THE REGIONAL AVIATION SYSTEM PLAN

LONE STAR EXECUTIVE AIRPORT
A FRAMEWORK FOR AIRPORT DEVELOPMENT

The Regional Aviation System Plan (RASP) is the framework for airport development in the 13-county Houston-Galveston region. The plan examines the region's airports, evaluates how well they are performing today, and determines what improvements are needed in the future. The RASP seeks to ensure that the region's airports are preserved, that they have the facilities and capacity to operate safely and efficiently, and that they provide maximum economic benefits to their local communities and the region.

MISSION

The mission of the RASP is to establish a balanced system of general aviation, reliever and commercial airports for all aviation users in the region. The plan provides:

- Air access to each of the region’s counties
- Preservation of the region’s airports
- A safe environment with safe airports
- Capacity to meet current and future aviation demand
- Opportunities for airside and landside development
- Protection from incompatible land uses
- Protection of the environment and sustainable development
- Economic benefits for local communities
- Competitiveness with other Texas regional aviation systems

PLAN OBJECTIVES

- Inventory the facilities and condition of the regionally significant airports in the Houston-Galveston region
- Consult with leaders of the communities in which airports are located
- Identify major issues affecting regional aviation
- Develop goals to guide selection of improvement measures and priorities
- Forecast future aviation demand and assess the capacity of each airport for aviation activity to 2030
- Explore scenarios of unexpected events that could impact the system
- Develop an optimal plan that establishes airport roles and improves safety, efficiency and convenience for users
- Develop a list of projects that result in the optimal plan
- Set priorities for projects to form a logical sequence of plan development
- Provide recommendations for updates to the Texas Airport System Plan (TASP) and the National Plan of Integrated Airport Systems (NPIAS)

PRESERVE EXISTING AIRPORTS

Preserve existing airports through public ownership or public/private partnership for all airports in the NPIAS, and regional partnerships for small publicly owned airports where appropriate.

IMPROVE SAFETY AND SECURITY

Improve safety and security by bringing airports to FAA standards, establishing an emergency airport system, and ensuring security perimeter fencing for all airports.

IMPROVE EFFICIENCY

Improve efficiency by building on each airport’s strengths for better system integration, adding hangars at airports with pent-up demand and sufficient aviation services, and providing essential services, additional facilities or increasing capacity to eliminate constraints.

BENEFIT COMMUNITIES

Benefit communities by establishing protective land use restrictions around airports, adding signs, gateway entrances and landscaping, and encouraging community events at airports.
AIRPORT INVENTORY

An inventory was conducted at 26 public use airports serving general aviation in the Houston-Galveston region. The FAA classifies the nation’s airports according to level of service. The RASP includes 2 commercial service, 10 reliever and 14 general aviation airports as described below:

- Commercial Service – Supports scheduled passenger service by transport aircraft. Primary commercial service airports have more than 10,000 passengers per year.
- Reliever – Relieves congestion at a commercial service airport by providing an alternative for general aviation. Reliever airports typically have at least 100 based aircraft.
- General Aviation – Airports with no scheduled air carrier service or scheduled air carrier service for less than 2,500 passengers per year.

Eighteen of the airports are owned by cities or counties, while eight are privately owned. As shown on the following page, the number of based aircraft varies widely among airports. Chambers County Airport in Anahuac has 11 aircraft, while D.W. Hooks Memorial Airport in north Houston has 478. Ten airports have at least 100 based aircraft.

Instrument approaches aid pilots in landing at airports in low visibility. Twenty-three airports have at least one instrument approach. In addition, seven airports have air traffic control towers.

As shown on the following page, 21 of the system airports have a combined annual economic impact of $14.3 billion. The 10 reliever airports are the heart of the regional aviation system, relieving Bush Intercontinental and Hobby of nearly one million operations and are home to 2,185 aircraft.

