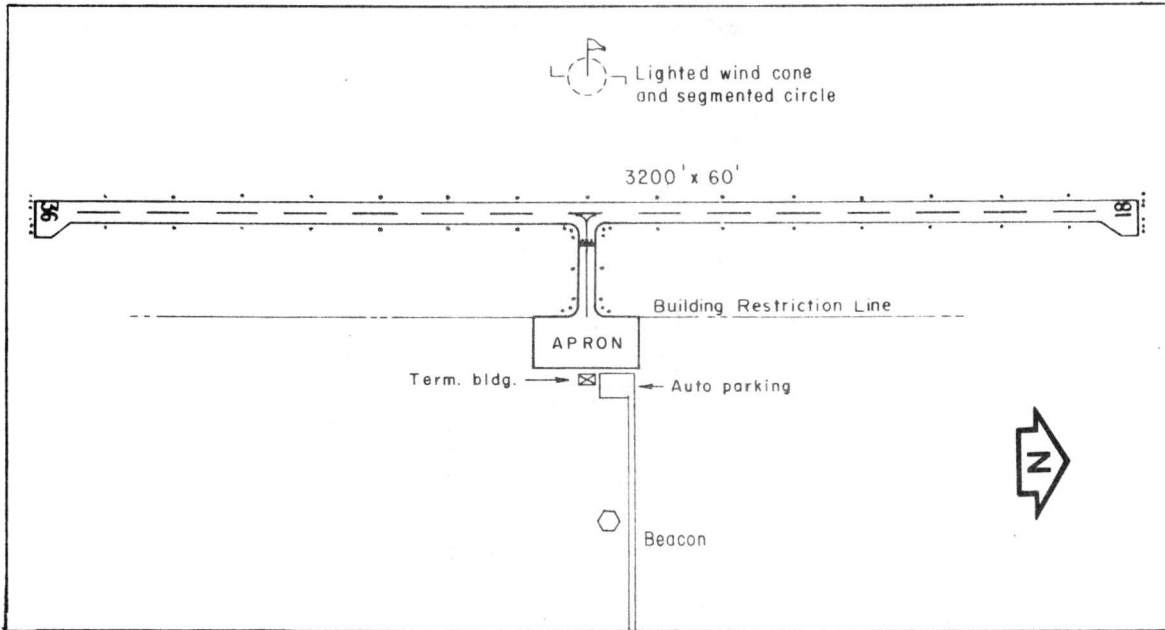


FIGURE 6  
BASIC UTILITY AIRPORT

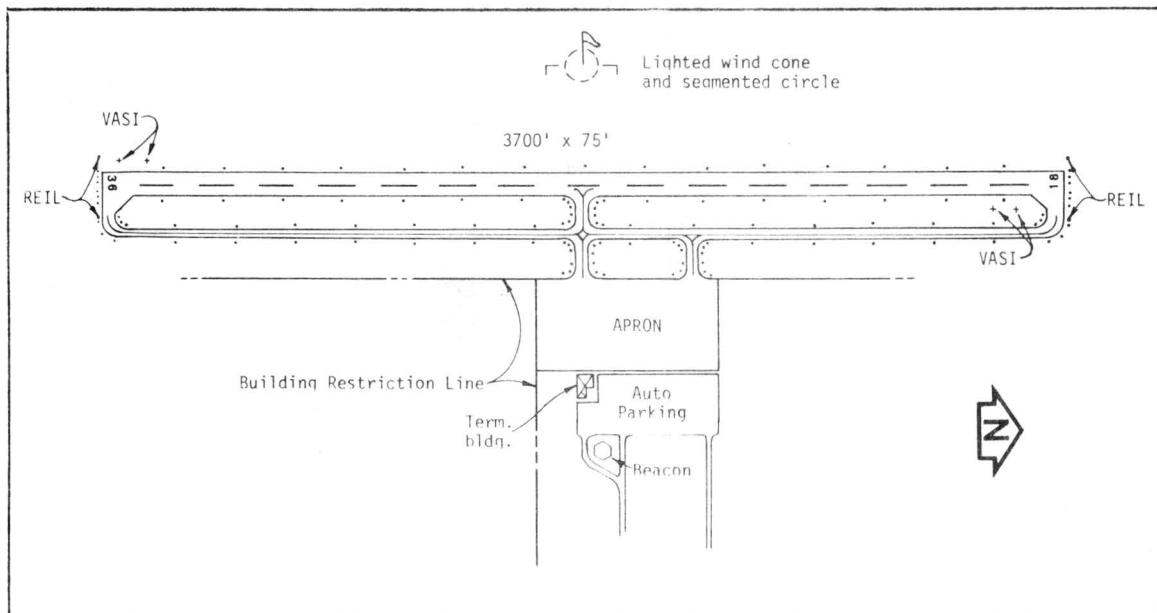


FIGURE 7  
GENERAL UTILITY AIRPORT

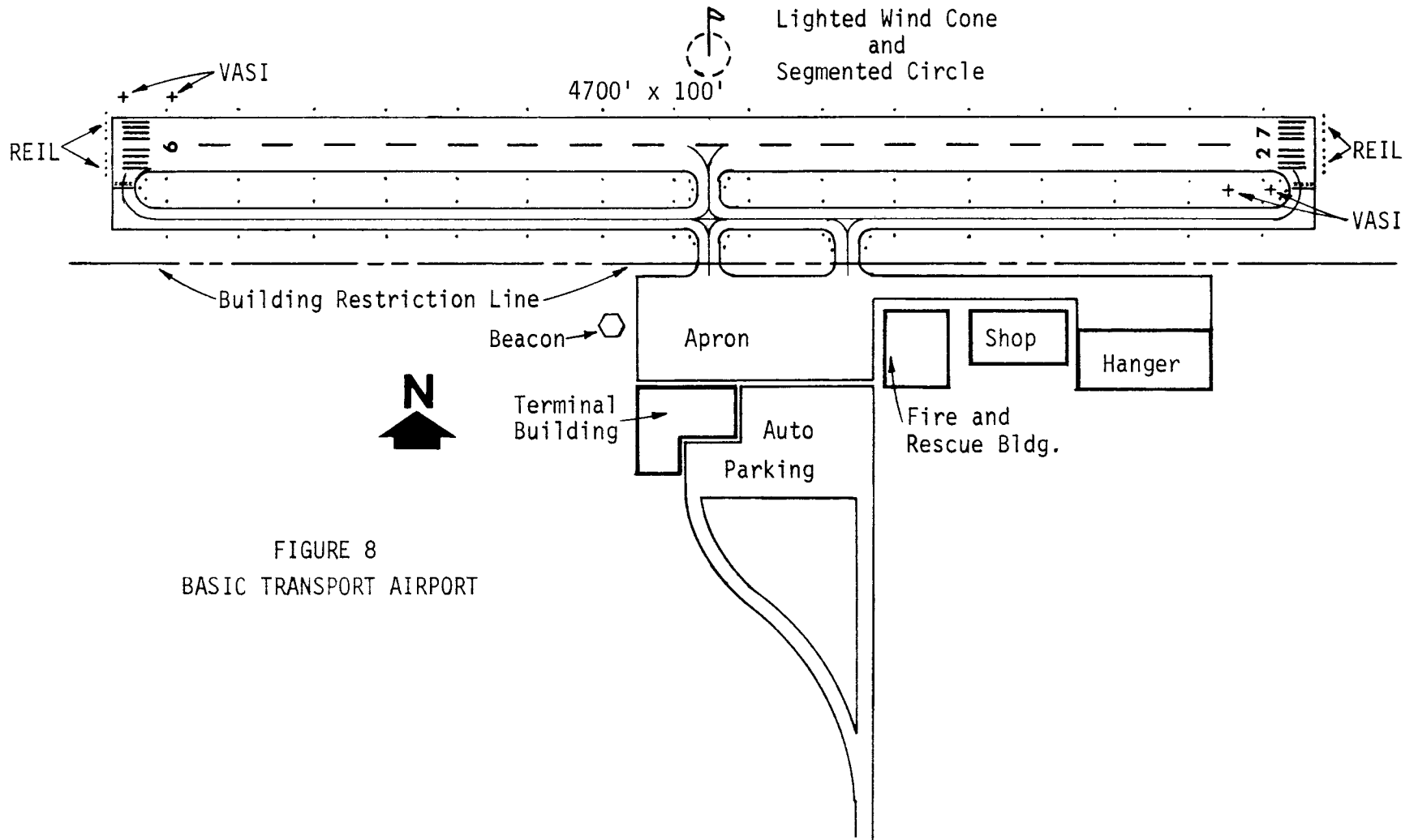
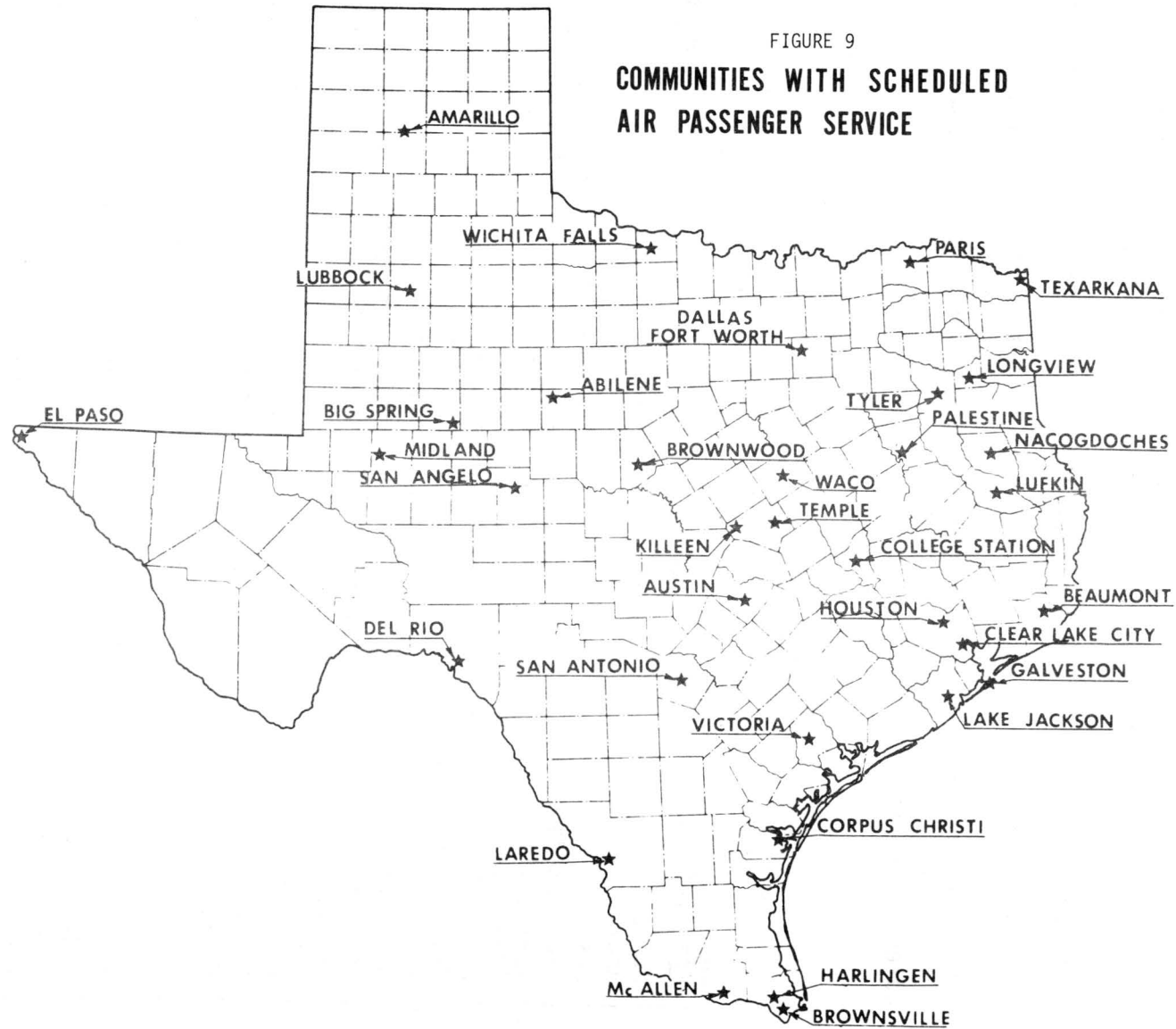


FIGURE 8  
BASIC TRANSPORT AIRPORT

FIGURE 9  
COMMUNITIES WITH SCHEDULED  
AIR PASSENGER SERVICE



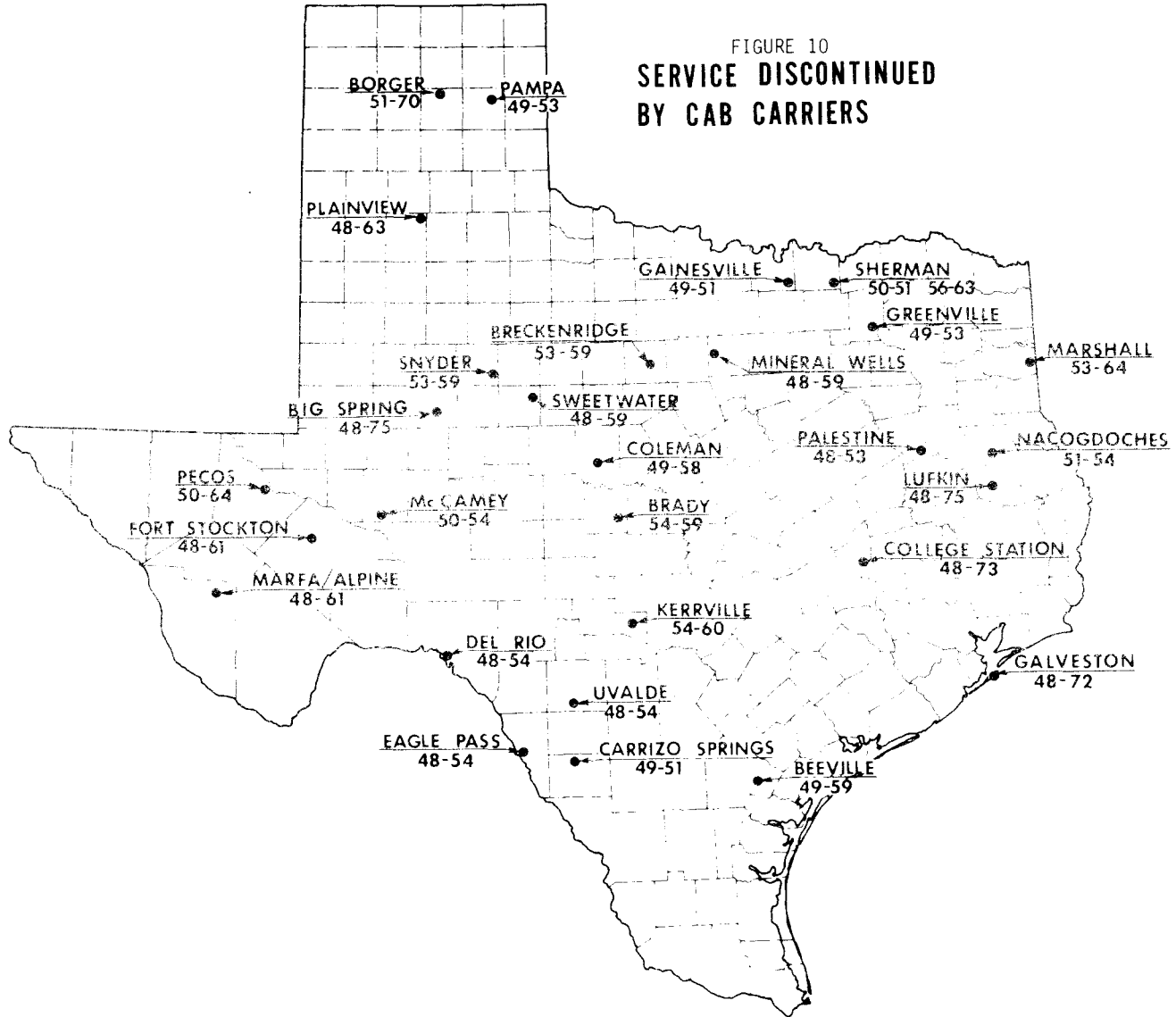
There are 23 airports in Texas, identified in Table 6, with scheduled service by CAB certificated air carriers. Between 1948 and 1975, CAB certificated air carrier service was initiated and later discontinued at 29 Texas cities (Figure 10). Scheduled service is now provided at seven of these cities (College Station, Del Rio, Big Spring, Galveston, Lufkin, Nacogdoches, and Palestine) by TAC certificated air carriers.

TABLE 6  
AIRPORTS WITH CAB CERTIFICATED SERVICE

<u>Associated City</u>	<u>Airport</u>	<u>Role</u>
Abilene	Abilene Municipal	GT
Amarillo	Amarillo Air Terminal	B2
Austin	Robert Mueller Municipal	B3
Beaumont-Port Arthur	Jefferson County	B3
Brownsville	Brownsville International	B3
Brownwood	Brownwood Municipal	GT
Corpus Christi	Corpus Christi International	B3
Dallas-Fort Worth	Dallas-Fort Worth Regional	A1
El Paso	El Paso International	A2
Harlingen	Harlingen Industrial Airpark	B3
Houston	Houston Intercontinental	A1
Laredo	Laredo Municipal	GT
Longview	Gregg County	BT
Lubbock	Lubbock Regional	B3
McAllen	Miller International	B3
Midland	Midland Regional Air Terminal	B3
Paris	Cox Field	BT
San Angelo	Mathis Field	GT
San Antonio	San Antonio International	A1
Temple	Draughon-Miller Municipal	BT
Tyler	Pounds Field	BT
Waco	Waco-Madison Cooper	GT
Wichita Falls	Sheppard AFB/Wichita Falls Air Terminal	B3

Source: TTI Analysis

FIGURE 10  
SERVICE DISCONTINUED  
BY CAB CARRIERS



Closely associated with air carrier airports is the concept of reliever airports. A reliever airport is an airport whose primary purpose is to serve general aviation and, at the same time, relieve congestion at an airport having a high density of scheduled airline traffic. The FAA has designated ten existing airports and four proposed airports as reliever airports (Table 7). Historically, construction and development funds for designated reliever airports have come from air carrier rather than general aviation federal airport development funds.