<table>
<thead>
<tr>
<th>AIRCRAFT TYPE</th>
<th>BASED AIRCRAFT</th>
<th>PERCENT OF TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-engine propeller</td>
<td>2,181</td>
<td>72%</td>
</tr>
<tr>
<td>Multi-engine propeller</td>
<td>403</td>
<td>13%</td>
</tr>
<tr>
<td>Jet</td>
<td>249</td>
<td>8%</td>
</tr>
<tr>
<td>Helicopter</td>
<td>112</td>
<td>4%</td>
</tr>
<tr>
<td>Glider</td>
<td>11</td>
<td>.4%</td>
</tr>
<tr>
<td>Ultralight</td>
<td>9</td>
<td>.3%</td>
</tr>
<tr>
<td>Military</td>
<td>67</td>
<td>2%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>3,032</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>
## Airport Inventory

### Commercial Service Airports

<table>
<thead>
<tr>
<th>Airport</th>
<th>City</th>
<th>Owner</th>
<th>Longest Runway</th>
<th>Runway Condition</th>
<th>Instrument Approach</th>
<th>Control Tower</th>
<th>Based Aircraft</th>
<th>Aircraft Operations</th>
<th>Economic Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>George Bush Intercontinental Airport</td>
<td>Houston</td>
<td>Public</td>
<td>12,001 ft</td>
<td>*</td>
<td>✓</td>
<td>✓</td>
<td>72</td>
<td>591,700</td>
<td>$10,900</td>
</tr>
<tr>
<td>William P. Hobby Airport</td>
<td>Houston</td>
<td>Public</td>
<td>7,602 ft</td>
<td>*</td>
<td>✓</td>
<td>✓</td>
<td>273</td>
<td>219,000</td>
<td>$2,500</td>
</tr>
</tbody>
</table>

### reliever Airports

<table>
<thead>
<tr>
<th>Airport</th>
<th>City</th>
<th>Owner</th>
<th>Longest Runway</th>
<th>Runway Condition</th>
<th>Instrument Approach</th>
<th>Control Tower</th>
<th>Based Aircraft</th>
<th>Aircraft Operations</th>
<th>Economic Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Texas Gulf Coast Regional Airport</td>
<td>Angleton/Lake Jackson</td>
<td>Public</td>
<td>7,000 ft</td>
<td>*</td>
<td>✓</td>
<td></td>
<td>99</td>
<td>60,000</td>
<td>$30</td>
</tr>
<tr>
<td>David Wayne Hooks Memorial Airport</td>
<td>Houston</td>
<td>Private</td>
<td>7,000 ft</td>
<td>ü</td>
<td>✓</td>
<td>✓</td>
<td>478</td>
<td>247,800</td>
<td>$84</td>
</tr>
<tr>
<td>Ellington Airport</td>
<td>Houston</td>
<td>Public</td>
<td>9,001 ft</td>
<td>*</td>
<td>✓</td>
<td>✓</td>
<td>270</td>
<td>153,200</td>
<td>$345</td>
</tr>
<tr>
<td>Houston Southwest Airport</td>
<td>Arcola</td>
<td>Private</td>
<td>5,000 ft</td>
<td>ü</td>
<td>✓</td>
<td></td>
<td>140</td>
<td>46,400</td>
<td>$13</td>
</tr>
<tr>
<td>La Porte Municipal Airport</td>
<td>La Porte</td>
<td>Public</td>
<td>3,500 ft</td>
<td>*</td>
<td>✓</td>
<td></td>
<td>167</td>
<td>79,400</td>
<td>$17</td>
</tr>
<tr>
<td>Lone Star Executive Airport</td>
<td>Conroe</td>
<td>Public</td>
<td>6,000 ft</td>
<td>*</td>
<td>✓</td>
<td>✓</td>
<td>231</td>
<td>83,900</td>
<td>$152</td>
</tr>
<tr>
<td>Pearland Regional Airport</td>
<td>Pearland</td>
<td>Private</td>
<td>4,313 ft</td>
<td>*</td>
<td>✓</td>
<td></td>
<td>216</td>
<td>87,400</td>
<td>$33</td>
</tr>
<tr>
<td>Scholes International Airport</td>
<td>Galveston</td>
<td>Public</td>
<td>6,001 ft</td>
<td>*</td>
<td>✓</td>
<td>✓</td>
<td>141</td>
<td>35,500</td>
<td>$113</td>
</tr>
<tr>
<td>Sugar Land Regional Airport</td>
<td>Sugar Land</td>
<td>Public</td>
<td>8,000 ft</td>
<td>*</td>
<td>✓</td>
<td>✓</td>
<td>127</td>
<td>75,600</td>
<td>$95</td>
</tr>
<tr>
<td>West Houston Airport</td>
<td>Houston</td>
<td>Private</td>
<td>3,953 ft</td>
<td>*</td>
<td>✓</td>
<td></td>
<td>316</td>
<td>103,000</td>
<td>$17</td>
</tr>
</tbody>
</table>

### General Aviation Airports

<table>
<thead>
<tr>
<th>Airport</th>
<th>City</th>
<th>Owner</th>
<th>Longest Runway</th>
<th>Runway Condition</th>
<th>Instrument Approach</th>
<th>Control Tower</th>
<th>Based Aircraft</th>
<th>Aircraft Operations</th>
<th>Economic Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bay City Municipal Airport</td>
<td>Bay City</td>
<td>Public</td>
<td>5,107 ft</td>
<td>*</td>
<td>✓</td>
<td></td>
<td>43</td>
<td>8,800</td>
<td>$6.60</td>
</tr>
<tr>
<td>Baytown Airport</td>
<td>Baytown</td>
<td>Private</td>
<td>4,334 ft</td>
<td>*</td>
<td>✓</td>
<td></td>
<td>58</td>
<td>9,600</td>
<td></td>
</tr>
<tr>
<td>Chambers County Airport</td>
<td>Anahuac</td>
<td>Public</td>
<td>3,005 ft</td>
<td>*</td>
<td>✓</td>
<td></td>
<td>11</td>
<td>3,000</td>
<td>$6.00</td>
</tr>
<tr>
<td>Cleveland Municipal Airport</td>
<td>Cleveland</td>
<td>Public</td>
<td>4,998 ft</td>
<td>*</td>
<td>✓</td>
<td></td>
<td>43</td>
<td>14,200</td>
<td>$0.90</td>
</tr>
<tr>
<td>Eagle Lake Airport</td>
<td>Eagle Lake</td>
<td>Public</td>
<td>3,801 ft</td>
<td>*</td>
<td>✓</td>
<td></td>
<td>28</td>
<td>13,200</td>
<td></td>
</tr>
<tr>
<td>Houston Executive Airport</td>
<td>Brookshire</td>
<td>Private</td>
<td>6,610 ft</td>
<td>*</td>
<td>✓</td>
<td></td>
<td>37</td>
<td>9,000</td>
<td></td>
</tr>
<tr>
<td>Huntsville Municipal Airport</td>
<td>Huntsville</td>
<td>Public</td>
<td>5,005 ft</td>
<td>*</td>
<td>✓</td>
<td></td>
<td>38</td>
<td>21,400</td>
<td>$8.40</td>
</tr>
<tr>
<td>Liberty Municipal Airport</td>
<td>Liberty</td>
<td>Public</td>
<td>3,801 ft</td>
<td>*</td>
<td>✓</td>
<td></td>
<td>13</td>
<td>5,700</td>
<td>$0.20</td>
</tr>
<tr>
<td>Palacios Municipal Airport</td>
<td>Palacios</td>
<td>Public</td>
<td>5,001 ft</td>
<td>*</td>
<td>✓</td>
<td></td>
<td>16</td>
<td>3,000</td>
<td>$0.20</td>
</tr>
<tr>
<td>Robert R. Wells, Jr. Airport</td>
<td>Columbus</td>
<td>Public</td>
<td>3,800 ft</td>
<td>ü</td>
<td>✓</td>
<td></td>
<td>12</td>
<td>2,800</td>
<td>$0.08</td>
</tr>
<tr>
<td>Weiser Airpark</td>
<td>Houston</td>
<td>Private</td>
<td>3,455 ft</td>
<td>*</td>
<td>✓</td>
<td></td>
<td>78</td>
<td>38,000</td>
<td></td>
</tr>
<tr>
<td>Wharton Regional Airport</td>
<td>Wharton</td>
<td>Public</td>
<td>5,004 ft</td>
<td>*</td>
<td>✓</td>
<td></td>
<td>58</td>
<td>11,800</td>
<td></td>
</tr>
<tr>
<td>North Houston Business Airport</td>
<td>Porter</td>
<td>Private</td>
<td>3,596 ft</td>
<td>ü</td>
<td>✓</td>
<td></td>
<td>56</td>
<td>10,000</td>
<td>$2.20</td>
</tr>
<tr>
<td>Winnie-Stowell Airport</td>
<td>Winnie</td>
<td>Public</td>
<td>3,600 ft</td>
<td>ü</td>
<td>✓</td>
<td></td>
<td>11</td>
<td>3,000</td>
<td>$0.50</td>
</tr>
</tbody>
</table>