TABLE 7  
FAA DESIGNATED RELIEVER AIRPORTS

<u>Airport</u>	<u>Role</u>
For Robert Mueller Municipal, Austin	B2
Tims Airpark, Austin	BT
For Dallas-Fort Worth Regional	A1
Addison, Dallas	BT
Dallas Love Field	GT
James Connally, Waco	GT
Meacham Field, Fort Worth	BT
Redbird, Dallas	BT
For El Paso International	A2
El Paso (New)	GU
For Houston Intercontinental	A1
D. W. Hooks Memorial, Houston	BT
Lakeside, Houston	GU
Northeast Harris County (New)	BT
Southwest Harris County (New)	BT
William P. Hobby, Houston	GT
For San Antonio International	A1
San Antonio (New)	BT
Stinson Municipal, San Antonio	GU

Source: FAA

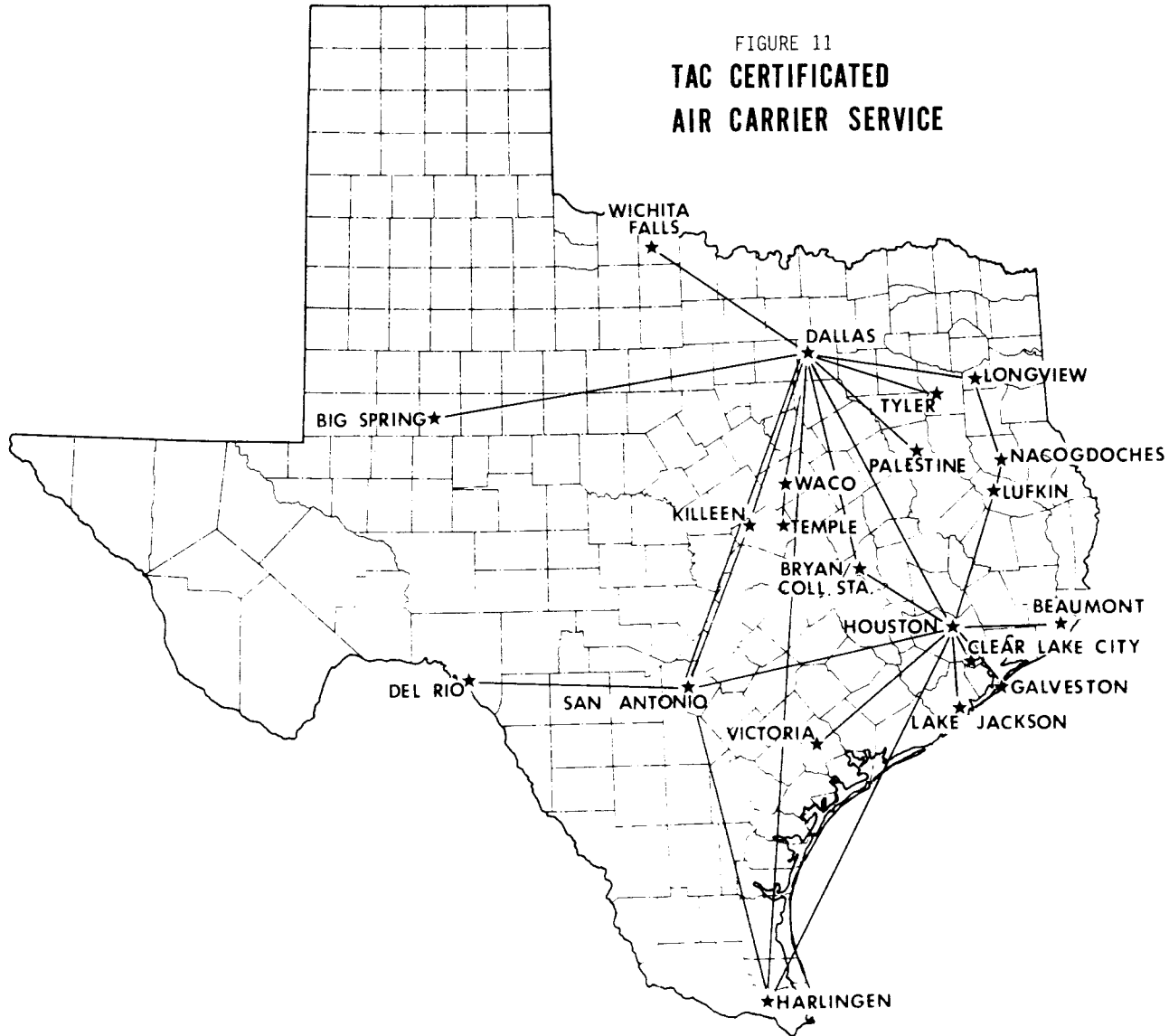
Beginning in the mid-sixties, an intrastate air carrier system began to develop in Texas. Called commuter, or feeder, airlines, these carriers fly smaller aircraft powered by conventional reciprocating engines or turboprops, and provide service between smaller communities and the major metropolitan areas. An exception to this is Southwest Airlines, which operates Boeing 737s and provides commuter service between Dallas, Harlingen, Houston, and San Antonio. This commuter or feeder airline system presently provides service to 21 cities and the only service to 11 Texas cities (Table 8). Continued development of this system is expected. Figure 11 identifies the cities served and the routes of the seven TAC certificated air carriers.

TABLE 8  
AIRPORTS WITH TAC CERTIFICATED SERVICE

<u>Associated City</u>	<u>Airport</u>	<u>Role</u>
Beaumont-Port Arthur	Jefferson County	B3
Big Spring	Howard County	BT
Clear Lake City	Clear Lake City Metroport	STOL
College Station	Easterwood Field	BT
Dallas	Dallas Love Field	GT
Dallas-Fort Worth	Dallas-Fort Worth Regional	A1
Del Rio	Del Rio International	BT
Galveston	Scholes Field	BT
Harlingen	Harlingen Industrial Airpark	B3
Houston	Houston Intercontinental	A1
Houston	William P. Hobby	GT
Killeen	Killeen Municipal	BT
Lake Jackson	Brazoria County	BU
Longview	Gregg County	BT
Lufkin	Angelina County	BT
Nacogdoches	East Texas Regional	GU
Palestine	Palestine Municipal	GU
San Antonio	San Antonio International	A1
Temple	Draughon-Miller Municipal	BT
Tyler	Pounds Field	BT
Victoria	Victoria Regional	BT
Waco	Waco-Madison Cooper	GT
Wichita Falls	Sheppard AFB/Wichita Falls Air Terminal	B3

Source: TTI Analysis

FIGURE 11  
TAC CERTIFICATED  
AIR CARRIER SERVICE





## IDENTIFYING FUTURE NEEDS

The physical expanse of Texas and the great distances from Texas to many out-of-state centers of population, commerce, and government make both interstate and intrastate air travel essential for Texans. The TASP provides a comparison of airport facility requirements and facility availability at selected points in time during the planning periods.

Airport facility requirements are the direct result of aviation activities and service needs translated into terms of runway length, width, and load-bearing capacity; taxiways; ramp space; hangar space; fuel and repair facilities; terminal facilities; parking areas; and surface access. Facility demand is primarily a function of the type and extent of anticipated aviation activity. Aviation activity divides into three major operational categories: transportation of passengers by scheduled air carriers; movement of air cargo; and general aviation flying. Occasionally, facility demand is motivated by recognition of the need to provide air access regardless of the extent of the aviation activity anticipated.

### Forecasts

Table 9 shows enplanements by scheduled air carriers at Texas cities in 1974 and forecasts 1980-1995 enplanements. A threefold increase in enplanements is forecast between 1974 and 1995.

Table 10 shows air cargo enplaned by scheduled air carriers at Texas cities in 1974 and forecasts 1980-1995 air cargo. Air cargo shipments are forecast to increase from an estimated 132,000 tons in 1974 to 2,323,000 tons by 1995.

TABLE 9  
 FORECASTS OF DOMESTIC AND INTERNATIONAL PASSENGER ENPLANEMENTS,  
 TEXAS AND TEXAS HUBS, 1980-1995,  
 BY CAB AND TAC CERTIFICATED CARRIERS

<u>HUB</u>	<u>Thousands of Passengers</u>				
	<u>1974</u>	<u>1980</u>	<u>1985</u>	<u>1990</u>	<u>1995</u>
Texas	14,084,397	17,642.1	23,005.0	31,424.9	40,669.7
Abilene	38,421	41.0	44.6	48.5	54.4
Amarillo	208,078	215.8	293.4	385.5	494.9
Austin	376,449	442.8	632.4	904.7	1,264.7
Beaumont	79,917	90.2	108.8	128.7	146.2
*Big Spring	2,414	—	—	—	—
Brownsville	68,579	78.6	125.8	187.5	267.9
Brownwood	3,605	3.8	4.9	6.2	7.7
Clear Lake City	42,426	54.6	73.9	97.3	126.0
College Station	17,409	23.7	32.2	42.3	54.8
Corpus Christi	190,223	201.7	231.7	260.9	290.5
Dallas/Fort Worth	7,531,027	9,249.6	12,521.3	16,471.2	21,305.6
Del Rio	1,855	2.4	3.3	4.3	5.6
El Paso	556,029	710.0	960.0	1,270.0	1,640.0
Galveston	9,870	12.4	16.2	20.7	26.0
Harlingen	42,326	127.3	171.5	223.4	287.1
Houston	3,193,600	3,994.4	5,409.1	7,125.0	9,229.6
Killeen	39,281	52.3	67.1	84.1	103.9
Lake Jackson	6,748	10.0	15.3	22.5	32.5
Laredo	16,159	17.4	19.5	20.3	21.2
Longview	15,870	19.5	24.2	31.1	39.5
Lubbock	233,366	273.2	380.6	501.1	644.2
*Lufkin	2,440	—	—	—	—
Midland	229,554	277.5	392.0	527.1	686.6
McAllen	70,933	97.1	137.6	188.9	252.2
Paris	1,708	1.9	2.6	3.4	4.4
San Angelo	24,200	24.4	25.5	26.5	27.0
San Antonio	932,907	1,414.6	1,914.9	2,519.3	3,258.2
Temple	13,156	21.5	24.9	28.5	32.5
Texarkana	27,322	36.0	45.5	55.9	67.6
Tyler	14,855	30.6	39.4	49.5	63.2
Victoria	8,328	11.4	16.4	22.9	31.3
Waco	19,522	22.3	29.4	38.1	48.2
Wichita Falls	64,481	84.1	105.0	129.5	156.4

\*Insufficient data on which to base forecasts.

Source: TTI Analysis

TABLE 10  
FORECASTS OF AIR CARGO, TEXAS AND TEXAS HUBS, 1980-1995,  
BY CAB AND TAC CERTIFICATED CARRIERS

<u>HUB</u>	Tons				
	<u>1974</u>	<u>1980</u>	<u>1985</u>	<u>1990</u>	<u>1995</u>
Texas	131,805.69	424,000	748,000	1,318,000	2,323,000
Abilene	193.35	678	1,190	2,106	3,740
Amarillo	836.23	2,500	4,400	7,777	13,740
Austin	1,092.67	4,950	8,620	15,401	27,160
Beaumont	232.53	1,010	1,780	3,150	5,580
*Big Spring	29.35				
Brownsville	627.79	1,738	3,050	5,400	9,540
Brownwood	26.49	120	220	395	700
Clear Lake City	14.60	14	25	45	87
College Station	65.90	202	370	659	1,180
Corpus Christi	484.66	2,240	3,950	6,982	12,330
Dallas/Fort Worth	75,134.33	250,000	434,000	764,000	1,347,000
Del Rio	10.60	72	127	224	395
El Paso	5,466.40	12,150	21,170	37,765	66,730
Galveston	17.70	68	120	211	372
Harlingen	230.91	466	823	1,450	2,555
Houston	39,889.60	110,000	202,000	356,000	627,000
Killeen	9.20	16	28	50	88
Lake Jackson	4.10	25	45	80	143
Laredo	184.54	970	1,720	3,030	5,350
Longview	69.73	594	1,040	1,830	3,245
Lubbock	1,229.79	2,544	4,430	7,900	13,940
*Lufkin	27.44				
McAllen	296.16	760	1,340	2,360	4,200
Midland	1,149.29	2,500	4,400	7,777	13,725
Paris	38.57	84	140	263	480
San Angelo	99.55	254	440	780	1,400
San Antonio	5,187.20	28,000	49,000	86,000	151,000
Temple	123.36	550	970	1,713	3,040
Texarkana	342.65	1,908	3,366	5,931	10,454
Tyler	36.49	594	1,040	1,845	3,260
Victoria	12.46	42	70	131	240
Waco	90.14	594	1,040	1,845	3,260
Wichita Falls	176.02	720	1,260	2,240	3,980

\*Insufficient data on which to base forecasts.

Source: TTI Analysis

The number of active general aviation aircraft in Texas is forecast to increase from 11,115 in 1973 to 25,600 in 1995 (Table 11).

TABLE 11  
TEXAS ACTIVE GENERAL AVIATION AIRCRAFT  
1973, 1980-1995

<u>Year</u>	<u>Aircraft</u>
1973	11,115
1980	14,400
1985	17,600
1990	21,200
1995	25,600

Source: TTI Analysis

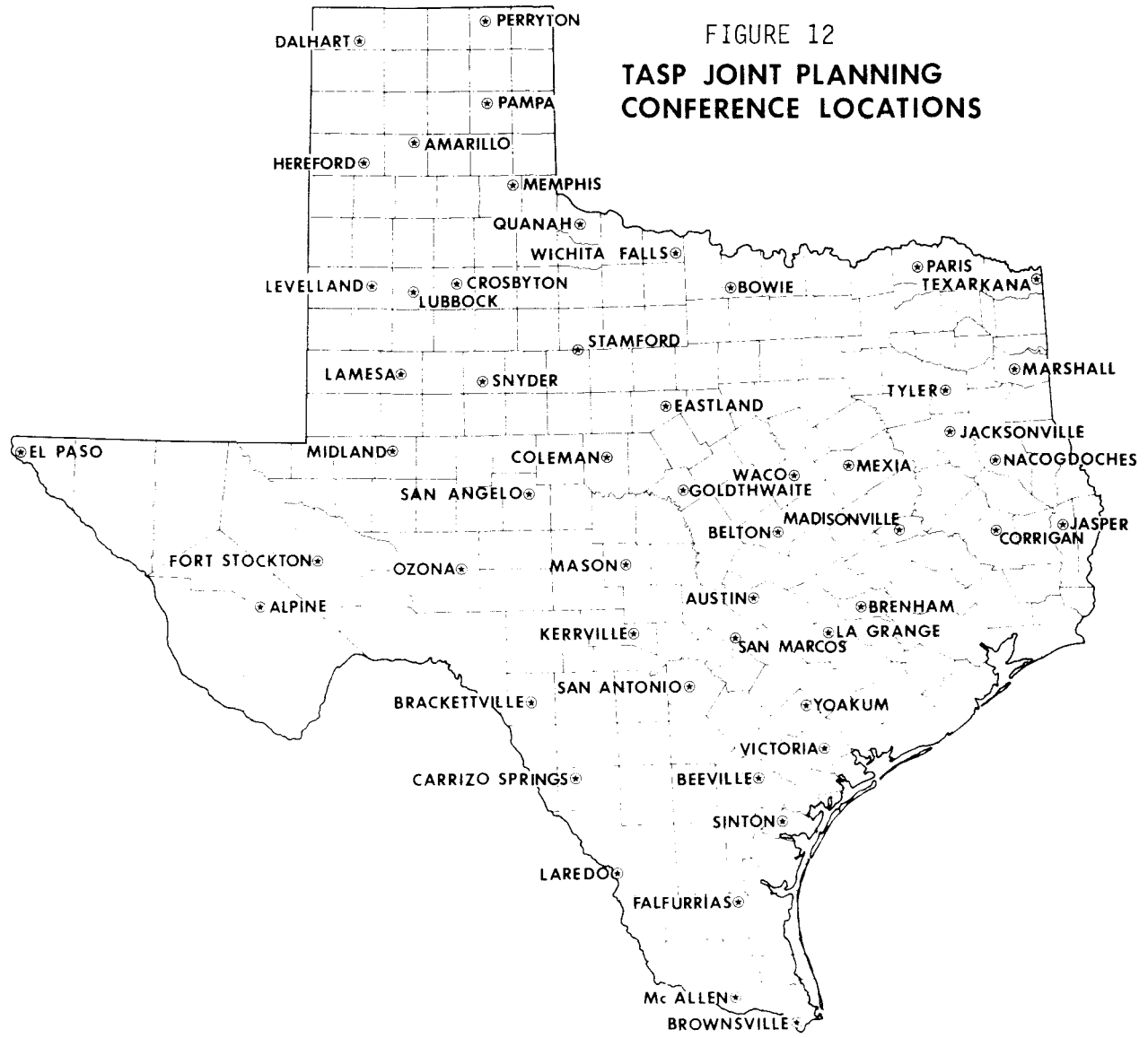
### TASP Planning Conferences

TASP planning conferences were held at 53 locations (Figure 12) between December 1974 and June 1975. An estimated 1,200 people participated in these conferences. The Plan could not have been developed without this participation.

During the conferences, preliminary airport locations and airport development needs were reviewed in detail. Locations and development needs were finalized in light of the additional information and discussion provided. The system plan described in this section represents the combined input of these 53 conferences and the airport system planning process as of this particular point in time.

In addition to providing input directly into the Plan, the conferences provided a valuable forum for exchange of aviation related information among local governments, discussion of common problems, and a better understanding of the part that aviation can play in meeting individual community goals and objectives.

FIGURE 12  
TASP JOINT PLANNING  
CONFERENCE LOCATIONS



### Short-Range Needs

As of October, 1975, there were 501 airports in Texas, publicly or privately owned, that were open to the public. Of these, 284 airports are included in the TASP during the short-range, 1975-1980, planning period. Table 12 gives the operational role codes for these airports.

The operational role code reflects the present or expected usage of the airport, not the design or dimensional configuration of the airport. By usage is meant the types of general aviation aircraft that are using the airport or would use the airport if the needed facilities were provided. For many general aviation airports, the existing facilities do not meet the recommended airport design and dimensional standards for the type of aircraft presently using the airport. Therefore, considerable development work is needed to bring the existing airport system up to desired airport standards.

TABLE 12  
EXISTING AIRPORT SYSTEM (1975)

	Operational Role Codes						Total
	<u>A1</u>	<u>A2</u>	<u>A3</u>	<u>B1</u>	<u>B2</u>	<u>B3</u>	
Air Carrier	3	1	--	--	2	8	14
General Aviation	<u>LS</u>	<u>BU</u>	<u>GU</u>	<u>BT</u>	<u>GT</u>		<u>Total</u>
	5	154	64	38	9		270

Source: TTI Analysis

### Intermediate- and Long-Range Needs

Very simply, the intermediate- and long-range public airport systems were developed by taking the existing public airport system, identifying private airports that should be acquired or replaced by new publicly owned facilities, identifying publicly owned airports that should be replaced, and identifying new airports needed to complete the system.

The proposed 1995 Texas airport system consists of 339 publicly owned airports. This system represents a net addition of 55 airports, and an increased capability for many of the existing airports. The number of general transport airports is increased by 4, the number of basic transport airports by 29, and the number of general utility airports by 25. Table 13 gives the operational role codes for airports in the system as of 1980, 1985, and 1995.

TABLE 13  
PROPOSED AIRPORT SYSTEM 1980, 1985, 1995

<u>1980</u>	<u>Operational Role Codes</u>						
Air Carrier	<u>A1</u>	<u>A2</u>	<u>A3</u>	<u>B1</u>	<u>B2</u>	<u>B3</u>	<u>Total</u>
	3	1	--	--	2	8	14
General Aviation	<u>LS</u>	<u>BU</u>	<u>GU</u>	<u>BT</u>	<u>GT</u>		<u>Total</u>
	--	188	73	42	9		312
<u>1985</u>	<u>Operational Role Codes</u>						
Air Carrier	<u>A1</u>	<u>A2</u>	<u>A3</u>	<u>B1</u>	<u>B2</u>	<u>B3</u>	<u>Total</u>
	3	2	--	--	4	5	14
General Aviation	<u>LS</u>	<u>BU</u>	<u>GU</u>	<u>BT</u>	<u>GT</u>		<u>Total</u>
	--	163	87	62	11		323
<u>1995</u>	<u>Operational Role Codes</u>						
Air Carrier	<u>A1</u>	<u>A2</u>	<u>A3</u>	<u>B1</u>	<u>B2</u>	<u>B3</u>	<u>Total</u>
	3	2	--	--	4	5	14
General Aviation	<u>LS</u>	<u>BU</u>	<u>GU</u>	<u>BT</u>	<u>GT</u>		<u>Total</u>
	--	156	89	67	13		325

Source: TTI Analysis

### Privately Owned Airports

Table 14 lists privately owned airports included in the TASP that are recommended for public acquisition. Historically, privately owned airports have played important roles in providing air access for many Texas communities. In recent years, many privately owned airports, particularly in metropolitan areas, have closed and the land has been developed for nonaviation uses. Some of the airports in Table 14 can be expected to continue as airports under private ownership for many years, and early public acquisition is not necessary or desirable. However, these airports are essential to the airport system, and acquisition is recommended when urban development, taxes, or sale would result in the airport's being closed and the land developed for other uses.

Table 15 lists privately owned airports included in the TASP but not recommended for acquisition. These airports are presently essential to the system, but, for a variety of reasons, are not recommended for public acquisition. Generally, the airport is in a location where development to the operational role identified for the airport is not feasible. New publicly owned airports to meet the needs now being met by these airports are proposed.

### New Or Replacement Airports

Table 16 lists publicly owned airports included in the TASP that are recommended for replacement. Generally, these airports are in locations where additional development is not feasible. In some cases, the airport is too near an urban area, soil conditions are unstable, or



TABLE 14  
 PRIVATELY OWNED TASP AIRPORTS RECOMMENDED FOR ACQUISITION

<u>Associated City</u>	<u>Airport</u>	<u>Role</u>
<u>Short Range: 1975-1980</u>		
Amarillo	Tradewind	GU
Austin	Tims Airpark	BT
Brackettville	Fort Clark Springs	BU
Canyon	Gartrell Field	BU
Colorado City	Colorado City-Mitchell County	BU
Dallas	Addison	BT
Friona	Benger Air Park	BU
Henrietta	Myers Field	BU
Higgins	Higgins Municipal	BU
Houston	D. W. Hooks Memorial	BT
Houston	Lakeside	GU
Houston	Spaceland	GU
Leakey	Real County	BU
Ozona	Ozona Municipal	BU
Pearsall	McKinley Field	BU
Refugio	Rooke Field	BU
Rosenberg	Lane Airpark	BU
Salado	Salado	BU
<u>Intermediate Range: 1981-1985</u>		
Rockdale	Coffield	BU
Seguin	Guadalupe County	GU

Source: TTI Analysis

TABLE 15  
 PRIVATELY OWNED TASP AIRPORTS NOT RECOMMENDED FOR ACQUISITION

<u>Associated City</u>	<u>Airport</u>	<u>Role</u>
Albany	Taylor	BU
Bandera	Flying L	BU
Baytown	Humphrey	BT
Columbus	Columbus	BU
Denver City	Denver City	BU
El Paso	Sunland Airpark	BU
Freer	Freer Municipal	BU
Goldthwaite	Mills County	LS
Houston	Andrau Airpark	BT
Houston	Clover Field	BU
La Grange	Guenther Field, Municipal	BU
Sunray	Sunray	BU
Wichita Falls	Kickapoo	BU

Source: TTI Analysis

terrain features prevent extension of the runway or development to needed capacity. In other cases, a single new airport is recommended to replace two or three existing publicly owned airports, located in close proximity to one another, where no one existing airport can fulfill the system requirements.