1* = Good; ü = Fair.
2In $millions. Texas Department of Transportation, Aviation Division, 2005.
FORECASTS

The RASP projects aviation activity for the 26 system airports in the Houston-Galveston region for 2015, 2020 and 2030. The forecasts include general aviation operations, based aircraft numbers and aircraft fleet mix. The 26 system airports are expected to grow from 1.9 million operations and 2,938 based aircraft in 2008 to more than 2.4 million operations and 3,839 based aircraft in 2030. This growth is at a slightly higher rate than general aviation in the nation and the state. Jets based at regional system airports will increase from 8 percent to 14 percent of the fleet, as the proportion of single-engine propeller aircraft in the fleet drops from 72 percent to 69 percent.
## AVIATION FORECASTS

<table>
<thead>
<tr>
<th>AIRPORT</th>
<th>2008</th>
<th>2030</th>
<th>% CHANGE</th>
<th>ANNUAL GROWTH</th>
<th>2008</th>
<th>2030</th>
<th>% CHANGE</th>
<th>ANNUAL GROWTH</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>COMMERCIAL SERVICE AIRPORTS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>George Bush Intercontinental¹</td>
<td>72</td>
<td>83</td>
<td>15%</td>
<td>0.7%</td>
<td>591,700</td>
<td>629,600</td>
<td>6%</td>
<td>0.3%</td>
</tr>
<tr>
<td>William P. Hobby</td>
<td>273</td>
<td>298</td>
<td>9%</td>
<td>0.4%</td>
<td>219,000</td>
<td>242,800</td>
<td>11%</td>
<td>0.5%</td>
</tr>
<tr>
<td><strong>RELIEVER AIRPORTS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Texas Gulf Coast Regional</td>
<td>99</td>
<td>128</td>
<td>29%</td>
<td>1.3%</td>
<td>60,000</td>
<td>86,500</td>
<td>44%</td>
<td>2.0%</td>
</tr>
<tr>
<td>D.W. Hooks Memorial</td>
<td>478</td>
<td>595</td>
<td>24%</td>
<td>1.1%</td>
<td>247,800</td>
<td>326,300</td>
<td>32%</td>
<td>1.4%</td>
</tr>
<tr>
<td>Ellington Airport²</td>
<td>227</td>
<td>259</td>
<td>14%</td>
<td>0.6%</td>
<td>153,200</td>
<td>191,700</td>
<td>25%</td>
<td>1.1%</td>
</tr>
<tr>
<td>Houston Southwest</td>
<td>140</td>
<td>200</td>
<td>43%</td>
<td>1.9%</td>
<td>46,400</td>
<td>75,500</td>
<td>63%</td>
<td>2.9%</td>
</tr>
<tr>
<td>La Porte Municipal</td>
<td>167</td>
<td>194</td>