TABLE 16  
PUBLICLY OWNED TASP AIRPORTS RECOMMENDED FOR REPLACEMENT

<u>Associated City</u>	<u>Airport</u>	<u>Role</u>
<u>Short Range: 1975-1980</u>		
Canton	Canton-Van Zandt County	LS
De Leon	De Leon Municipal	BU
Eagle Pass	Eagle Pass Municipal	GU
Edinburg	Auxiliary No. 1 to Moore Field	BU
Fabens	Fabens	BU
George West	Live Oak County	LS
Gonzales	Gonzales Municipal	BU
Hillsboro	Hillsboro Municipal	BU
Silverton	Silverton Municipal	LS
Spearman	Spearman	BU
Spur	Spur Municipal	LS
<u>Intermediate Range: 1981-1985</u>		
Cisco	Cisco Municipal	BU
Eastland	Eastland Municipal	BU
Ranger	Ranger Municipal	BU
Rockwall	Rockwall Municipal	BU
<u>Long Range: 1986-1995</u>		
Jacksboro	Jacksboro Municipal	BU

Source: TTI Analysis

There are three primary reasons to build a new airport: to meet increased aviation demand (this is a particular problem in the metropolitan areas of Dallas-Fort Worth, El Paso, Houston, and San Antonio); to replace existing airports that cannot be expanded or are in incompatible locations (this is a problem with several general aviation airports); or to fill voids in the airport system (locations such as Presidio where there is no aviation access).

Table 17 lists new general aviation airports needed to complete the system. These airports are not replacing existing TASP airports, but represent net additions to the system. New airport locations were identified from numerous sources; most frequently, from information provided by elected officials, from aviation demand forecasts, from airport capacity analyses, and through evaluation of system plan goals and objectives.

Table 18 summarizes the operational role codes for the 84 new or replacement airports.

#### Development Costs

Costs for developing the airport system described in the TASP are estimated in Table 19. Development costs are divided among those costs eligible for federal, state, and local funding. The following assumptions were made:

##### Federal Funds:

Fifty percent federal funding for Dallas-Fort Worth Regional Airport and Houston Intercontinental Airport.

Seventy-five percent federal funding for all other NASP airports.

##### State Funds:

Twelve and one-half percent state funding for NASP airports in cities of less than 75,000 population as of the 1970 census. City population growths were not forecast; therefore, if a city had a population of less than 75,000 in 1970, it remained eligible for state funds for all three time periods.

TABLE 17  
RECOMMENDED NEW GENERAL AVIATION AIRPORTS

County	Associated City	Role	County	Associated City	Role
<u>Short Range: 1975-1980</u>					
Austin	Bellville-Sealy	BU	Reeves	Balmorhea	BU
Bastrop	Bastrop	BU	San Jacinto	Coldspring	BU
Bexar	San Antonio	BT	San Patricio	Portland	BU
Brazoria	Alvin	BU	Shackelford	Albany	BU
Brazoria	Lake Jackson	BT	Sherman	Stratford	BU
Camp	Pittsburg	BU	Sterling	Sterling City	BU
Carson	Panhandle	BU	Stonewall	Aspermont	BU
Chambers	Baytown	BT	Tarrant	Fort Worth	GU
Chambers	Winnie	BU	Tarrant	Fort Worth	GU
Collin	McKinney	GU	Tarrant	Fort Worth	GU
Colorado	Columbus	BU	Waller	Hempstead	BU
Concho	Eden	BU	Wheeler	Wheeler	BU
Dallas	Dallas	GU	Willacy	Raymondville	BU
Dallas	Dallas	GU	Wilson	Floresville	BU
Dallas	Richardson	GU	Wood	Mineola-Quitman	BU
Duval	Freer	BU	Yoakum	Denver City	BU
El Paso	El Paso (West)	GU	Zapata	Zapata	BU
Fayette	La Grange	BU	<u>Intermediate Range: 1981-1985</u>		
Fayette	Schulenburg-Weimar	BU	Armstrong	Claude	BU
Franklin	Mount Vernon	BU	Bandera	Bandera	BU
Gaines	Seminole	BU	Blanco	Blanco	BU
Galveston	Texas City	GU	Bowie	New Boston	BU
Glasscock	Garden City	BU	Callahan	Baird-Clyde	BU
Goliad	Goliad	BU	Cass	Linden	BU
Hansford	Gruver	BU	Comal	Sattler	BU
Harris	Houston	BT	Jeff Davis	Fort Davis	BU
Harris	Houston	BT	Lubbock	Lubbock	GU
Harris	Houston	STOL	McMullen	Tilden	BU
Irion	Mertzon	BU	Nacogdoches	Lufkin-Nacogdoches	BT
Jim Hogg	Hebbronville	BU	Reeves	Orla	BU
Jones	Anson	BU	San Patricio	Mathis	BU
Kendall	Boerne	BU	Wichita	Electra	BU
Leon	Buffalo-Centerville	BU	Wichita	Wichita Falls	BT
Lipscomb	Booker	BU	<u>Long Range: 1986-1995</u>		
Mills	Goldthwaite	BU	Tarrant	Fort Worth (North)	GU
Moore	Sunray	BU	Tarrant	Fort Worth (West)	GU
Presidio	Presidio	BU			

Source: TTI Analysis.

TABLE 18  
TEXAS AIRPORT SYSTEM PLAN  
NEW OR REPLACEMENT AIRPORTS

	Operational Role Codes				Total
	BU	GU	BT	GT	
1975-1980	48	9	7	--	64
1981-1985	12	3	2	--	17
1986-1995	1	2	--	--	3

Source: TTI Analysis.

Fifty percent state funding for non-NASP airports in cities of less than 75,000 population as of the the 1970 census. Again, city population growths were not forecast.

Local Funds:

All development costs not eligible for federal or state funding were assigned to local funds.

TABLE 19  
TASP DEVELOPMENT COSTS, 1975-1995

Planning Period	Federal	State	Local	Total
1975-1980	\$166,500,000	\$15,600,000	\$88,600,000	\$270,700,000
1981-1985	75,500,000	8,300,000	41,700,000	125,500,000*
1986-1995	108,100,000	1,900,000	93,700,000	203,700,000*
TOTAL	\$350,100,000	\$25,800,000	\$224,000,000	\$599,900,000

\*Air carrier development costs for the intermediate- and long-range planning periods are understated.

Source: TTI Analysis

TASP development cost estimates are broken down in Tables 20, 21, and 22 by airports served by CAB certificated air carriers (eligible for ADAP air carrier funds), NASP airports not served by CAB certificated air carriers (eligible for ADAP general aviation funds), and airports not eligible for ADAP funds (eligible for state funding only).

Care must be exercised in the interpretation of Tables 19-22. Table 19 indicates a high proportion of the total TASP development costs occurring in the short-range planning period. There are several reasons for this.

TABLE 20  
TASP DEVELOPMENT COSTS FOR AIRPORTS SERVED  
BY CAB CERTIFICATED AIR CARRIERS, 1975-1995

<u>Planning Period</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Total</u>
1975-1980	\$ 79,200,000	\$2,200,000	\$ 58,900,000	\$140,300,000
1981-1985	44,600,000	800,000	30,900,000	76,300,000*
1986-1995	95,700,000	200,000	90,900,000	186,800,000*
TOTAL	\$219,500,000	\$3,200,000	\$180,700,000	\$403,400,000*

\*Intermediate- and long-range air carrier development needs are understated. See page 44.

Source: TTI Analysis

TABLE 21  
TASP DEVELOPMENT COSTS FOR GENERAL AVIATION  
NASP AIRPORTS, 1975-1995

<u>Planning Period</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Total</u>
1975-1980	\$ 87,300,000	\$ 6,400,000	\$22,700,000	\$116,400,000
1981-1985	30,900,000	3,500,000	6,800,000	41,200,000
1986-1995	12,400,000	1,500,000	2,600,000	16,400,000
TOTAL	\$130,600,000	\$11,400,000	\$32,100,000	\$174,100,000

Source: TTI Analysis

TABLE 22  
TASP DEVELOPMENT COSTS FOR GENERAL AVIATION  
NON-NASP AIRPORTS, 1975-1995

<u>Planning Period</u>	<u>State</u>	<u>Local</u>	<u>Total</u>
1975-1980	\$ 7,000,000	\$ 7,000,000	\$14,000,000
1981-1985	4,000,000	4,000,000	8,000,000
1986-1995	200,000	200,000	400,000
TOTAL	\$11,200,000	\$11,200,000	\$22,400,000

Source: TTI Analysis

In developing the TASP, all airports were assumed to be upgraded to minimum airport standards in the 1975-1980 planning period. Many Texas airports do not meet minimum airport standards in terms of runway length, lighting, clear zones, etc., and many Texas airports have runways with deteriorated pavements. Costs for correcting these deficiencies were all assigned to the short-range planning period.

The construction of 64 new or replacement airports in the short-range planning period largely reflects existing locational gaps in the system rather than a shortage of overall airport capacity. It is unrealistic to think that 64 new airports will be constructed in the short-range period. Nevertheless, the need exists now.

The acquisition of 20 privately owned airports in the short-range period is a recognition that these locations are meeting an important public need, and their loss or closing would adversely affect the system. Some of these airports, particularly those in metropolitan areas, will be lost if public acquisition is not accomplished; others can be expected to continue as airports under private ownership for an extended period of time.

These factors -- upgrading existing airports to minimum standards, construction of new airports, and acquisition of private airports -- account for the high proportion of development costs in the short-range period. In addition, air carrier airport development needs are understated for the intermediate- and long-range planning periods. The reason for this is that intermediate- and long-range development needs for air carrier airports cannot be reasonably estimated without an airport master plan. Many Texas air carrier airports do not have current

airport master plans. Long-range planning period needs could be estimated for only 5 of 23 airports served by CAB certificated air carriers. Even with an airport master plan, runway failures requiring major overlay or reconstruction (such as the projects underway or recently completed at Houston, Lubbock, and Midland) are difficult to predict.

The development costs shown in Tables 19-22 are needs estimates -- the costs of providing a Texas airport system that will meet the goals and objectives used to develop the plan. Development costs should not be interpreted as programming requirements.

#### PROVIDING THE SYSTEM

In Texas, the initiative for airport development rests with local governments. Community awareness of the importance of air transportation is increasing. Construction costs have increased significantly. As a result of these and other factors, local governments are increasingly looking to State and federal governments for capital improvement grants to develop and improve their airports.

In this section, information on revenue sources available to finance the TASP are identified. Alternatives for new State revenue sources are developed.

#### Sources of Airport Development Funds

The following paragraphs review the primary sources of revenue available to airport sponsors (cities and counties) for improvement projects.



### Federal Funding

The Airport and Airway Development Act of 1970 is the most important federal legislation affecting airport development. This Act was amended in 1973 and expired June 30, 1975. New legislation is currently being considered by the United States Congress and is expected to incorporate a substantial part of the previous Act. The information given here is based on the 1970 Act as amended.

The National Airport System Plan (NASP). Under the Airport and Airway Development Act of 1970, the Federal Aviation Administration (FAA) was directed to publish, and revise as necessary, a "National Airport System Plan" (NASP) for the development of public airports in the United States.

The Plan specifies, for at least a ten-year period, the type and estimated cost of airport development that is necessary to provide a system of public airports adequate to anticipate and meet the needs of civil aeronautics.

Only airport locations included in the NASP are eligible for federal financial assistance.

The Airport Development Aid Program (ADAP). The Airport and Airway Development Act of 1970 initiated the Airport Development Aid Program to replace the Federal Airport Aid Program. The 1970 Act, as amended, provided for:

- A funding level of \$275 million annually for airports served by CAB certificated air carriers and for general aviation airports that serve to relieve congestion at high density locations; and another \$35 million annually for general aviation airports not classified as "reliever airports."

- Up to 50 percent federal aid for sponsors whose airports enplane not less than 1 percent of the total annual passengers enplaned by CAB certificated air carriers.

- Up to 75 percent federal aid for sponsors whose airports enplane less than 1 percent of the total annual passengers enplaned by CAB certificated air carriers, and for sponsors of general aviation or reliever airports.

- Up to 82 percent of the cost of safety equipment required by rule or regulation for certification of an airport under Section 612 of the FAA Act of 1958.

- Up to 82 percent of the cost of security equipment required by the Secretary of Transportation by rule or regulation.

- Up to 82 percent of the cost of eligible landing aid projects.

- All projects must be included in the NASP and must conform to FAA design and construction standards.

Revenue Sharing. The State and Local Fiscal Assistance Act (generally referred to as the General Revenue Sharing Act) of 1972 authorized approximately \$30.2 billion from federal income tax collections to 38,000 units of state and local governments over a five-year period (1972-1976). The legislation was specifically intended to

replace the federal categorical grants of past years. Revenue sharing funds cannot be used by state or local governments to match other federal grants. Revenue sharing funds can be effectively used by local governments for airport development projects at airports that are not eligible for federal funds (i.e., airports not in the NASP). Revenue sharing funds can be used by local governments to match state airport aid grants or for airport development items that are not eligible for state or federal funding (e.g., terminal and hangar construction).

#### State Funding

The Texas Aeronautics Act of 1969 is the most important State legislation affecting airport development. This Act provided for grants or loan funds to any incorporated city, town, or village for the establishment, construction, reconstruction, enlargement, or repair of airports, airstrips, or air navigational facilities. Details of this program are explained in the following paragraphs.

Texas Airport Aid Program. The Texas Airport Aid Program was first implemented in 1966 when the new subdivision 10 was added to the Aeronautics Act, codified as Article 46c-6, Vernon's Texas Civil Statutes.

The Texas Aeronautics Commission and the Airport Aid Program are financed by funds provided through the Texas Aeronautics Fund and the General Revenue Fund.

In its nine years of operation, this program has permitted the State to make matching grants for the construction and development of 60 new airports. In addition, 144 other grants were made to cities, towns, and counties throughout the State enabling them to upgrade their existing airports.

Funds are available for the following purposes: for the acquisition, construction, maintenance, improvement, survey, and soil analysis of airstrips, airports, and other air navigational facilities in cooperation with local political subdivisions, communities, persons, and federal government, and for research, in cooperation with any state-supported institution of higher education.

#### Local Funding

Sources of local funds for airport development projects are: General revenue, general obligation bonds, revenue bonds, and federal revenue sharing. Of these, general obligation bonds are the primary revenue source of funds for airport capital improvement projects. Voter approval of a general revenue bond issue strictly for airport improvements is unusual. More frequently, airport capital improvement projects are included in a general revenue bond issue that includes several capital improvement projects (e.g., streets, public buildings, airports, etc.).

Financing is with general revenue for smaller airport projects, particularly those with joint federal-state-local financial participation. For those projects the local share is 12 1/2 percent of the total cost, and the project is included in the annual capital

improvements budget. For example, a community can complete a \$100,000 airport project, assuming joint federal-state participation, with \$12,500 of general revenue funds.

Revenue bonds are used by large air carrier airports to finance capital improvement projects used in revenue producing operations, primarily terminal construction and parking. In general, airports do not make money, and do not generate sufficient revenue from operations for debt retirement or interest payments. This is generally true for all airports except those air carrier airports serving large hubs. Therefore, revenue bonds are not a primary source of funds for airport capital improvement projects.

In 1972, following a legislative and gubernatorial review of the need for State assistance in airport development, the appropriations bill rider was changed, increasing the grant limits from \$27,500 to \$50,000 for any single city, town, or village. This maximum limitation was retained by rider in the appropriation bill for fiscal years 1976 and 1977.

#### Alternative State Funding Sources

The Texas Aeronautics Commission is appropriated funds from the General Revenue Fund and the Aircraft Fuel Fund No. 150. In this section, these and other funding sources are considered.

#### Aviation Fuel Taxes

In Texas, a five cents per gallon motor fuel tax is collected on all aviation gasoline sales. Purchasers of aviation gasoline may file a refund claim, accompanied by "invoices of exemption." The State

Comptroller is charged with the responsibility of allocating the tax collected, based on the number of gallons of aviation gasoline for which a refund has not been claimed, to the Aircraft Fuel Fund No. 150 (75 percent) or the Available School Fund (25 percent). The entire five cents per gallon tax is not refunded. A distribution deduction of 2 percent (of the total tax to be refunded) and a 50 cents filing fee are collected before the refund is paid.

Table 23 shows the gallons of fuel sold, total taxes paid, percent of taxes refunded, and revenue available to the TAC during each of the past nine years.

Aviation gasoline sales figures shown in Table 23 include sales to air carrier and general aviation users. The decline in aviation gasoline sales from 1966 to 1970 is attributed to the change in fleet mix from piston to turbine powered aircraft, particularly by air carriers. Aviation gasoline sales are not expected to decline further as a result of changes in fleet mix. Rather, yearly changes in aviation gasoline sales would reflect changes in the national economy and an increasing number of piston powered general aviation aircraft. Forecasts of fuel consumption by Texas general aviation aircraft are shown in Table 24. Table 25 presents TAC revenue estimates for four alternative aviation fuel tax structures.

TABLE 23  
TEXAS AVIATION GASOLINE SALES AND TAXES, 1966-1974

<u>Year</u>	<u>Gallons Sold</u>	<u>Taxes Paid</u>	<u>Percent Refunded</u>	<u>TAC Revenue</u>
1966	65,341,165	\$3,267,058	78.9	\$508,958
1967	49,297,488	2,464,874	73.2	478,890
1968	45,741,788	2,287,089	68.0	540,691
1969	42,553,634	2,127,682	61.4	606,304
1970	36,340,441	1,817,022	57.2	574,847
1971	34,068,601	1,703,430	58.4	523,108
1972	33,838,613	1,691,931	59.0	519,641
1973	37,372,243	1,868,612	58.9	563,958
1974	35,127,298	1,756,365	60.3	512,483

Source: TAC Records

TABLE 24  
FUEL CONSUMPTION, TEXAS GENERAL AVIATION AIRCRAFT

<u>Year</u>	<u>Aircraft</u>	<u>Piston Aircraft</u>	<u>Aviation* Gasoline (gallons)</u>	<u>Turbine Aircraft</u>	<u>Jet Fuel** (gallons)</u>
1975	11,800	10,974	36,200,000	143	41,300,000
1980	14,400	13,248	43,700,000	634	63,400,000
1985	17,600	15,980	52,700,000	847	84,700,000
1990	21,200	19,016	62,800,000	1336	133,600,000
1995	25,600	22,656	74,800,000	1843	184,300,000

\* Assumes 3,300 gallons per piston aircraft per year.

\*\* Assumes 100,000 gallons per turbine aircraft per year.

Source: TTI Calculations

TABLE 25  
TAC REVENUE ESTIMATES FOR FOUR  
ALTERNATIVE AVIATION FUEL TAX STRUCTURES  
(thousands of dollars)

Year	Alternative A	Alternative B	Alternative C	Alternative D
1975	\$ 543	\$1,358	\$2,907	\$ 3,526
1980	656	1,639	4,017	4,968
1985	791	1,976	5,152	6,423
1990	942	2,355	7,365	9,369
1995	1,122	2,805	9,716	12,480

Source: TTI Calculations

A. No change in the current tax structure. TAC will continue to receive approximately 40 percent of the aviation gas fuel tax, less 25 percent for the Available School Fund.

B. Eliminate the refund provision on the aviation gasoline tax. The Available School Fund continues to receive 25 percent. (The effective tax rate for TAC revenues would be 3.75 cents per gallon.)

C. Tax all aviation fuel (both aviation gasoline and jet fuel) used in general aviation aircraft at five cents per gallon, with no refund provision. The Available School Fund continues to receive 25 percent. (The effective tax rate for TAC revenues would be 3.75 cents per gallon on all aviation fuel.)

D. Tax all aviation fuel (both aviation gasoline and jet fuel) used in general aviation aircraft at seven cents per gallon, with no refund provision. The Available School Fund continues to receive 25 percent. (The effective tax rate for TAC revenues would be 5.25 cents per gallon on all aviation fuel.) Note: There has been considerable discussion of the need to increase taxes on motor fuels used on highways from five cents to seven cents per gallon during the 1978-1979 Biennium.

### General Revenues

Aviation contributes a substantial sum to the State General Revenue Fund through sales and corporate franchise taxes. Part of these taxes are identifiable in the State Comptroller's records by their Standard Industrial Classification (SIC) codes. The largest



identifiable portion of this revenue is collected through a State sales tax imposed on retail sales of aircraft. Total identifiable sales and corporate franchise taxes paid to the General Revenue Fund were estimated at just over 7 million dollars in 1974.

The TAC has received some general revenue funding during each fiscal year since 1972. The suggestion here is not that aviation related sales and corporate franchise taxes be dedicated to aviation use; but, rather, that general revenue funding is a legitimate source of funds to supplement aviation user charges in financing the Texas airport system.

#### Aircraft Registration Fees

Aircraft registration fees are used by 16 states as a source of revenue for aviation related purposes. Table 26 estimates revenues that would be derived from imposition of four alternative aircraft registration fee structures.

#### Airmen Registration Fees

Eight states have pilot registration fees. The revenue derived from these fees is not substantial and is not normally considered a source of revenue for airport development funds. In Oregon, for example, the fees are used to finance search and rescue operations.

TABLE 26  
TAC REVENUE ESTIMATES FOR FOUR ALTERNATIVE  
AIRCRAFT REGISTRATION FEE STRUCTURES  
(thousands of dollars)

Year	Alternatives			
	\$15 Per Aircraft	\$20 Per Aircraft	\$25 Per Aircraft	\$30 Per Aircraft
1975	\$177	\$236	\$295	\$354
1980	216	288	360	432
1985	264	352	440	528
1990	318	424	530	636
1995	384	512	640	768

Source: TTI calculations

### Programming Requirements

Planning cost estimates and programming requirements are two very different things. In Texas, the initiative for airport development rests with local government, the airport sponsor, and not with FAA or TAC. In developing the TASP, needs were assigned to the planning periods in which the needs were expected to occur, unconstrained by any knowledge that the airport sponsor intended to respond to the needs during that planning period. Indeed, many airport sponsors, while in complete agreement with the identified needs, are unable to generate the local funds required to match Federal and/or State grants. Consequently, the demand for FAA and TAC airport development funds will not always occur during the same time periods in which the needs arise.

To develop FAA and TAC programming requirements, an estimate is needed as to when local governments can be expected to respond to identified needs, together with an estimate of total development costs. This is difficult, since local governments usually program capital

improvement projects on a yearly basis, even when they have a five-year or long-range capital improvement plan. A reasonable assumption is that most of the airport development needs will be met sometime during the 20-year planning period and, therefore, a reasonable funding program is one that will meet the total needs during the period.

Local government is the key to implementation of the TASP. Funding alternatives that reduce the requirements for local funding will increase the probability of implementation.

Table 27 compares TASP programming requirements and estimated development revenues under one set of several possible programming assumptions. These assumptions are:

- Federal funding for Texas similar to 1970-1975 ADAP experience.
- State funding for airports served by CAB certificated air carriers continues at 12 1/2 percent for cities with less than 75,000 population.
- State funding for general aviation NASP airports at 12 1/2 percent for all cities regardless of population size. Presently, grants are restricted to communities of less than 75,000 population.
- State funding for general aviation non-NASP airports increased to 87 1/2 percent for all communities. This change enables airport sponsors of non-NASP airports to compete on an equal basis with airport sponsors of NASP airports.
- Uniform programming over the 20-year planning period.

Essentially, this set of assumptions assumes state participation in all general aviation airport projects and in all projects for air carrier airports serving communities of less than 75,000 population. Such a program could be funded with an annual state airport aid fund of \$2,230,000.

Table 27 indicates a shortage of federal general aviation funds of \$60,600,000 over the 20-year planning period, assuming 75 percent federal participation in all general aviation NASP airport projects. Federal funding for general aviation is not expected to be significantly increased. If Texas were to assume responsibility for development costs not met by the federal government, annual state airport aid requirements would increase by \$3,030,000 per year.

In summary, an annual state airport aid program of \$5,260,000 would finance the TASP, assuming continuation of present federal funding levels. This level of funding would ensure that local participation in airport development projects did not exceed 12 1/2 percent, except for air carrier airports serving communities of 75,000 persons or more.

### Conclusion

Present airport development funding programs are not adequate to completely develop the airport system described in the TASP. Several alternatives are possible:

- Continue to develop the system as present funding levels permit.

TABLE 27  
TASP PROGRAMMING REQUIREMENTS VERSUS  
ESTIMATED DEVELOPMENT REVENUE, 1975-1995\*

<u>Planning Period</u>	<u>Federal Air Carrier</u>	<u>Federal General Aviation</u>	<u>State</u>
<u>1975-1980</u>			
Revenues	\$105,000,000	\$17,500,000	\$ 5,000,000
Needs	79,200,000	32,650,000	11,140,000
Difference	25,800,000	(15,150,000)	(6,140,000)
<u>1981-1985</u>			
Revenues	105,000,000	17,500,000	5,000,000
Needs	44,600,000*	32,650,000	11,140,000
Difference	60,400,000	(15,150,000)	(6,140,000)
<u>1986-1995</u>			
Revenues	210,000,000	35,000,000	10,000,000
Needs	95,700,000*	65,300,000	22,290,000
Difference	114,300,000	(30,300,000)	(12,290,000)
<u>TOTAL</u>			
Revenues	420,000,000	70,000,000	20,000,000
Needs	219,500,000*	130,600,000	44,570,000
Difference	200,500,000	(60,600,000)	(22,570,000)

\*Intermediate and long-range carrier development needs are understated.

Source: TTI Analysis

- Increase state funding. The primary state funding sources identified are fuel taxes and general revenue funding.
- Limit state funding to those airports not eligible for federal funding; thereby reducing the demand for state funds and increasing the burden on local communities.
- Change the goals and objectives used to develop the TASP so as to provide convenient air access to a smaller proportion of the State's citizens.

It is not the purpose of the TASP study to make specific recommendations on how to finance the state airport system. The purpose of the study was to identify needs in accordance with the general criteria developed early in the study and to identify the existing and potential revenue sources available to meet those needs. This has been accomplished.

It is the responsibility of the citizens of Texas, acting through their elected local, state, and national officials, to decide if the aviation needs of the state are to be met and if so, how.

APPENDIX A  
TASP AIRPORTS

TASP AIRPORTS  
ALPHABETIC BY ASSOCIATED CITY

ASSOCIATED CITY COUNTY AIRPORT NAME STATUS SITE NO.	Y F A R	N A S P	T A S P	PUB OWN	---R01 F---	SYS OPER
ABERNATHY	0-5	YES	YES	YES	F3	BU
HALE						
ABERNATHY MUN	6-10	YES	YES	YES	F3	BU
EXISTING						
23283.	11-20	YES	YES	YES	F3	BU
ABILENE	0-5	YES	YES	YES	S3	GT
TAYLOR						
ABILENE MUN	6-10	YES	YES	YES	S2	GT
EXISTING						
23287.	11-20	YES	YES	YES	S1	GT
ALBANY	0-5	NO	YES	NO	TTL	BU
SHACKELFORD						
TAYLOR	6-10	NO	NO	NO	TSM	BU
EXISTING						
23300.	11-20	NO	NO	NO	TSM	BU
ALBANY	0-5	NO	YES	YES	TTM	BU
SHACKELFORD						
NEW	6-10	NO	YES	YES	TTM	BU
NEW						
	11-20	YES	YES	YES	F3	BU
ALICE	0-5	YES	YES	YES	F3	BT
JIM WELLS						
ALICE INT	6-10	YES	YES	YES	F2	BT
EXISTING						
23305.	11-20	YES	YES	YES	F2	BT
ALPINE	0-5	YES	YES	YES	F2	GU
BREWSTER						
ALPINE MUN	6-10	YES	YES	YES	F3	GU
EXISTING						
23307.	11-20	YES	YES	YES	F3	GU
ALVIN	0-5	YES	YES	YES	F3	BU
BRAZORIA						
NEW	6-10	YES	YES	YES	F3	BU
NEW						
23313.1	11-20	YES	YES	YES	F3	BU
AMARILLO	0-5	YES	YES	YES	S2	B2
POTTER						
A. AIR TERMINAL	6-10	YES	YES	YES	S2	A2
EXISTING						
23328.	11-20	YES	YES	YES	P3	A2

TASP NOVEMBER 1975



TASP AIRPORTS  
ALPHABETIC BY ASSOCIATED CITY

ASSOCIATED CITY COUNTY AIRPORT NAME STATUS SITE NO.	Y E A R	N A S P	T A S P	PUB OWN	---ROLE---	SYS	OPER
AMARILLO	0-5	YES	YES	NO	S3		GU
RANDALL							
TRADEWIND	6-10	YES	YES	YES	S2		GU
ACQUIRE							
23324.	11-20	YES	YES	YES	S2		GU
ANAHUAC	0-5	YES	YES	YES	F3		RU
CHAMBERS							
CHAMBERS CO ARP	6-10	YES	YES	YES	F3		GU
EXISTING							
23332.	11-20	YES	YES	YES	F2		GU
ANDREWS	0-5	YES	YES	YES	F3		GU
ANDREWS							
ANDREWS CO	6-10	YES	YES	YES	F3		GU
EXISTING							
23336.	11-20	YES	YES	YES	F3		GU
ANSON	0-5	NO	YES	YES	TTM		RU
JONES							
NEW	6-10	NO	YES	YES	TTM		RU
NEW							
	11-20	NO	YES	YES	TTM		RU
ARANSAS PASS	0-5	NO	YES	YES	TTM		RU
SAN PATRICIO							
ARANSAS PASS	6-10	NO	YES	YES	TTM		RU
EXISTING							
23345.	11-20	NO	YES	YES	TTM		RU
ARCHER CITY	0-5	NO	YES	YES	TTM		RU
ARCHER							
UNDER CONSTRUCT.	6-10	NO	YES	YES	TTM		RU
EXISTING							
	11-20	NO	YES	YES	TTM		RU
ARLINGTON	0-5	YES	YES	YES	F2		GU
TARRANT							
ARLINGTON MUN	6-10	YES	YES	YES	F1		GU
EXISTING							
23352.1	11-20	YES	YES	YES	F1		GU
ASPERMONT	0-5	NO	YES	YES	TTM		RU
STONEWALL							
NEW	6-10	NO	YES	YES	TTM		RU
NEW							
	11-20	NO	YES	YES	TTM		RU

TASP NOVEMBER 1975

TASP AIRPORTS  
ALPHABETIC BY ASSOCIATED CITY

ASSOCIATED CITY COUNTY AIRPORT NAME STATUS SITE NO.	Y E A R	N A S P	T A S P	PUB OWN	---ROLE---	SYS	OPER
ATHENS HENDERSON	0-5	YES	YES	YES	F3		GU
ATHENS MUNICIPAL EXISTING	6-10	YES	YES	YES	F3		GU
23363.1	11-20	YES	YES	YES	F3		GU
ATLANTA CASS	0-5	YES	YES	YES	F3		BU
ATLANTA MUN EXISTING	6-10	YES	YES	YES	F3		BU
23366.	11-20	YES	YES	YES	F3		GU
AUSTIN TRAVIS	0-5	YES	YES	YES	S2		B2
R. MUELLER MUN EXISTING	6-10	YES	YES	YES	P3		B2
23373.	11-20	YES	YES	YES	P2		B2
AUSTIN TRAVIS	0-5	YES	YES	NO	S2		BT
TIM'S AIR PARK ACQUIRE	6-10	YES	YES	YES	S2		BT
23372.1	11-20	YES	YES	YES	S2		BT
BAIRD-CLYDE CALLAHAN	0-5	NO	NO	NO	TTL		BU
NEW	6-10	NO	YES	YES	TTM		BU
NEW	11-20	NO	YES	YES	TTM		BU
BALLINGER RUNNELS	0-5	YES	YES	YES	F3		BU
BRUCE FIELD EXISTING	6-10	YES	YES	YES	F3		BU
23388.	11-20	YES	YES	YES	F3		BU
BALMORHEA REEVES	0-5	NO	YES	YES	TTM		BU
NEW	6-10	NO	YES	YES	TTM		BU
NEW	11-20	NO	YES	YES	TTM		BU
BANDERA BANDERA	0-5	NO	YES	NO	TTL		BU
FLYING L EXISTING	6-10	NO	NO	NO	TTL		BU
23398.	11-20	NO	NO	NO	TTL		BU

TASP NOVEMBER 1975

TASP AIRPORTS  
ALPHABETIC BY ASSOCIATED CITY

ASSOCIATED CITY COUNTY AIRPORT NAME STATUS SITE NO.	Y E A R	N A S P	T A S P	PUR OWN	---ROLE---	SYS	OPER
BANDERA	0-5	YES	YES	NO	F3		BU
BANDERA	6-10	YES	YES	YES	F3		BU
NEW	11-20	YES	YES	YES	F3		GU
NEW 25398.1							
BASTROP	0-5	NO	YES	YES	TTM		BU
BASTROP	6-10	NO	YES	YES	TTM		BU
NEW	11-20	NO	YES	YES	TTM		BU
NEW							
BAY CITY	0-5	YES	YES	YES	F3		GU
MATAGORDA	6-10	YES	YES	YES	F3		BT
BAY CITY MUN	11-20	YES	YES	YES	F2		BT
EXISTING 23409.4							
BAYTOWN	0-5	YES	YES	YES	F2		BT
CHAMBERS	6-10	YES	YES	YES	S3		GT
NEW	11-20	YES	YES	YES	S3		GT
NEW 23412.2							
BAYTOWN	0-5	YES	YES	NO	F2		BT
HARRIS	6-10	NO	NO	NO	TPM		BT
HUMPHREY	11-20	NO	NO	NO	TPM		BT
EXISTING 23412.1							
BEAUMONT	0-5	YES	YES	YES	F2		GU
JEFFERSON	6-10	YES	YES	YES	F2		GU
BEAUMONT MUN	11-20	YES	YES	YES	F2		GU
EXISTING 23415.							
BEAU-PT. ARTHUR	0-5	YES	YES	YES	S2		B3
JEFFERSON	6-10	YES	YES	YES	S2		B3
JEFFERSON CO	11-20	YES	YES	YES	S2		B3
EXISTING 23416.							
BEEVILLE	0-5	YES	YES	YES	F2		BT
BEE	6-10	YES	YES	YES	F2		BT
BEEVILLE MUN	11-20	YES	YES	YES	F2		BT
EXISTING 23418.2							

TASP NOVEMBER 1975

TASP AIRPORTS  
ALPHABETIC BY ASSOCIATED CITY

ASSOCIATED CITY COUNTY AIRPORT NAME STATUS SITE NO.	Y E A R	N A S P	T A S P	PUB OWN	---ROLE---	SYS	OPER
BELLVILLE-SEALY	0-5	YES	YES	YES	F3		BU
AUSTIN	6-10	YES	YES	YES	F3		GU
NEW							
NEW							
23421.03	11-20	YES	YES	YES	F3		GU
BIG LAKE	0-5	NO	YES	YES	TSH		BU
REAGAN	6-10	NO	YES	YES	TSH		BU
REAGAN CO							
EXISTING	11-20	NO	YES	YES	TSH		BU
23432.							
BIG SPRING	0-5	YES	YES	YES	F1		BT
HOWARD	6-10	YES	YES	YES	F1		BT
HOWARD CO							
EXISTING	11-20	YES	YES	YES	F1		BT
23439.1							
BISHOP	0-5	NO	YES	YES	TTM		BJ
NUECES	6-10	NO	YES	YES	TTM		BU
BISHOP MUN							
EXISTING	11-20	NO	YES	YES	TTM		BU
23442.							
BLANCO	0-5	NO	NO	NO	TTL		BU
BLANCO	6-10	NO	YES	YES	TTM		BU
NEW							
NEW	11-20	YES	YES	YES	F3		BU
BOERNE	0-5	YES	YES	YES	F3		BU
KENDALL	6-10	YES	YES	YES	F3		BU
NEW							
NFW	11-20	YES	YES	YES	F3		GU
BONHAM	0-5	YES	YES	YES	F3		BU
FANNIN	6-10	YES	YES	YES	F3		BU
JONES FIELD							
EXISTING	11-20	YES	YES	YES	F3		BU
23454.							
BOOKER	0-5	NO	YES	YES	TTM		BU
LIPSCOMB	6-10	NO	YES	YES	TTM		BU
NEW							
NEW	11-20	NO	YES	YES	TTM		BU

TASP NOVEMBER 1975

TASP AIRPORTS  
ALPHABETIC BY ASSOCIATED CITY

ASSOCIATED CITY COUNTY AIRPORT NAME STATUS SITE NO.	Y E A R	N A S P	T A S P	PUB OWN	---ROR F---	SYS	OPER
BORGER	0-5	YES	YES	YES	F2		BT
HUTCHINSON							
HUTCHINSON CO	6-10	YES	YES	YES	F2		BT
EXISTING							
23461.	11-20	YES	YES	YES	F2		BT
BOWIE	0-5	YES	YES	YES	F3		BU
MONTAGUE							
BOWIE MUN	6-10	YES	YES	YES	F3		BU
EXISTING							
23469.2	11-20	YES	YES	YES	F3		BU
BRACKETTVILLE	0-5	YES	YES	NO	F3		BU
KINNEY							
FT CLARK SPRINGS	6-10	YES	YES	YES	F3		GU
ACQUIRE							
23472.1	11-20	YES	YES	YES	F3		GU
BRADY	0-5	YES	YES	YES	F3		GU
MC CULLOCH							
CURTIS FIELD	6-10	YES	YES	YES	F3		GU
EXISTING							
23477.	11-20	YES	YES	YES	F2		GJ
BRECKENRIDGE	0-5	YES	YES	YES	F3		GI
STEPHENS							
STEPHENS CO	6-10	YES	YES	YES	F3		GU
EXISTING							
23481.	11-20	YES	YES	YES	F2		GU
BRENHAM	0-5	YES	YES	YES	F3		GU
WASHINGTON							
BRENHAM MUN	6-10	YES	YES	YES	F3		GU
EXISTING							
23485.1	11-20	YES	YES	YES	F2		GU
BRIDGEPORT	0-5	YES	YES	YES	F3		BU
WISE							
BRIDGEPORT MUN	6-10	YES	YES	YES	F3		BU
EXISTING							
23486.1	11-20	YES	YES	YES	F3		BU
BROWNFIELD	0-5	YES	YES	YES	F2		GU
TERRY							
TERRY CO	6-10	YES	YES	YES	F2		GU
EXISTING							
23495.	11-20	YES	YES	YES	F2		GU

TASP NOVEMBER 1975

TASP AIRPORTS  
ALPHABETIC BY ASSOCIATED CITY

ASSOCIATED CITY COUNTY AIRPORT NAME STATUS SITE NO.	Y E A R	N A S P	T A S P	PUR OWN	---ROLE---	
					SYS	OPER
BROWNSVILLE CAMERON BROWNSVILLE INT EXISTING 23499.	0-5	YES	YES	YES	S3	B3
	6-10	YES	YES	YES	S?	B3
	11-20	YES	YES	YES	S3	B3
BROWNWOOD BROWN BROWNWOOD MUN EXISTING 23502.	0-5	YES	YES	YES	F2	GT
	6-10	YES	YES	YES	F2	GT
	11-20	YES	YES	YES	S3	GT
BRYAN BRAZOS COULTER FIELD EXISTING 23506.	0-5	YES	YES	YES	F3	GU
	6-10	YES	YES	YES	F3	GU
	11-20	YES	YES	YES	F3	GU
BUFF.-CENTERVILL LEON NEW NEW	0-5	NO	YES	YES	TTM	BU
	6-10	NO	YES	YES	TTM	BU
	11-20	NO	YES	YES	TTM	BU
BURNET BURNET BURNET MUN EXISTING 23522.2	0-5	YES	YES	YES	F3	GU
	6-10	YES	YES	YES	F3	GU
	11-20	YES	YES	YES	F3	GU
CALDWELL BURLESON CALDWELL MUN EXISTING 23535.	0-5	YES	YES	YES	F3	BU
	6-10	YES	YES	YES	F3	BU
	11-20	YES	YES	YES	F3	BU
CAMERON MILAM CAMERON MUN EXISTING 23540.	0-5	YES	YES	YES	F3	BU
	6-10	YES	YES	YES	F3	BU
	11-20	YES	YES	YES	F3	BU
CANADIAN HEMPHILL HEMPHILL CO EXISTING 23545.	0-5	YES	YES	YES	F3	BU
	6-10	YES	YES	YES	F3	BU
	11-20	YES	YES	YES	F3	BU

TASP NOVEMBER 1975

TASP AIRPORTS  
ALPHABETIC BY ASSOCIATED CITY

ASSOCIATED CITY COUNTY AIRPORT NAME STATUS SITE NO.	Y E A R	N A S P	T A S P	PUB OWN	---ROLE---	SYS	OPER
CANTON VAN ZANDT CANTON-VAN ZANDT REPLACE 23548.5	0-5 6-10 11-20	NO NO NO	YES NO NO	YES NO NO	TTM TTL TTL		LS LS LS
CANTON VAN ZANDT NEW NEW	0-5 6-10 11-20	NO NO NO	YES YES YES	YES YES YES	TTM TTM TTM		BU BU BU
CANYON RANDALL GARTRELL FIELD ACQUIRE 23550.21	0-5 6-10 11-20	YES YES YES	YES YES YES	NO YES YES	F2 F2 F2		BU BU BU
CARRIZO SPRINGS DIMMIT DIMMIT CO EXISTING 23560.	0-5 6-10 11-20	YES YES YES	YES YES YES	YES YES YES	F3 F3 F2		BT BT BT
CARTHAGE PANOLA PANOLA CO EXISTING 23565.1	0-5 6-10 11-20	YES YES YES	YES YES YES	YES YES YES	F3 F3 F3		BU BU GU
CASTROVILLE MEDINA CASTROVILLE MUN EXISTING 23574.1	0-5 6-10 11-20	YES YES YES	YES YES YES	YES YES YES	F2 F2 F2		GU GU BT
CENTER SHELBY CENTER MUN EXISTING 23579.	0-5 6-10 11-20	YES YES YES	YES YES YES	YES YES YES	F3 F3 F3		BT BT BT
CHILDRESS CHILDRESS CHILDRESS MUN EXISTING 23593.	0-5 6-10 11-20	YES YES YES	YES YES YES	YES YES YES	F3 F2 F2		GU GU GU

TASP NOVEMBER 1975

TASP AIRPORTS  
ALPHABETIC BY ASSOCIATED CITY

ASSOCIATED CITY COUNTY AIRPORT NAME STATUS SITE NO.	Y E A R	N A S P	T A S P	PUB OWN	---ROLE---	SYS	OPER
CISCO	0-5	YES	YES	YES	F3		BU
EASTLAND							
CISCO MUN	6-10	NO	NO	NO	TSM		BU
REPLACE							
23602.	11-20	NO	NO	NO	TSM		RU
CLARENDON	0-5	YES	YES	YES	F3		BU
DONLEY							
CLARENDON MUN	6-10	YES	YES	YES	F3		BU
EXISTING							
23607.1	11-20	YES	YES	YES	F3		BU
CLARKSVILLE	0-5	YES	YES	YES	F3		BU
RED RIVER							
RED RIVER CO	6-10	YES	YES	YES	F3		GU
EXISTING							
23608.3	11-20	YES	YES	YES	F3		GU
CLAUDE	0-5	NO	NO	NO	TTL		BU
ARMSTRONG							
NEW	6-10	NO	YES	YES	TTM		BU
NEW							
	11-20	NO	YES	YES	TTM		BU
CLEBURNE	0-5	YES	YES	YES	F2		BU
JOHNSON							
CLEBURNE MUN	6-10	YES	YES	YES	F2		BU
EXISTING							
23617.	11-20	YES	YES	YES	F2		BU
CLEVELAND	0-5	YES	YES	YES	F3		GU
LIBERTY							
CLEVELAND MUN	6-10	YES	YES	YES	F3		BT
EXISTING							
23619.	11-20	YES	YES	YES	F3		BT
CLIFTON	0-5	YES	YES	YES	F3		BU
BOSQUE							
CLIFTON MUN	6-10	YES	YES	YES	F3		BU
EXISTING							
23625.1	11-20	YES	YES	YES	F3		BU
COLDSRING	0-5	NO	YES	YES	TTM		BU
SAN JACINTO							
NEW	6-10	YES	YES	YES	F3		GU
NEW							
	11-20	YES	YES	YES	F3		GU

TASP NOVEMBER 1975



TASP AIRPORTS  
ALPHABETIC BY ASSOCIATED CITY

ASSOCIATED CITY COUNTY AIRPORT NAME STATUS SITE NO.	Y E A R	N A S P	T A S P	PUB OWN	---ROLE---	
					SYS	OPER
COLEMAN COLEMAN COLEMAN MUN EXISTING 23630.	0-5	YES	YES	YES	F3	BU
	6-10	YES	YES	YES	F3	BU
	11-20	YES	YES	YES	F3	BU
COLLEGE STATION BRAZOS EASTERWOOD FIELD EXISTING 23635.	0-5	YES	YES	YES	S3	BT
	6-10	YES	YES	YES	S2	BT
	11-20	YES	YES	YES	S2	BT
COLORADO CITY MITCHELL C.C.-MITCHELL CO ACQUIRE 23637.2	0-5	YES	YES	NO	F3	BU
	6-10	YES	YES	YES	F3	BU
	11-20	YES	YES	YES	F3	BU
COLUMBUS COLORADO COLUMBUS EXISTING 23638.1	0-5	YES	YES	NO	F3	BU
	6-10	NO	NO	NO	TSM	BU
	11-20	NO	NO	NO	TSM	BU
COLUMBUS COLORADO NEW NEW 23638.3	0-5	YES	YES	YES	F3	BU
	6-10	YES	YES	YES	F3	BU
	11-20	YES	YES	YES	F3	BU
COMANCHE COMANCHE COM. CO-CITY EXISTING 23640.11	0-5	YES	YES	YES	F3	GU
	6-10	YES	YES	YES	F3	GU
	11-20	YES	YES	YES	F3	GU
CONROE MONTGOMERY MONTGOMERY CO EXISTING 23652.	0-5	YES	YES	YES	F2	BT
	6-10	YES	YES	YES	F2	BT
	11-20	YES	YES	YES	S3	BT
CORPUS CHRISTI NUECES C. CHRISTI INT EXISTING 23657.2	0-5	YES	YES	YES	S2	B3
	6-10	YES	YES	YES	S2	B2
	11-20	YES	YES	YES	S2	B2

TASP - NOVEMBER 1975

TASP AIRPORTS  
ALPHABETIC BY ASSOCIATED CITY

ASSOCIATED CITY COUNTY AIRPORT NAME STATUS SITE NO.	Y E A R	N A S P	T A S P	PUR OWN	---ROLE---	SYS	OPER
CORSICANA	0-5	YES	YES	YES	F2		BU
NAVARRO							
CORSICANA MUN	6-10	YES	YES	YES	F2		BU
EXISTING							
23664.	11-20	YES	YES	YES	F2		BU
COTULLA	0-5	YES	YES	YES	F3		BU
LA SALLE							
COTULLA MUN	6-10	YES	YES	YES	F3		GU
EXISTING							
23667.	11-20	YES	YES	YES	F3		GU
CRANE	0-5	NO	YES	YES	TSH		BU
CRANE							
CRANE CO	6-10	YES	YES	YES	F3		BU
EXISTING							
23671.	11-20	YES	YES	YES	F3		BU
CROCKETT	0-5	YES	YES	YES	F3		BU
HOUSTON							
HOUSTON CO	6-10	YES	YES	YES	F3		GU
EXISTING							
23673.1	11-20	YES	YES	YES	F3		GU
CROSBYTON	0-5	YES	YES	YES	F3		BU
CROSBY							
CROSBYTON MUN	6-10	YES	YES	YES	F3		BU
EXISTING							
23675.1	11-20	YES	YES	YES	F3		GU
CROWELL	0-5	NO	YES	YES	TTM		BU
FOARD							
FOARD CO	6-10	NO	YES	YES	TTM		BU
EXISTING							
23680.	11-20	NO	YES	YES	TTM		BU
CRYSTAL CITY	0-5	NO	YES	YES	TSH		BU
ZAVALA							
CRYSTAL CITY MUN	6-10	YES	YES	YES	F3		GU
EXISTING							
23684.	11-20	YES	YES	YES	F2		GU
CUERO	0-5	YES	YES	YES	F3		BU
DE WITT							
CUERO MUN	6-10	YES	YES	YES	F3		BU
EXISTING							
23690.	11-20	YES	YES	YES	F3		BU

TASP NOVEMBER 1975

TASP AIRPORTS  
ALPHABETIC BY ASSOCIATED CITY

ASSOCIATED CITY COUNTY AIRPORT NAME STATUS SITE NO.	Y E A R	N A S P	T A S P	PIR OWN	---ROLE---	SYS	OPER
DANGERFIELD	0-5	NO	YES	YES	TTM		BU
MORRIS GREATER MORRIS C	6-10	NO	YES	YES	TTM		BU
EXISTING 23704.1	11-20	YES	YES	YES	F3		BU
DALHART	0-5	YES	YES	YES	F2		GU
HARTLEY DALHART MUN	6-10	YES	YES	YES	F2		PT
EXISTING 23708.	11-20	YES	YES	YES	F2		PT
DALLAS	0-5	YES	YES	NO	S2		PT
DALLAS ADDISON	6-10	YES	YES	YES	S1		PT
ACQUIRE 23710.3	11-20	YES	YES	YES	S1		PT
DALLAS	0-5	YES	YES	YES	P1		A1
DALLAS D-FW REG	6-10	YES	YES	YES	P1		A1
EXISTING 23710.6	11-20	YES	YES	YES	P1		A1
DALLAS	0-5	YES	YES	YES	S1		GT
DALLAS LOVE FIELD	6-10	YES	YES	YES	S1		GT
EXISTING 23713.	11-20	YES	YES	YES	S1		GT
DALLAS	0-5	YES	YES	YES	S2		PT
DALLAS REDBIRD	6-10	YES	YES	YES	S2		PT
EXISTING 23710.2	11-20	YES	YES	YES	S1		PT
DALLAS	0-5	YES	YES	YES	F2		GU
DALLAS SERVICE AREA 15	6-10	YES	YES	YES	F2		GU
NEW	11-20	YES	YES	YES	F2		GU
DALLAS	0-5	YES	YES	YES	F2		GU
DALLAS SERVICE AREA 20	6-10	YES	YES	YES	F2		GU
NEW	11-20	YES	YES	YES	F2		GU

TASP NOVEMBER 1979

TASP AIRPORTS  
ALPHABETIC BY ASSOCIATED CITY

ASSOCIATED CITY COUNTY AIRPORT NAME STATUS SITE NO.	Y E A R	N A S P	T A S P	PUB OWN	---ROLE---	SYS	ORFP
DE LEON COMANCHE DE LEON MUN REPLACE 23740.1	0-5	NO	YES	YES	TTM		RU
	6-10	NO	NO	NO	TTL		RU
	11-20	NO	NO	NO	TTL		RU
DE LEON COMANCHE NEW NEW	0-5	NO	YES	YES	TTM		RU
	6-10	NO	YES	YES	TTM		RU
	11-20	NO	YES	YES	TTM		RU
DEL RIO VAL VERDE DEL RIO INT EXISTING 23745.	0-5	YES	YES	YES	F2		BT
	6-10	YES	YES	YES	F2		BT
	11-20	YES	YES	YES	F2		BT
DELL CITY HUDSPETH DELL CITY MUN EXISTING 23741.21	0-5	NO	YES	YES	TTM		RU
	6-10	NO	YES	YES	TTM		RU
	11-20	NO	YES	YES	TTM		RU
DENTON DENTON DENTON MUN EXISTING 23750.	0-5	YES	YES	YES	F1		GU
	6-10	YES	YES	YES	S2		BT
	11-20	YES	YES	YES	S2		BT
DENVER CITY YOAKUM DENVER CITY EXISTING 23752.	0-5	YES	YES	NO	F3		RU
	6-10	NO	NO	NO	TSM		RU
	11-20	NO	NO	NO	TSM		RU
DENVER CITY YOAKUM NEW NEW 23752.1	0-5	YES	YES	YES	F3		RU
	6-10	YES	YES	YES	F3		RU
	11-20	YES	YES	YES	F3		RU
DEVINE MEDINA DEVINE MUN EXISTING 23760.1	0-5	YES	YES	YES	F3		RU
	6-10	YES	YES	YES	F3		RU
	11-20	YES	YES	YES	F3		RU

TASP NOVEMBER 1975

TASP AIRPORTS  
ALPHABETIC BY ASSOCIATED CITY

ASSOCIATED CITY COUNTY AIRPORT NAME STATUS SITE NO.	Y E A R	N A S P	T A S P	PUR OWN	---POL E---	OPED
					SYS	
DILLEY FRIO	0-5	NO	YES	YES	TTM	BU
DILLEY AIRPARK EXISTING 23767.11	6-10	NO	YES	YES	TTM	GU
	11-20	NO	YES	YES	TTM	GU
DIMMITT CASTRO	0-5	YES	YES	YES	F2	BU
DIMMITT MUN. EXISTING 23769.1	6-10	YES	YES	YES	F2	BU
	11-20	YES	YES	YES	F2	BU
DRYDEN TERRELL	0-5	NO	YES	YES	TTM	BU
TERRELL CO DRYD EXISTING 23779.	6-10	NO	YES	YES	TTM	BU
	11-20	NO	YES	YES	TTM	BU
DUMAS MOORE	0-5	YES	YES	YES	F2	GU
DUMAS MUN EXISTING 23785.1	6-10	YES	YES	YES	F2	GU
	11-20	YES	YES	YES	F2	GU
EAGLE LAKE COLORADO	0-5	YES	YES	YES	F3	BU
EAGLE LAKE EXISTING 23787.	6-10	YES	YES	YES	F2	GU
	11-20	YES	YES	YES	F2	GU
EAGLE PASS MAVERICK	0-5	YES	YES	YES	F2	GU
EAGLE PASS MUN REPLACE 23793.	6-10	NO	NO	NO	TSM	GU
	11-20	NO	NO	NO	TSM	GU
EAGLE PASS MAVERICK NEW	0-5	YES	YES	YES	F2	BT
NEW 23793.2	6-10	YES	YES	YES	S3	BT
	11-20	YES	YES	YES	S3	BT
EASTLAND FASTLAND	0-5	NO	YES	YES	TSM	BU
FASTLAND MUN REPLACE 23796.	6-10	NO	NO	NO	TSM	BU
	11-20	NO	NO	NO	TSM	BU

TASP NOVEMBER 1975

TASP AIRPORTS

ALPHARETIC BY ASSOCIATED CITY

ASSOCIATED CITY COUNTY AIRPORT NAME STATUS SITE NO.	Y F A R	N A S P	T A S P	PUB OWN	---ROLE---	SYS	OPER
EDEN	0-5	NO	YES	YES	TTM		BU
CONCHO	6-10	NO	YES	YES	TTM		BU
NEW	11-20	NO	YES	YES	TTM		BU
EDINBURG	0-5	NO	YES	YES	TTM		BU
HIDALGO	6-10	NO	NO	NO	TTL		BU
AUX 1 MOORE F. REPLACE 23804.	11-20	NO	NO	NO	TTL		BU
EDINBURG	0-5	YES	YES	YES	F3		BU
HIDALGO	6-10	NO	NO	NO	TTL		BU
EDINBURG MUN REPLACE 23805.	11-20	NO	NO	NO	TTL		BU
EDINBURG	0-5	YES	YES	YES	F3		BU
HIDALGO	6-10	YES	YES	YES	F3		GU
NEW	11-20	YES	YES	YES	F3		GU
NEW 23805.1							
EDNA	0-5	YES	YES	YES	F3		BU
JACKSON	6-10	YES	YES	YES	F3		GU
JACKSON CO EXISTING 23808.1	11-20	YES	YES	YES	F3		GU
EL PASO	0-5	YES	YES	YES	F2		GU
EL PASO	6-10	YES	YES	YES	F2		GU
EAST (NEW) NEW	11-20	YES	YES	YES	F2		GU
EL PASO	0-5	YES	YES	YES	S2		A2
EL PASO	6-10	YES	YES	YES	P3		A2
EL PASO INT EXISTING 23830.	11-20	YES	YES	YES	P2		A2
EL PASO	0-5	YES	YES	NO	F2		BU
EL PASO	6-10	NO	NO	NO	TPM		BU
SUNLAND AIRPARK EXISTING 23830.1	11-20	NO	NO	NO	TPM		BU

TASP NOVEMBER 1975

TASP AIRPORTS  
ALPHABETIC BY ASSOCIATED CITY

ASSOCIATED CITY COUNTY AIRPORT NAME STATUS SITE NO.	Y E A R	N A S P	T A S P	PUR OWN	---ROLE---	SYS	OPER
EL PASO	0-5	YES	YES	YES	F2		GU
EL PASO	6-10	YES	YES	YES	F2		GU
WEST (NEW)	11-20	YES	YES	YES	F2		GU
NEW							
ELDORADO	0-5	NO	YES	YES	TSH		BU
SCHLEICHER	6-10	NO	YES	YES	TSH		BU
ELDORADO MUN	11-20	NO	YES	YES	TSH		BU
EXISTING							
23817.							
ELECTRA	0-5	NO	YES	YES	TTM		BU
WICHITA	6-10	NO	YES	YES	TTM		BU
NEW	11-20	NO	YES	YES	TTM		BU
NEW							
ENNIS	0-5	YES	YES	YES	F3		BU
ELLIS	6-10	YES	YES	YES	F3		BU
ENNIS MUN	11-20	YES	YES	YES	F3		BU
EXISTING							
23836.1							
FABENS	0-5	YES	YES	YES	F3		BU
FL PASO	6-10	NO	NO	NO	F3		BU
FABENS	11-20	NO	NO	NO	F3		BU
REPLACE							
23844.							
FALFURRIAS	0-5	YES	YES	YES	F3		BT
BROOKS	6-10	YES	YES	YES	F3		BT
BROOKS CO	11-20	YES	YES	YES	F3		BT
EXISTING							
23852.							
FLORESVILLE	0-5	NO	YES	YES	TTM		BU
WILSON	6-10	YES	YES	YES	F3		BU
NEW	11-20	YES	YES	YES	F3		BU
NEW							
FLOYDADA	0-5	YES	YES	YES	F3		BU
FLOYD	6-10	YES	YES	YES	F3		BU
FLOYDADA MUN	11-20	YES	YES	YES	F3		BU
EXISTING							
23871.1							

TASP NOVEMBER 1975

TASP AIRPORTS  
ALPHABETIC BY ASSOCIATED CITY

ASSOCIATED CITY COUNTY AIRPORT NAME STATUS SITE NO.	Y E A R	N A S P	T A S P	PUB OWN	---ROLE---	
					SYS	OPER
FOLLETT	0-5	NO	YES	YES	TTM	RI
LIPSCOMB						
F-LIPSCOMB CO	6-10	NO	YES	YES	TTM	RI
EXISTING						
23873.15	11-20	NO	YES	YES	TTM	RI
FORT DAVIS	0-5	NO	NO	NO	TTL	RI
JEFF DAVIS						
NEW	6-10	NO	YES	YES	TTM	RI
NEW	11-20	NO	YES	YES	TTM	RI
FORT STOCKTON	0-5	YES	YES	YES	F3	RT
PECOS						
PECOS CO	6-10	YES	YES	YES	F2	RT
EXISTING						
23985.	11-20	YES	YES	YES	F2	RT
FORT WORTH	0-5	YES	YES	YES	S1	RT
TARRANT						
MEACHAM FIELD	6-10	YES	YES	YES	S1	RT
EXISTING						
23887.	11-20	YES	YES	YES	S1	RT
FORT WORTH	0-5	YES	YES	YES	F2	GU
TARRANT						
SERVICE AREA 1	6-10	YES	YES	YES	F2	GU
NEW	11-20	YES	YES	YES	F2	GU
FORT WORTH	0-5	YES	YES	YES	S3	GU
TARRANT						
SERVICE AREA 2	6-10	YES	YES	YES	S3	GU
NEW	11-20	YES	YES	YES	S3	GU
FORT WORTH	0-5	YES	YES	YES	F2	GU
TARRANT						
SERVICE AREA 4	6-10	YES	YES	YES	F2	GU
NEW	11-20	YES	YES	YES	F2	GU
FORT WORTH	0-5	YES	YES	YES	F2	GU
TARRANT						
SERVICE AREA 6	6-10	YES	YES	YES	F2	GU
NEW	11-20	YES	YES	YES	F2	GU

TASP - NOVEMBER 1979



TASP AIRPORTS  
ALPHABETIC BY ASSOCIATED CITY

ASSOCIATED CITY COUNTY AIRPORT NAME STATUS SITE NO.	Y E A R	N A S P	T A S P	PUB OWN	---R O L F---	S Y S	O P E R
FORT WORTH	0-5	YES	YES	YES	S2	BT	
TARRANT							
SERVICE AREA 9	6-10	YES	YES	YES	S2	BT	
NEW	11-20	YES	YES	YES	S2	BT	
FREDERICKSBURG	0-5	YES	YES	YES	F3	GU	
GILLESPIE							
GILLESPIE CO	6-10	YES	YES	YES	F3	GU	
EXISTING							
23903.	11-20	YES	YES	YES	F3	GU	
FREER	0-5	NO	YES	NO	TTL	RU	
DUVAL							
FREER MUN	6-10	NO	NO	NO	TTL	RU	
EXISTING							
23907.	11-20	NO	NO	NO	TTL	RU	
FREER	0-5	NO	YES	YES	TTM	RU	
DUVAL							
NEW	6-10	YES	YES	YES	F3	RU	
NEW	11-20	YES	YES	YES	F3	RU	
FRIDNA	0-5	YES	YES	NO	F2	RU	
PARMER							
BENGER AIR PARK	6-10	YES	YES	YES	F2	RU	
ACQUIRE							
23908.	11-20	YES	YES	YES	F2	RU	
GAINESVILLE	0-5	YES	YES	YES	F3	GU	
COOKE							
GAINESVILLE MUN	6-10	YES	YES	YES	F3	GU	
EXISTING							
23911.	11-20	YES	YES	YES	F2	GU	
GALVESTON	0-5	YES	YES	YES	F2	BT	
GALVESTON							
SCHOLES FIELD	6-10	YES	YES	YES	F2	BT	
EXISTING							
23915.	11-20	YES	YES	YES	S3	BT	
GARDEN CITY	0-5	NO	YES	YES	TTM	RU	
GLASSCOCK							
NEW	6-10	NO	YES	YES	TTM	RU	
NEW	11-20	NO	YES	YES	TTM	RU	

TASP NOVEMBER 1975

TASP AIRPORTS  
ALPHABETIC BY ASSOCIATED CITY

ASSOCIATED CITY COUNTY AIRPORT NAME STATUS SITE NO.	Y F A R	N A S P	T A S P	PUR OWN	---ROLE---	SYS	OPER
GATESVILLE	0-5	NO	YES	YES	TTM		BU
CORYELL							
G. CITY-COUNTY	6-10	YES	YES	YES	F3		BU
EXISTING							
23930.2	11-20	YES	YES	YES	F3		BU
GEORGE WEST	0-5	NO	YES	YES	TTM		LS
LIVE OAK							
LIVE OAK CO	6-10	NO	NO	NO	TTL		LS
REPLACE							
23934.6	11-20	NO	NO	NO	TTL		LS
GEORGE WEST	0-5	NO	YES	YES	TTM		BU
LIVE OAK							
NEW	6-10	NO	YES	YES	TTM		BU
NEW							
	11-20	NO	YES	YES	TTM		BU
GEORGETOWN	0-5	YES	YES	YES	F3		GU
WILLIAMSON							
GEORGETOWN MUN	6-10	YES	YES	YES	F3		BT
EXISTING							
23934.	11-20	YES	YES	YES	F3		BT
GIDDINGS	0-5	NO	YES	YES	TTM		BU
LEE							
GIDDINGS-LEE CO	6-10	NO	YES	YES	TTM		BU
EXISTING							
23937.1	11-20	YES	YES	YES	F3		BU
GILMER	0-5	YES	YES	YES	F3		BU
UPSHUR							
GILMER UPSHUR CO	6-10	YES	YES	YES	F3		BU
EXISTING							
23939.11	11-20	YES	YES	YES	F3		BU
GLADEWATER	0-5	YES	YES	YES	F3		BU
GREGG							
GLADEWATER MUN	6-10	YES	YES	YES	F3		GU
EXISTING							
23948.	11-20	YES	YES	YES	F3		GU
GOLDTHWAITE	0-5	NO	YES	NO	TTL		LS
MILLS							
MILLS COUNTY	6-10	NO	NO	NO	TTL		LS
EXISTING							
23950.11	11-20	NO	NO	NO	TTL		LS

TASP NOVEMBER 1975

TASP AIRPORTS  
ALPHABETIC BY ASSOCIATED CITY

ASSOCIATED CITY COUNTY AIRPORT NAME STATUS SITE NO.	Y E A R	N A S P	T A S P	PUB OWN	---ROLE---	SYS	OPER
GOLDTHWAITE	0-5	YES	YES	YES	F3		BU
MILLS	6-10	YES	YES	YES	F3		BU
NEW							
NEW							
23950.12	11-20	YES	YES	YES	F3		BU
GOLIAD	0-5	NO	YES	YES	TTM		BU
GOLIAD	6-10	NO	YES	YES	TTM		BU
NEW							
NEW							
11-20	11-20	NO	YES	YES	TTM		BU
GONZALES	0-5	YES	YES	YES	F3		BU
GONZALES	6-10	NO	NO	NO	TSM		BU
GONZALES MUN							
REPLACE							
23951.1	11-20	NO	NO	NO	TSM		BU
GONZALES	0-5	YES	YES	YES	F3		BU
GONZALES	6-10	YES	YES	YES	F3		GU
NEW							
NEW							
23951.12	11-20	YES	YES	YES	F3		GU
GRAHAM	0-5	YES	YES	YES	F3		GU
YOUNG	6-10	YES	YES	YES	F3		BT
GRAHAM MUN.							
EXISTING							
23961.	11-20	YES	YES	YES	F3		BT
GRANBURY	0-5	YES	YES	YES	F3		BU
HOOD	6-10	YES	YES	YES	F3		BU
GRANBURY MUN							
EXISTING							
23965.1	11-20	YES	YES	YES	F3		BU
GRAND PRAIRIE	0-5	YES	YES	YES	F3		GU
TARRANT	6-10	YES	YES	YES	F2		GU
GRAND PRAIRIE M							
EXISTING							
23969.01	11-20	YES	YES	YES	F2		GU
GREENVILLE	0-5	YES	YES	YES	F2		BU
HUNT	6-10	YES	YES	YES	F2		BU
MAJORS							
EXISTING							
23985.	11-20	YES	YES	YES	F2		BU

TASP NOVEMBER 1975

TASP AIRPORTS  
ALPHABETIC BY ASSOCIATED CITY

ASSOCIATED CITY COUNTY AIRPORT NAME STATUS SITE NO.	Y E A R	N A S P	T A S P	PUB OWN	---ROLF---	SYS	OPER
GROVETON	0-5	NO	YES	YES	TTM		BU
TRINITY							
GROVE.-TRIN.CO.	6-10	NO	YES	YES	TTM		BU
EXISTING							
23990.	11-20	NO	YES	YES	TTM		BU
GRUVER	0-5	YES	YES	YES	F3		BU
HANSFORD							
NEW	6-10	YES	YES	YES	F3		BU
NEW							
23995.1	11-20	YES	YES	YES	F3		BU
HALLETTSVILLE	0-5	YES	YES	YES	F3		BU
LAVACA							
H. MUNICIPAL	6-10	YES	YES	YES	F3		BU
EXISTING							
24002.11	11-20	YES	YES	YES	F3		GU
HAMILTON	0-5	YES	YES	YES	F3		BU
HAMILTON							
HAMILTON MUN	6-10	YES	YES	YES	F3		BU
EXISTING							
24003.	11-20	YES	YES	YES	F3		BU
HAMLIN	0-5	NO	YES	YES	TTM		BU
JONES							
HAMLIN MUN	6-10	NO	YES	YES	TTM		BU
EXISTING							
24005.1	11-20	NO	YES	YES	TTM		BU
HARLINGEN	0-5	YES	YES	YES	S3		B3
CAMERON							
H. IND AIRPK	6-10	YES	YES	YES	S3		B3
EXISTING							
24012.	11-20	YES	YES	YES	S3		B3
HASKELL	0-5	YES	YES	YES	F3		BU
HASKELL							
HASKELL MUN	6-10	YES	YES	YES	F3		BU
EXISTING							
24015.12	11-20	YES	YES	YES	F3		BU
HEARNE	0-5	YES	YES	YES	F3		GU
ROBERTSON							
HEARNE MUN	6-10	YES	YES	YES	F3		GU
EXISTING							
24026.	11-20	YES	YES	YES	F3		GU

TASP NOVEMBER 1975

TASP AIRPORTS  
ALPHABETIC BY ASSOCIATED CITY

ASSOCIATED CITY COUNTY AIRPORT NAME STATUS SITE NO.	Y E A R	N A S P	T A S P	PUR OWN	---POL E--- SYS	OPER
HEBBRONVILLE	0-5	NO	YES	YES	TTM	BU
JIM HOGG	6-10	NO	YES	YES	TTM	BU
NEW	11-20	NO	YES	YES	TTM	BU
NEW						
HEMPSTEAD	0-5	YES	YES	YES	F3	BU
WALLER	6-10	YES	YES	YES	F3	BU
NEW	11-20	YES	YES	YES	F3	BU
NEW						
24320.6						
HENDERSON	0-5	YES	YES	YES	F3	GU
RUSK	6-10	YES	YES	YES	F3	RT
RUSK CO	11-20	YES	YES	YES	F3	RT
EXISTING						
24034.						
HENRIETTA	0-5	NO	YES	NO	TTL	BU
CLAY	6-10	YES	YES	YES	F3	BU
MYERS FIELD	11-20	YES	YES	YES	F3	BU
ACQUIRE						
24037.						
HEREFORD	0-5	YES	YES	YES	F2	GU
DEAF SMITH	6-10	YES	YES	YES	F2	GU
HEREFORD MUN	11-20	YES	YES	YES	F2	BT
EXISTING						
24042.						
HIGGINS	0-5	NO	YES	NO	TTL	BU
LIPSCOMB	6-10	NO	YES	YES	TTM	BU
HIGGINS MUN	11-20	NO	YES	YES	TTM	BU
ACQUIRE						
24048.						
HILLSBORD	0-5	YES	YES	YES	F3	BU
HILL	6-10	NO	NO	NO	TSM	BU
HILLSBORD MUN	11-20	NO	NO	NO	TSM	BU
REPLACE						
24058.2						
HILLSBORD	0-5	YES	YES	YES	F3	BU
HILL	6-10	YES	YES	YES	F3	GU
NEW	11-20	YES	YES	YES	F3	GU
NEW						
24057.9						

TASP NOVEMBER 1975

TASP AIRPORTS  
ALPHABETIC BY ASSOCIATED CITY

ASSOCIATED CITY COUNTY AIRPORT NAME STATUS SITE NO.	Y E A R	N A S P	T A S P	PUB OWN	---ROLE---	
					SYS	OPER
HONDO	0-5	YES	YES	YES	F3	GU
MEDINA						
HONDO MUN	6-10	YES	YES	YES	F3	GU
EXISTING						
24062.	11-20	YES	YES	YES	F3	GU
HOUSTON	0-5	YES	YES	NO	F2	BU
BRAZORIA						
CLOVER FIELD	6-10	NO	NO	NO	TPM	BU
EXISTING						
24067.1	11-20	NO	NO	NO	TPM	BU
HOUSTON	0-5	YES	YES	NO	F3	GU
GALVESTON						
SPACELAND	6-10	YES	YES	YES	F2	GU
ACQUIRE						
24068.3	11-20	YES	YES	YES	F2	BT
HOUSTON	0-5	YES	YES	NO	S3	BT
HARRIS						
ANDRAU AIRPARK	6-10	NO	NO	NO	TPM	BT
EXISTING						
24067.	11-20	NO	NO	NO	TPM	BT
HOUSTON	0-5	YES	YES	NO	S2	BT
HARRIS						
D.W. HOOKS	6-10	YES	YES	YES	S2	BT
ACQUIRE						
24073.1	11-20	YES	YES	YES	S2	BT
HOUSTON	0-5	YES	YES	YES	P3	A1
HARRIS						
INTERCONTINENTAL	6-10	YES	YES	YES	P2	A1
EXISTING						
24071.1	11-20	YES	YES	YES	P1	A1
HOUSTON	0-5	YES	YES	NO	F2	GU
HARRIS						
LAKESIDE	6-10	YES	YES	YES	S3	BT
ACQUIRE						
24068.2	11-20	YES	YES	YES	S2	BT
HOUSTON	0-5	YES	YES	YES	S3	BT
HARRIS						
NEW	6-10	YES	YES	YES	S3	BT
NEW						
24071.11	11-20	YES	YES	YES	S3	BT

TASP NOVEMBER 1975

TASP AIRPORTS  
ALPHABETIC BY ASSOCIATED CITY

ASSOCIATED CITY COUNTY AIRPORT NAME STATUS SITE NO.	Y E A R	N A S P	T A S P	PUB OWN	---ROLE---	
					SYS	OPER
HOUSTON HARRIS NEW	0-5	YES	YES	YES	F2	BT
NEW	6-10	YES	YES	YES	S3	BT
24073.2	11-20	YES	YES	YES	S3	BT
HOUSTON HARRIS STOL PORT (NEW)	0-5	YES	YES	YES	S3	SG
NEW	6-10	YES	YES	YES	S3	SG
24070.38	11-20	YES	YES	YES	S3	SG
HOUSTON HARRIS W P HOBBY	0-5	YES	YES	YES	S1	GT
EXISTING	6-10	YES	YES	YES	S1	GT
24071.	11-20	YES	YES	YES	S1	GT
HUNTSVILLE WALKER HUNTSVILLE MUN	0-5	YES	YES	YES	F2	BT
EXISTING	6-10	YES	YES	YES	F2	BT
24092.	11-20	YES	YES	YES	F2	BT
IRAAN PECOS IRAAN MUN	0-5	NO	YES	YES	TTM	BU
EXISTING	6-10	NO	YES	YES	TTM	BU
24099.	11-20	NO	YES	YES	TTM	BU
JACKSBORO JACK JACKSBORO MUN	0-5	YES	YES	YES	F3	BU
REPLACE	6-10	YES	YES	YES	F3	BU
24106.2	11-20	NO	NO	NO	TTL	BU
JACKSBORO JACK NEW	0-5	NO	NO	NO	TTL	BU
NEW	6-10	YES	YES	YES	F3	BU
	11-20	YES	YES	YES	F3	BU
JACKSONVILLE CHEROKEE CHEROKEE CO	0-5	YES	YES	YES	F3	GU
EXISTING	6-10	YES	YES	YES	F3	BT
24113.1	11-20	YES	YES	YES	F3	BT

TASP NOVEMBER 1975

TASP AIRPORTS  
ALPHABETIC BY ASSOCIATED CITY

ASSOCIATED CITY COUNTY AIRPORT NAME STATUS SITE NO.	Y E A R	N A S P	T A S P	PUB OWN	---ROLE---	
					SYS	OPER
JASPER	0-5	YES	YES	YES	F3	GU
JASPER	6-10	YES	YES	YES	F3	BT
JASPER CO EXISTING 24117.	11-20	YES	YES	YES	F3	BT
JAYTON	0-5	NO	YES	YES	TTM	BU
KENT	6-10	NO	YES	YES	TTM	BU
KENT CO EXISTING 24120.21	11-20	NO	YES	YES	TTM	BU
JEFFERSON	0-5	NO	YES	YES	TTM	BU
MARION	6-10	NO	YES	YES	TTM	BU
CYPRESS RIVER EXISTING 24121.	11-20	NO	YES	YES	TTM	BU
JUNCTION	0-5	YES	YES	YES	F3	BU
KIMBLE	6-10	YES	YES	YES	F3	BU
KIMBLE CO EXISTING 24135.	11-20	YES	YES	YES	F3	BU
KENEDY	0-5	YES	YES	YES	F3	BU
KARNES	6-10	YES	YES	YES	F3	GU
KARNES CO EXISTING 24149.11	11-20	YES	YES	YES	F3	GU
KERRVILLE	0-5	YES	YES	YES	F2	GU
KERR	6-10	YES	YES	YES	S3	BT
KERRVILLE MUN EXISTING 24159.	11-20	YES	YES	YES	S3	BT
KILLEEN	0-5	YES	YES	YES	S3	BT
BELL	6-10	YES	YES	YES	S3	BT
KILLEEN MUN EXISTING 24163.	11-20	YES	YES	YES	S2	BT
KINGSVILLE	0-5	YES	YES	YES	F3	BT
KLEBERG	6-10	YES	YES	YES	F3	BT
KLEBERG CO EXISTING 24166.7	11-20	YES	YES	YES	F3	BT

TASP NOVEMBER 1975



TASP AIRPORTS  
ALPHABETIC BY ASSOCIATED CITY

ASSOCIATED CITY COUNTY AIRPORT NAME STATUS SITE NO.	Y E A R	N A S P	T A S P	PUB OWN	---ROLE---	
					SYS	OPER
KIRBYVILLE	0-5	NO	YES	YES	TTM	BU
JASPER						
KIRBYVILLE	6-10	YES	YES	YES	F3	BU
EXISTING						
24171.	11-20	YES	YES	YES	F3	BU
KNOX CITY	0-5	NO	YES	YES	TTM	BU
KNOX						
KNOX CITY MUN	6-10	NO	YES	YES	TTM	BU
EXISTING						
24174.1	11-20	NO	YES	YES	TTM	BU
KOUNTZE-SILSBEE	0-5	YES	YES	YES	F3	BU
HARDIN						
HARDIN CO	6-10	YES	YES	YES	F3	BU
EXISTING						
24175.	11-20	YES	YES	YES	F3	BU
LA GRANGE	0-5	YES	YES	NO	F3	BU
FAYETTE						
GUENTHER FIELD	6-10	NO	NO	NO	TSM	BU
EXISTING						
24179.	11-20	NO	NO	NO	TSM	BU
LA GRANGE	0-5	YES	YES	YES	F3	BU
FAYETTE						
NEW	6-10	YES	YES	YES	F3	BU
NEW						
	11-20	YES	YES	YES	F3	BU
LA PORTE	0-5	YES	YES	YES	F2	BT
HARRIS						
LA PORTE MUN	6-10	YES	YES	YES	F2	BT
EXISTING						
24190.	11-20	YES	YES	YES	S2	BT
LAKE JACKSON	0-5	YES	YES	YES	S3	BT
BRAZORIA						
NEW	6-10	YES	YES	YES	S2	GT
NEW						
24180.52	11-20	YES	YES	YES	S2	GT
LAMESA	0-5	YES	YES	YES	F3	GU
DAWSON						
LAMESA MUN	6-10	YES	YES	YES	F2	GU
EXISTING						
24184.	11-20	YES	YES	YES	F2	GU

TASP NOVEMBER 1975

TASP AIRPORTS  
ALPHABETIC BY ASSOCIATED CITY

ASSOCIATED CITY COUNTY AIRPORT NAME STATUS SITE NO.	Y E A R	N A S P	T A S P	PUR OWN	---ROLE---	(PREF)
					SYS	(PREF)
LAMPASAS	0-5	YES	YES	YES	F3	BU
LAMPASAS	6-10	YES	YES	YES	F3	BU
LAMPASAS EXISTING 24189.1	11-20	YES	YES	YES	F3	BU
LAREDO	0-5	YES	YES	YES	S2	GT
WEBB	6-10	YES	YES	YES	S2	GT
LAREDO MUN EXISTING 24194.	11-20	YES	YES	YES	S2	GT
LEAKEY	0-5	NO	YES	NO	TTL	BU
REAL	6-10	NO	YES	YES	TTM	BU
REAL CO. ACQUIRE 24200.	11-20	NO	YES	YES	TTM	BU
LEVELLAND	0-5	YES	YES	YES	F2	GU
HOCKLEY	6-10	YES	YES	YES	F2	GU
LEVELLAND MUN EXISTING 24206.	11-20	YES	YES	YES	F2	GU
LIBERTY	0-5	YES	YES	YES	F3	BU
LIBERTY	6-10	YES	YES	YES	F2	GU
LIBERTY MUN EXISTING 24216.1	11-20	YES	YES	YES	F2	GU
LINDEN	0-5	NO	YES	YES	TTM	BU
CASS	6-10	NO	YES	YES	TTM	BU
NEW NEW	11-20	NO	YES	YES	TTM	BU
LITTLEFIELD	0-5	YES	YES	YES	F3	BU
LAMB	6-10	YES	YES	YES	F2	GU
LITTLEFIELD MUN EXISTING 24221.1	11-20	YES	YES	YES	F2	GU
LIVINGSTON	0-5	YES	YES	YES	F3	BU
POLK	6-10	YES	YES	YES	F3	GU
LIVINGSTON MUN EXISTING 24226.1	11-20	YES	YES	YES	F3	GU

TASP NOVEMBER 1975

TASP AIRPORTS  
ALPHABETIC BY ASSOCIATED CITY

ASSOCIATED CITY COUNTY AIRPORT NAME STATUS SITE NO.	Y E A R	N A S P	T A S P	PUR OWN	---ROLE---	SYS	OPER
LLANO	0-5	YES	YES	YES	F3		BU
LLANO							
LLANO MUN EXISTING 24228.	6-10	YES	YES	YES	F3		BU
	11-20	YES	YES	YES	F3		BU
LOCKHART	0-5	NO	YES	YES	TTM		BU
CALDWELL							
LOCKHART MUN EXISTING 24231.	6-10	YES	YES	YES	F3		BU
	11-20	YES	YES	YES	F3		BU
LONGVIEW	0-5	YES	YES	YES	S3		BT
GREGG							
GREGG CO EXISTING 24239.	6-10	YES	YES	YES	S2		BT
	11-20	YES	YES	YES	S2		BT
LUBBOCK	0-5	YES	YES	YES	S2		B3
LUBBOCK							
LUBBOCK REGIONAL EXISTING 24245.	6-10	YES	YES	YES	S2		B2
	11-20	YES	YES	YES	S1		B2
LUBBOCK	0-5	YES	YES	YES	F2		GU
LUBBOCK							
NEW	6-10	YES	YES	YES	F2		GU
NEW	11-20	YES	YES	YES	F2		GU
LUFKIN	0-5	YES	YES	YES	F2		BT
ANGELINA							
ANGELINA CO EXISTING 24249.	6-10	YES	YES	YES	F2		BT
	11-20	YES	YES	YES	F2		BT
LUFKIN - NAC.	0-5	NO	NO	NO	TSM		BT
NACOGDOCHES							
NEW	6-10	YES	YES	YES	F2		BT
NEW	11-20	YES	YES	YES	F2		BT
24400.1							
LULING	0-5	YES	YES	YES	F3		BU
CALDWELL							
LULING MEM EXISTING 24254.	6-10	YES	YES	YES	F3		BU
	11-20	YES	YES	YES	F3		BU

TASP NOVEMBER 1975

TASP AIRPORTS  
ALPHABETIC BY ASSOCIATED CITY

ASSOCIATED CITY COUNTY AIRPORT NAME STATUS SITE NO.	Y E A P	N A S P	T A S P	PUB OWN	---ROLE---	
					SYS	OPER
MADISONVILLE	0-5	NO	YES	YES	TTM	BU
MADISON MADISONVILLE MUN	6-10	NO	YES	YES	TTM	BU
EXISTING 24281.1	11-20	YES	YES	YES	F3	BU
MARFA	0-5	YES	YES	YES	F3	GU
PRESIDIO MARFA MUN	6-10	YES	YES	YES	F2	GU
EXISTING 24298.	11-20	YES	YES	YES	F2	GU
MARLIN	0-5	YES	YES	YES	F3	BU
FALLS MARLIN	6-10	YES	YES	YES	F3	BU
EXISTING 24299.2	11-20	YES	YES	YES	F3	BU
MARSHALL	0-5	YES	YES	YES	F3	GU
HARRISON HARRISON CO	6-10	YES	YES	YES	F3	BT
EXISTING 24302.	11-20	YES	YES	YES	F3	BT
MASON	0-5	NO	YES	YES	TTM	BU
MASON MASON CO	6-10	NO	YES	YES	TTM	BU
EXISTING 24308.	11-20	YES	YES	YES	F3	BU
MATHIS	0-5	NO	NO	NO	TTL	BU
SAN PATRICIO NEW	6-10	NO	YES	YES	TTM	BU
NEW	11-20	NO	YES	YES	TTM	BU
MC ALLEN	0-5	YES	YES	YES	S3	33
HIDALGO MILLER INT	6-10	YES	YES	YES	S3	33
EXISTING 24260.	11-20	YES	YES	YES	S3	33
MC CAMEY	0-5	YES	YES	YES	F3	BU
UPTON UPTON CO	6-10	YES	YES	YES	F3	BU
EXISTING 24263.	11-20	YES	YES	YES	F2	BU

TASP NOVEMBER 1975

TASP AIRPORTS  
ALPHABETIC BY ASSOCIATED CITY

ASSOCIATED CITY COUNTY AIRPORT NAME STATUS SITE NO.	Y F A R	N A S P	T A S P	PUR OWN	---ROLE---	SYS	PREP
MC GREGOR	0-5	YES	YES	YES	F2	GU	
MC LENNAN							
MC GREGOR MUN	6-10	YES	YES	YES	F2	GU	
EXISTING							
24269.	11-20	YES	YES	YES	F2	GU	
MC KINNEY	0-5	YES	YES	YES	F2	GU	
COLLIN							
SERVICE AREA 26	6-10	YES	YES	YES	F2	BT	
NEW	11-20	YES	YES	YES	F2	BT	
MC LEAN	0-5	NO	YES	YES	TTM	BU	
GRAY							
MC LEAN-GRAY CO	6-10	NO	YES	YES	TTM	BU	
EXISTING							
24275.1	11-20	NO	YES	YES	TTM	BU	
MEMPHIS	0-5	YES	YES	YES	F3	BU	
HALL							
MEMPHIS MUN	6-10	YES	YES	YES	F3	BU	
EXISTING							
24339.	11-20	YES	YES	YES	F3	BU	
MENARD	0-5	NO	YES	YES	TTM	BU	
MENARD							
MENARD CO	6-10	NO	YES	YES	TTM	BU	
EXISTING							
24340.	11-20	YES	YES	YES	F3	BU	
MERTZON	0-5	NO	YES	YES	TTM	BU	
TRION							
NEW	6-10	NO	YES	YES	TTM	BU	
NEW	11-20	NO	YES	YES	TTM	BU	
MEXIA	0-5	YES	YES	YES	F3	BU	
LIMESTONE							
LIMESTONE CO	6-10	YES	YES	YES	F3	BU	
EXISTING							
24347.01	11-20	YES	YES	YES	F3	BU	
MIAMI	0-5	NO	YES	YES	TTM	BU	
ROBERTS							
M-ROBERTS CO	6-10	NO	YES	YES	TTM	BU	
EXISTING							
24349.1	11-20	NO	YES	YES	TTM	BU	

TASP NOVEMBER 1975

TASP AIRPORTS  
ALPHABETIC BY ASSOCIATED CITY

ASSOCIATED CITY COUNTY AIRPORT NAME STATUS SITE NO.	Y E A R	N A S P	T A S P	PIR OWN	---ROLE---	OPFR
					SYS	
MIDLAND	0-5	YES	YES	YES	F2	GU
MIDLAND						
MIDLAND AIRPARK	6-10	YES	YES	YES	F2	GU
EXISTING						
24352.	11-20	YES	YES	YES	F2	GU
MIDLAND	0-5	YES	YES	YES	S2	B3
MIDLAND						
MID REG AIR TERM	6-10	YES	YES	YES	S2	B2
EXISTING						
24353.	11-20	YES	YES	YES	S2	B2
MINEOLA-QUITMAN	0-5	YES	YES	YES	F3	BU
WOOD						
NEW	6-10	YES	YES	YES	F3	BU
NEW						
24359.	11-20	YES	YES	YES	F3	BU
MINERAL WELLS	0-5	YES	YES	YES	F1	GU
PARKER						
MINERAL WELLS MU	6-10	YES	YES	YES	F1	GU
EXISTING						
24363.	11-20	YES	YES	YES	F1	GU
MONAHANS	0-5	YES	YES	YES	F3	BU
WARD						
ROY HURD MEM	6-10	YES	YES	YES	F3	GU
EXISTING						
24374.	11-20	YES	YES	YES	F3	GU
MORTON	0-5	YES	YES	YES	F3	BU
COCHRAN						
COCHRAN CO	6-10	YES	YES	YES	F2	BU
EXISTING						
24384.	11-20	YES	YES	YES	F2	BU
MOUNT PLEASANT	0-5	YES	YES	YES	F3	BT
TITUS						
MT PLEASANT MUN	6-10	YES	YES	YES	F2	BT
EXISTING						
24387.	11-20	YES	YES	YES	F2	BT
MOUNT VERNON	0-5	NO	YES	YES	TTM	BU
FRANKLIN						
NEW	6-10	NO	YES	YES	TTM	BU
NEW						
	11-20	NO	YES	YES	TTM	BU

TASP NOVEMBER 1975

TASP AIRPORTS  
ALPHABETIC BY ASSOCIATED CITY

ASSOCIATED CITY COUNTY AIRPORT NAME STATUS SITE NO.	Y E A R	N A S P	T A S P	PUB OWN	---ROLF---	SYS	OPER
MULESHOE	0-5	YES	YES	YES	F3	GU	
BAILEY							
ED. WARREN FIELD	6-10	YES	YES	YES	F2	GU	
EXISTING							
24395.	11-20	YES	YES	YES	F2	GU	
MUNDAY	0-5	YES	YES	YES	F3	BU	
KNOX							
MUNDAY MUN	6-10	YES	YES	YES	F3	BU	
EXISTING							
24397.21	11-20	YES	YES	YES	F3	BU	
NACOGDOCHES	0-5	YES	YES	YES	F3	GU	
NACOGDOCHES							
EAST TEXAS REG	6-10	YES	YES	YES	F3	GU	
EXISTING							
24400.	11-20	YES	YES	YES	F3	GU	
NAVASOTA	0-5	NO	YES	YES	TTM	BU	
GRIMES							
NAVASOTA MUN	6-10	NO	YES	YES	TTM	BU	
EXISTING							
24403.	11-20	YES	YES	YES	F3	BU	
NEW BOSTON	0-5	NO	NO	NO	TTL	BU	
BOWIE							
NEW	6-10	NO	YES	YES	TTM	BU	
NEW							
	11-20	NO	YES	YES	TTM	BU	
NEW BRAUNFELS	0-5	YES	YES	YES	F2	BT	
GUADALUPE							
N.B. MUN.	6-10	YES	YES	YES	F2	BT	
EXISTING							
24407.	11-20	YES	YES	YES	F2	BT	
NEWTON	0-5	NO	YES	YES	TTM	GU	
NEWTON							
NEWTON MUN	6-10	YES	YES	YES	F3	GU	
EXISTING							
24414.5	11-20	YES	YES	YES	F3	GU	
NOCONA	0-5	NO	YES	YES	TTM	BU	
MONTAGUF							
NOCONA	6-10	NO	YES	YES	TTM	BU	
EXISTING							
24420.1	11-20	NO	YES	YES	TTM	BU	

TASP NOVEMBER 1975

TASP AIRPORTS  
ALPHABETIC BY ASSOCIATED CITY

ASSOCIATED CITY COUNTY AIRPORT NAME STATUS SITE NO.	Y F A R	N A S P	T A S P	PUR OWN	---ROLE---	
					SYS	OPER
ODESSA	0-5	YES	YES	YES	F2	GU
ECTOR	6-10	YES	YES	YES	S3	BT
ECTOR CO EXISTING 24427.	11-20	YES	YES	YES	S3	BT
OLNEY	0-5	YES	YES	YES	F3	GU
YOUNG	6-10	YES	YES	YES	F3	GU
OLNEY MUN EXISTING 24437.	11-20	YES	YES	YES	F3	GU
ORANGE	0-5	YES	YES	YES	F3	GU
ORANGE	6-10	YES	YES	YES	F2	BT
ORANGE CO. EXISTING 24445.	11-20	YES	YES	YES	F2	BT
ORLA	0-5	NO	NO	NO	TTL	BU
REEVES	6-10	NO	YES	YES	TTM	BU
NEW NEW	11-20	NO	YES	YES	TTM	BU
OZONA	0-5	YES	YES	NO	F3	BU
CROCKETT	6-10	YES	YES	YES	F3	BU
OZONA MUN ACQUIRE 24455.1	11-20	YES	YES	YES	F3	BU
PADUCAH	0-5	YES	YES	YES	F3	BU
COTTLE	6-10	YES	YES	YES	F3	BU
DAN E. RICHARDS EXISTING 24457.3	11-20	YES	YES	YES	F3	BU
PALACIOS	0-5	YES	YES	YES	F3	BU
MATAGORDA	6-10	YES	YES	YES	F3	GU
PALACIOS MUN EXISTING 24462.	11-20	YES	YES	YES	F2	GU
PALESTINE	0-5	YES	YES	YES	F3	GU
ANDERSON	6-10	YES	YES	YES	F3	GU
PALESTINE MUN EXISTING 24465.	11-20	YES	YES	YES	F2	GU

TASP NOVEMBER 1975



TASP AIRPORTS  
ALPHABETIC BY ASSOCIATED CITY

ASSOCIATED CITY COUNTY AIRPORT NAME STATUS SITE NO.	Y E A R	N A S P	T A S P	PUB OWN	---POLF---	SYS	OPER
PAMPA	0-5	YES	YES	YES	F2		GU
GRAY							
PERRY LEFORS F	6-10	YES	YES	YES	F2		GU
EXISTING							
24472.1	11-20	YES	YES	YES	F2		BT
PANHANDLE	0-5	NO	YES	YES	TTM		BU
CARSON							
NEW	6-10	NO	YES	YES	TTM		BU
NEW							
	11-20	NO	YES	YES	TTM		BU
PARIS	0-5	YES	YES	YES	F2		BT
LAMAR							
COX FIELD	6-10	YES	YES	YES	F2		BT
EXISTING							
24480.	11-20	YES	YES	YES	F2		BT
PEARSALL	0-5	YES	YES	NO	F3		BU
FRID							
MC KINLEY FIELD	6-10	YES	YES	YES	F3		GU
ACQUIRE							
24491.1	11-20	YES	YES	YES	F3		GU
PECOS	0-5	YES	YES	YES	F2		BT
REEVES							
PECOS MUN	6-10	YES	YES	YES	F2		BT
EXISTING							
24494.	11-20	YES	YES	YES	F2		BT
PERRYTON	0-5	YES	YES	YES	F2		GU
OCHILTREE							
PERRYTON-OCH CO	6-10	YES	YES	YES	F2		BT
EXISTING							
24500.	11-20	YES	YES	YES	F2		BT
PINELAND	0-5	YES	YES	YES	F3		BU
SABINE							
PINELAND MUN	6-10	YES	YES	YES	F3		GU
EXISTING							
24503.6	11-20	YES	YES	YES	F3		GU
PITTSBURG	0-5	NO	YES	YES	TTM		BU
CAMP							
NEW	6-10	NO	YES	YES	TTM		BU
NEW							
	11-20	NO	YES	YES	TTM		BU

TASP NOVEMBER 1975

TASP AIRPORTS  
ALPHABETIC BY ASSOCIATED CITY

ASSOCIATED CITY COUNTY AIRPORT NAME STATUS SITE NO.	Y E A R	N A S P	T A S P	PUB OWN	---ROLE---	SYS	OPER
PLAINS	0-5	NO	YES	YES	TTM		BU
YOAKUM							
YOAKUM CO	6-10	NO	YES	YES	TTM		BU
EXISTING							
24513.	11-20	NO	YES	YES	TTM		BU
PLAINVIEW	0-5	YES	YES	YES	S3		RT
HALE							
HALE CO	6-10	YES	YES	YES	S3		RT
EXISTING							
24519.	11-20	YES	YES	YES	S3		RT
PLEASANTON	0-5	YES	YES	YES	F3		BU
ATASCOSA							
PLEASANTON MUN	6-10	YES	YES	YES	F3		GU
EXISTING							
24525.11	11-20	YES	YES	YES	F3		GU
PORTLAND	0-5	YES	YES	YES	F3		BU
SAN PATRICIO							
NEW	6-10	YES	YES	YES	F3		GU
NEW							
	11-20	YES	YES	YES	F3		GU
PORT ISABEL	0-5	YES	YES	YES	F3		BU
CAMERON							
P I-CAMERON CO	6-10	YES	YES	YES	F3		BU
EXISTING							
24537.	11-20	YES	YES	YES	F3		BU
PORT LAVACA	0-5	YES	YES	YES	F3		GU
CALHOUN							
CALHOUN CO	6-10	YES	YES	YES	F3		RT
EXISTING							
24542.2	11-20	YES	YES	YES	F3		RT
PORT MANSFIELD	0-5	NO	YES	YES	TTM		GU
WILLACY							
C. R. JOHNSON	6-10	YES	YES	YES	F3		GU
EXISTING							
24543.	11-20	YES	YES	YES	F3		GU
POST	0-5	YES	YES	YES	F3		GU
GARZA							
P-GARZA CO MUN	6-10	YES	YES	YES	F3		GU
EXISTING							
24548.11	11-20	YES	YES	YES	F3		GU

TASP NOVEMBER 1975

TASP AIRPORTS  
ALPHABETIC BY ASSOCIATED CITY

ASSOCIATED CITY COUNTY AIRPORT NAME STATUS SITE NO.	Y E A R	N A S P	T A S P	PUB OWN	---ROLE---	
					SYS	OPER
PRESIDIO	0-5	NO	YES	YES	TTM	BU
PRESIDIO NEW	6-10	NO	YES	YES	TTM	BU
NEW	11-20	NO	YES	YES	TTM	BU
QUANAH	0-5	YES	YES	YES	F3	BU
HARFEMAN QUANAH MUN EXISTING 24586.	6-10	YES	YES	YES	F3	GU
	11-20	YES	YES	YES	F3	GU
RANGER	0-5	YES	YES	YES	F3	BU
EASTLAND RANGER MUN REPLACE 24593.	6-10	NO	NO	NO	TSM	BU
	11-20	NO	NO	NO	TSM	BU
RANGER-EASTLAND	0-5	YES	YES	YES	F3	GU
EASTLAND NEW	6-10	YES	YES	YES	F3	GU
NEW	11-20	YES	YES	YES	F3	GU
RANKIN	0-5	NO	YES	YES	TTM	BU
UPTON RANKIN EXISTING 24595.1	6-10	NO	YES	YES	TTM	BU
	11-20	NO	YES	YES	TTM	BU
RAYMONDVILLE	0-5	YES	YES	YES	F3	BU
WILLACY NEW	6-10	YES	YES	YES	F3	BU
NEW	11-20	YES	YES	YES	F3	BU
REFUGIO	0-5	YES	YES	NO	F3	BU
REFUGIO ROOKE FIELD ACQUIRE 24605.	6-10	YES	YES	YES	F3	BU
	11-20	YES	YES	YES	F3	BU
RICHARDSON	0-5	YES	YES	YES	F2	GU
DALLAS SERVICE AREA 12 NEW	6-10	YES	YES	YES	F2	GU
	11-20	YES	YES	YES	F2	GU

TASP NOVEMBER 1975

TASP AIRPORTS  
ALPHABETIC BY ASSOCIATED CITY

ASSOCIATED CITY COUNTY AIRPORT NAME STATUS SITE NO.	Y E A R	N A S P	T A S P	PUB OWN	---ROLE---	
					SYS	OPER
RIO GRANDE CITY	0-5	NO	YES	YES	TTM	BU
STARR						
STARR COUNTY	6-10	NO	YES	YES	TTM	BU
EXISTING						
24612.1	11-20	NO	YES	YES	TTM	BU
ROBERT LEE	0-5	NO	YES	YES	TTM	BU
COKE						
ROBERT LEE	6-10	NO	YES	YES	TTM	BU
EXISTING						
24629.	11-20	NO	YES	YES	TTM	BU
ROBSTOWN	0-5	YES	YES	YES	F3	GU
NUECES						
NUECES CO	6-10	YES	YES	YES	F3	GU
EXISTING						
24631.	11-20	YES	YES	YES	F3	GU
ROBY-ROTAN	0-5	NO	YES	YES	TTM	BU
FISHER						
FISHER COUNTY	6-10	NO	YES	YES	TTM	BU
EXISTING						
	11-20	NO	YES	YES	TTM	BU
ROCKDALE	0-5	NO	YES	NO	TTL	BU
MILAM						
COFFIELD	6-10	NO	YES	YES	TTM	BU
ACQUIRE						
24631.7	11-20	NO	YES	YES	TTM	BU
ROCKPORT	0-5	YES	YES	YES	F3	BT
ARANSAS						
ARANSAS CO	6-10	YES	YES	YES	F3	BT
EXISTING						
24633.	11-20	YES	YES	YES	F2	BT
ROCKSPRINGS	0-5	YES	YES	YES	F3	BU
EDWARDS						
EDWARDS CO	6-10	YES	YES	YES	F3	GU
EXISTING						
24635.2	11-20	YES	YES	YES	F3	GU
ROCKWALL	0-5	YES	YES	YES	F2	BU
ROCKWALL						
ROCKWALL MUN	6-10	NO	NO	NO	TTL	BU
REPLACE						
24638.	11-20	NO	NO	NO	TTL	BU

TASP NOVEMBER 1975

TASP AIRPORTS  
ALPHABETIC BY ASSOCIATED CITY

ASSOCIATED CITY COUNTY AIRPORT NAME STATUS SITE NO.	Y E A R	N A S P	T A S P	PUB OWN	---ROLF---	SYS	OPER
ROCKWALL	0-5	YES	YES	YES	F2	GU	
ROCKWALL	6-10	YES	YES	YES	F2	GU	
SERVICE AREA 27 NEW	11-20	YES	YES	YES	F2	GU	
ROMA	0-5	NO	YES	YES	TTM	BU	
STARR	6-10	NO	YES	YES	TTM	BU	
FALCON ST PARK EXISTING 24642.	11-20	NO	YES	YES	TTM	BU	
ROSENBERG	0-5	YES	YES	NO	F3	BU	
FORT BEND	6-10	YES	YES	YES	F3	BU	
LANE AIRPARK ACQUIRE 24652.	11-20	YES	YES	YES	F3	GU	
SALADO	0-5	NO	YES	NO	TTL	BU	
BELL	6-10	NO	YES	YES	TTM	BU	
SALADO AIRPORT ACQUIRE 24676.1	11-20	NO	YES	YES	TTM	BU	
SAN ANGELO	0-5	YES	YES	YES	S2	GT	
TOM GREEN	6-10	YES	YES	YES	S2	GT	
MATHIS FIELD EXISTING 24693.	11-20	YES	YES	YES	S2	GT	
SAN ANTONIO	0-5	YES	YES	YES	F2	BT	
BEXAR	6-10	YES	YES	YES	S3	BT	
NEW NEW 24694.4	11-20	YES	YES	YES	S3	BT	
SAN ANTONIO	0-5	YES	YES	YES	P2	A1	
BEXAR	6-10	YES	YES	YES	P1	A1	
S. A. INT EXISTING 24709.	11-20	YES	YES	YES	P1	A1	
SAN ANTONIO	0-5	YES	YES	YES	S2	GU	
BEXAR	6-10	YES	YES	YES	S2	GU	
STINSON MUN EXISTING 24708.	11-20	YES	YES	YES	S2	GU	

TASP NOVEMBER 1975

TASP AIRPORTS  
ALPHABETIC BY ASSOCIATED CITY

ASSOCIATED CITY COUNTY AIRPORT NAME STATUS SITE NO.	Y E A R	N A S P	T A S P	PUR OWN	---ROI---	F--- SYS    OPER
SAN AUGUSTINE	0-5	YES	YES	YES	F3	BU
SAN AUGUSTINE						
SAN AUG. CO.	6-10	YES	YES	YES	F3	BU
EXISTING						
24712.71	11-20	YES	YES	YES	F3	BU
SAN BENITO	0-5	NO	YES	YES	TSH	BU
CAMERON						
SAN BENITO MUN	6-10	NO	YES	YES	TSH	GU
EXISTING						
24716.	11-20	NO	YES	YES	TSH	GU
SAN MARCOS	0-5	YES	YES	YES	F3	GU
CALDWELL						
SAN MARCOS MUN	6-10	YES	YES	YES	F3	GU
EXISTING						
24732.	11-20	YES	YES	YES	F3	BT
SAN SABA	0-5	NO	YES	YES	TTM	BU
SAN SABA						
SAN SABA CO	6-10	NO	YES	YES	TTM	BU
EXISTING						
24741.9	11-20	NO	YES	YES	TTM	BU
SATTLER	0-5	NO	NO	NO	TTL	BU
COMAL						
NEW	6-10	NO	YES	YES	TTM	BU
NEW						
	11-20	NO	YES	YES	TTM	BU
SCHULENBURG-WEIM	0-5	NO	YES	YES	TTM	BU
FAYETTE						
NEW	6-10	YES	YES	YES	F3	BU
NEW						
	11-20	YES	YES	YES	F3	BU
SEGUIN	0-5	YES	YES	NO	F2	GU
GUADALUPE						
GUADALUPE CO	6-10	YES	YES	YES	F2	GU
ACQUIRE						
24762.1	11-20	YES	YES	YES	F2	GU
SEMINOLE	0-5	YES	YES	YES	F3	BU
GAINES						
NEW	6-10	YES	YES	YES	F3	BU
NEW						
24770.11	11-20	YES	YES	YES	F3	BU

TASP    NOVEMBER 1975

TASP AIRPORTS  
ALPHABETIC BY ASSOCIATED CITY

ASSOCIATED CITY COUNTY AIRPORT NAME STATUS SITE NO.	Y E A R	N A S P	T A S P	PUR OWN	---ROLE---	
					SYS	OPER
SEYMOUR	0-5	YES	YES	YES	F3	BU
BAYLOR						
SEYMOUR MUN	6-10	YES	YES	YES	F3	BU
EXISTING						
24770.11	11-20	YES	YES	YES	F3	BU
SHAMROCK	0-5	YES	YES	YES	F3	BU
WHEELER						
SHAMROCK MUN	6-10	YES	YES	YES	F3	BU
EXISTING						
24774.1	11-20	YES	YES	YES	F3	BU
SHERMAN-DENISON	0-5	YES	YES	YES	F3	BT
GRAYSON						
GRAYSON CO ARPT	6-10	YES	YES	YES	F3	BT
EXISTING						
24780.	11-20	YES	YES	YES	F2	BT
SILVERTON	0-5	NO	YES	YES	TTM	LS
BRISCOE						
SILVERTON MUN	6-10	NO	NO	NO	TTL	LS
REPLACE						
24799.1	11-20	NO	NO	NO	TTL	LS
SILVERTON	0-5	NO	YES	YES	TTM	BU
BRISCOE						
NEW	6-10	NO	YES	YES	TTM	BU
NEW						
	11-20	NO	YES	YES	TTM	BU
SINTON	0-5	YES	YES	YES	F3	GU
SAN PATRICIO						
SINTON	6-10	YES	YES	YES	F3	GU
EXISTING						
24804.	11-20	YES	YES	YES	F3	GU
SLATON	0-5	YES	YES	YES	F3	BU
LUBBOCK						
SLATON MUN	6-10	YES	YES	YES	F3	BU
EXISTING						
24812.2	11-20	YES	YES	YES	F3	BU
SMITHVILLE	0-5	YES	YES	YES	F3	BU
BASTROP						
SMITHVILLE MUN.	6-10	YES	YES	YES	F3	BU
EXISTING						
24815.11	11-20	YES	YES	YES	F3	BU

TASP NOVEMBER 1975

TASP AIRPORTS  
ALPHABETIC BY ASSOCIATED CITY

ASSOCIATED CITY COUNTY AIRPORT NAME STATUS SITE NO.	Y E A R	N A S P	T A S P	PUB OWN	---ROLE---	
					SYS	OPER
SNYDER	0-5	YES	YES	YES	F3	GU
SCURRY						
WINSTON FIELD	6-10	YES	YES	YES	F3	GU
EXISTING						
24820.1	11-20	YES	YES	YES	F2	GU
SONORA	0-5	NO	YES	YES	TSH	BU
SUTTON						
SONORA MUN	6-10	YES	YES	YES	F3	BU
EXISTING						
24827.3	11-20	YES	YES	YES	F3	BU
SPEARMAN	0-5	YES	YES	YES	F3	BU
HANSFORD						
SPEARMAN	6-10	NO	NO	NO	TSM	BU
REPLACE						
24831.	11-20	NO	NO	NO	TSM	BU
SPEARMAN	0-5	YES	YES	YES	F3	BU
HANSFORD						
NEW	6-10	YES	YES	YES	F3	BU
NEW						
	11-20	YES	YES	YES	F3	BU
SPUR	0-5	NO	YES	YES	TTM	LS
DICKENS						
SPUR MUN	6-10	NO	NO	NO	TTL	LS
REPLACE						
24836.	11-20	NO	NO	NO	TTL	LS
SPUR	0-5	NO	YES	YES	TTM	BU
DICKENS						
NEW	6-10	NO	YES	YES	TTM	BU
NEW						
	11-20	NO	YES	YES	TTM	BU
STAMFORD	0-5	YES	YES	YES	F3	BU
JONES						
ARLEDGE FIELD	6-10	YES	YES	YES	F3	BU
EXISTING						
24841.	11-20	YES	YES	YES	F3	BU
STANTON	0-5	YES	YES	YES	F3	BU
MARTIN						
STANTON MUN	6-10	YES	YES	YES	F3	BU
EXISTING						
24843.13	11-20	YES	YES	YES	F3	BU

TASP NOVEMBER 1975



TASP AIRPORTS  
ALPHABETIC BY ASSOCIATED CITY

ASSOCIATED CITY COUNTY AIRPORT NAME STATUS SITE NO.	Y E A R	N A S P	T A S P	PUR OWN	---ROLE---	SYS	OPER
STEPHENVILLE	0-5	YES	YES	YES	F3		BU
ERATH							
CLARK FIELD MUN	6-10	YES	YES	YES	F3		BU
EXISTING							
24849.	11-20	YES	YES	YES	F2		BU
STERLING CITY	0-5	NO	YES	YES	TTM		BU
STERLING							
NEW	6-10	NO	YES	YES	TTM		BU
NEW	11-20	NO	YES	YES	TTM		BU
STRATFORD	0-5	YES	YES	YES	F3		BU
SHERMAN							
NEW	6-10	YES	YES	YES	F3		BU
NEW	11-20	YES	YES	YES	F3		BU
SULPHUR SPRINGS	0-5	YES	YES	YES	F3		GU
HOPKINS							
S.S. MUN	6-10	YES	YES	YES	F3		BT
EXISTING							
24868.	11-20	YES	YES	YES	F3		BT
SUNRAY	0-5	YES	YES	NO	F3		BU
MOORE							
SUNRAY	6-10	NO	NO	NO	TSM		BU
EXISTING							
24374.2	11-20	NO	NO	NO	TSM		BU
SUNRAY	0-5	YES	YES	YES	F3		BU
MOORE							
NEW	6-10	YES	YES	YES	F3		BU
NEW	11-20	YES	YES	YES	F3		BU
SWEETWATER	0-5	YES	YES	YES	F3		BT
NOLAN							
SWEETWATER MUN	6-10	YES	YES	YES	F3		BT
EXISTING							
24875.	11-20	YES	YES	YES	F2		BT
TAHOKA	0-5	NO	YES	YES	TTM		BU
LYNN							
T-BAR	6-10	NO	YES	YES	TTM		BU
EXISTING							
24881.1	11-20	NO	YES	YES	TTM		BU

TASP NOVEMBER 1975

TASP AIRPORTS  
ALPHABETIC BY ASSOCIATED CITY

ASSOCIATED CITY COUNTY AIRPORT NAME STATUS SITE NO.	Y F A R	N A S P	T A S P	PUB OWN	---ROLE---	SYS	OPER
TAYLOR	0-5	YES	YES	YES	F3		BU
WILLIAMSON							
TAYLOR MUN	6-10	YES	YES	YES	F3		GU
EXISTING							
24889.	11-20	YES	YES	YES	F3		GU
TEAGUE	0-5	NO	YES	YES	TTM		BU
FREESTONE							
MUNICIPAL	6-10	NO	YES	YES	TTM		BU
EXISTING							
24893.1	11-20	NO	YES	YES	TTM		BU
TEMPLE	0-5	YES	YES	YES	F2		RT
BELL							
D-MILLER MUN	6-10	YES	YES	YES	S3		RT
EXISTING							
24895.	11-20	YES	YES	YES	S2		RT
TERRELL	0-5	YES	YES	YES	F2		BU
KAUFMAN							
TERRELL MUN	6-10	YES	YES	YES	F2		BU
EXISTING							
24899.	11-20	YES	YES	YES	F2		BU
TEXARKANA	0-5	YES	YES	YES	S3		GT
BOWIE							
TEXARKANA MUN	6-10	YES	YES	YES	S2		GT
EXISTING							
1188.	11-20	YES	YES	YES	S2		GT
TEXAS CITY	0-5	YES	YES	YES	F3		GU
GALVESTON							
NEW	6-10	YES	YES	YES	F3		RT
NEW							
24905.01	11-20	YES	YES	YES	F3		RT
THROCKMORTON	0-5	NO	YES	YES	TTM		BU
THROCKMORTON							
THROCKMORTON MUN	6-10	NO	YES	YES	TTM		BU
EXISTING							
24921.	11-20	NO	YES	YES	TTM		BU
TILDEN	0-5	NO	NO	NO	TTL		BU
MC MULLEN							
NEW	6-10	NO	YES	YES	TTM		BU
NEW							
	11-20	YES	YES	YES	F3		BU

TASP NOVEMBER 1975

TASP AIRPORTS  
ALPHABETIC BY ASSOCIATED CITY

ASSOCIATED CITY COUNTY AIRPORT NAME STATUS SITE NO.	Y F A R	N A S P	T A S P	PUR OWN	---ROLE---	SYS	OPER
TULIA	0-5	YES	YES	YES	F3		BU
SWISHER	6-10	YES	YES	YES	F3		BU
TULIA EXISTING 24938.	11-20	YES	YES	YES	F3		BU
TYLER	0-5	YES	YES	YES	S3		BT
SMITH POUNDS FIELD	6-10	YES	YES	YES	S3		BT
EXISTING 24947.	11-20	YES	YES	YES	S2		GT
UVALDE	0-5	YES	YES	YES	F3		BT
UVALDE GARNER FIELD	6-10	YES	YES	YES	F2		BT
EXISTING 24955.	11-20	YES	YES	YES	F2		BT
VALLEY MILLS	0-5	NO	YES	YES	TTM		BU
MC LENNAN V. MILLS MUN	6-10	NO	YES	YES	TTM		BU
EXISTING 24959.4	11-20	NO	YES	YES	TTM		BU
VAN HORN	0-5	YES	YES	YES	F3		BU
CULBERSON CULBERSON CO	6-10	YES	YES	YES	F3		GU
EXISTING 24964.	11-20	YES	YES	YES	F3		GU
VEGA	0-5	YES	YES	YES	F3		BU
OLDHAM VEGA-OLDHAM CO.	6-10	YES	YES	YES	F3		BU
EXISTING 24966.61	11-20	YES	YES	YES	F3		BU
VERNON	0-5	YES	YES	YES	F3		BT
WILBARGER WILBARGER CO	6-10	YES	YES	YES	F3		BT
EXISTING 24970.	11-20	YES	YES	YES	F3		BT
VICTORIA	0-5	YES	YES	YES	F2		BT
VICTORIA VICTORIA REG	6-10	YES	YES	YES	F2		BT
EXISTING 24971.	11-20	YES	YES	YES	F2		BT

TASP NOVEMBER 1975

TASP AIRPORTS  
ALPHABETIC BY ASSOCIATED CITY

ASSOCIATED CITY COUNTY AIRPORT NAME STATUS SITE NO.	Y E A R	N A S P	T A S P	PUB OWN	---ROLE---	SYS	OPER
WACO MC LENNAN	0-5	YES	YES	YES	F3		GT
JAMES CONNALLY EXISTING	6-10	YES	YES	YES	F3		GT
24980.	11-20	YES	YES	YES	F3		GT
WACO MC LENNAN	0-5	YES	YES	YES	S3		GT
W-MADISON COOPER EXISTING	6-10	YES	YES	YES	S3		GT
24976.	11-20	YES	YES	YES	S2		GT
WELLINGTON	0-5	YES	YES	YES	F3		BU
COLLINGSWORT MARIAN AIRPARK EXISTING	6-10	YES	YES	YES	F3		BU
24996.	11-20	YES	YES	YES	F3		BU
WESLACO	0-5	YES	YES	YES	F3		GU
HIDALGO MID VALLEY EXISTING	6-10	YES	YES	YES	F3		GU
25001.	11-20	YES	YES	YES	F3		GU
WHARTON	0-5	YES	YES	YES	F3		GU
WHARTON WHARTON MUN EXISTING	6-10	YES	YES	YES	F2		GU
25016.11	11-20	YES	YES	YES	F2		BT
WHEELER	0-5	NO	YES	YES	TTM		BU
WHEELER NEW NEW	6-10	NO	YES	YES	TTM		BU
	11-20	NO	YES	YES	TTM		BU
WHITNEY	0-5	NO	YES	YES	TTM		BU
HILL LAKE WHITNEY S P EXISTING	6-10	NO	YES	YES	TTM		BU
25023.3	11-20	NO	YES	YES	TTM		BU
WICHITA FALLS	0-5	YES	YES	NO	F2		BU
WICHITA KICKAPOO EXISTING	6-10	NO	NO	NO	TPM		BU
25028.	11-20	NO	NO	NO	TPM		BU

TASP NOVEMBER 1975

TASP AIRPORTS  
ALPHABETIC BY ASSOCIATED CITY

ASSOCIATED CITY COUNTY AIRPORT NAME STATUS SITE NO.	Y E A R	N A S P	T A S P	PUB OWN	---ROLE---	SYS	OPER
WICHITA FALLS	0-5	YES	YES	YES	S1		RR
WICHITA							
SHEP AFB/W.F.	6-10	YES	YES	YES	S1		BB
EXISTING							
25029.	11-20	YES	YES	YES	S1		BB
WICHITA FALLS	0-5	YES	YES	YES	S3		BT
WICHITA							
NEW	6-10	YES	YES	YES	S3		BT
NEW							
25028.1	11-20	YES	YES	YES	S2		BT
WILLS POINT	0-5	NO	YES	YES	TTM		BU
VAN ZANDT							
WILLS POINT MUN	6-10	NO	YES	YES	TTM		BU
EXISTING							
25039.1	11-20	NO	YES	YES	TTM		BU
WINK	0-5	YES	YES	YES	F3		BU
WINKLER							
WINKLER CO	6-10	YES	YES	YES	F3		BU
EXISTING							
25049.	11-20	YES	YES	YES	F3		BU
WINNIE	0-5	NO	YES	YES	TTM		BU
CHAMBERS							
NEW	6-10	NO	YES	YES	TTM		BU
NEW							
11-20	NO	YES	YES	YES	TTM		BU
WINNSBORO	0-5	YES	YES	YES	F3		BU
WOOD							
WINNSBORO MUN	6-10	YES	YES	YES	F3		BU
EXISTING							
25054.1	11-20	YES	YES	YES	F3		BU
WINTERS	0-5	NO	YES	YES	TTM		BU
RUNNELS							
WINTERS MUN	6-10	NO	YES	YES	TTM		BU
EXISTING							
25057.1	11-20	NO	YES	YES	TTM		BU
WOODVILLE	0-5	YES	YES	YES	F3		GU
TYLER							
TYLER CO	6-10	YES	YES	YES	F3		GU
EXISTING							
25065.	11-20	YES	YES	YES	F3		GU

TASP NOVEMBER 1975

TASP AIRPORTS  
ALPHABETIC BY ASSOCIATED CITY

ASSOCIATED CITY COUNTY AIRPORT NAME STATUS SITE NO.	Y E A R	N A S P	T A S P	PUB OWN	---ROLE---	SYS	OPER
YOAKUM	0-5	NO	YES	YES	TSH		BU
LAVACA							
YOAKUM MUN	6-10	NO	YES	YES	TSH		BU
EXISTING							
25070.1	11-20	NO	YES	YES	TSH		BU
ZAPATA	0-5	NO	YES	YES	TTM		BU
ZAPATA							
NEW	6-10	NO	YES	YES	TTM		BU
NEW	11-20	YES	YES	YES	F3		BU

TASP NOVEMBER 1975

APPENDIX B  
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BIBLIOGRAPHY

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B-3

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Brazos Valley	Middle Rio Grande
Capital	North East Texas
Central Texas	North Texas
Coastal Bend	Panhandle
Concho Valley	Permian Basin
Deep East Texas	South Plains
East Texas	South Texas
Golden Crescent	Upper Rio Grande
Heart of Texas	West Central Texas
Lower Rio Grande Valley	

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