<td>16%</td>
<td>0.7%</td>
<td>79,400</td>
<td>96,800</td>
<td>22%</td>
<td>1.0%</td>
</tr>
<tr>
<td>Lone Star Executive²</td>
<td>207</td>
<td>317</td>
<td>53%</td>
<td>2.4%</td>
<td>83,900</td>
<td>131,500</td>
<td>57%</td>
<td>2.6%</td>
</tr>
<tr>
<td>Pearland Regional</td>
<td>216</td>
<td>273</td>
<td>26%</td>
<td>1.2%</td>
<td>87,400</td>
<td>128,200</td>
<td>47%</td>
<td>2.1%</td>
</tr>
<tr>
<td>Scholes International</td>
<td>141</td>
<td>200</td>
<td>42%</td>
<td>1.9%</td>
<td>35,500</td>
<td>48,700</td>
<td>37%</td>
<td>1.7%</td>
</tr>
<tr>
<td>Sugar Land Regional</td>
<td>127</td>
<td>173</td>
<td>36%</td>
<td>1.6%</td>
<td>75,600</td>
<td>101,600</td>
<td>34%</td>
<td>1.6%</td>
</tr>
<tr>
<td>West Houston</td>
<td>316</td>
<td>419</td>
<td>33%</td>
<td>1.5%</td>
<td>103,000</td>
<td>142,500</td>
<td>38%</td>
<td>1.7%</td>
</tr>
<tr>
<td><strong>GENERAL AVIATION AIRPORTS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bay City Municipal</td>
<td>43</td>
<td>61</td>
<td>42%</td>
<td>1.9%</td>
<td>8,800</td>
<td>13,800</td>
<td>57%</td>
<td>2.6%</td>
</tr>
<tr>
<td>Baytown³</td>
<td>31</td>
<td>50</td>
<td>61%</td>
<td>2.8%</td>
<td>9,600</td>
<td>13,900</td>
<td>45%</td>
<td>2.0%</td>
</tr>
<tr>
<td>Chambers County</td>
<td>11</td>
<td>15</td>
<td>36%</td>
<td>1.7%</td>
<td>3,000</td>
<td>5,000</td>
<td>67%</td>
<td>3.0%</td>
</tr>
<tr>
<td>Cleveland Municipal</td>
<td>43</td>
<td>62</td>
<td>44%</td>
<td>2.0%</td>
<td>14,200</td>
<td>21,800</td>
<td>54%</td>
<td>2.4%</td>
</tr>
<tr>
<td>Eagle Lake</td>
<td>28</td>
<td>39</td>
<td>39%</td>
<td>1.8%</td>
<td>13,200</td>
<td>23,300</td>
<td>77%</td>
<td>3.5%</td>
</tr>
<tr>
<td>Houston Executive</td>
<td>37</td>
<td>75</td>
<td>103%</td>
<td>4.7%</td>
<td>9,000</td>
<td>20,000</td>
<td>122%</td>
<td>5.6%</td>
</tr>
<tr>
<td>Huntsville Municipal</td>
<td>38</td>
<td>60</td>
<td>58%</td>
<td>2.6%</td>
<td>21,400</td>
<td>34,700</td>
<td>62%</td>
<td>2.8%</td>
</tr>
<tr>
<td>Liberty Municipal</td>
<td>13</td>
<td>15</td>
<td>15%</td>
<td>0.7%</td>
<td>5,700</td>
<td>8,400</td>
<td>47%</td>
<td>2.2%</td>
</tr>
<tr>
<td>Palacios Municipal</td>
<td>16</td>
<td>25</td>
<td>56%</td>
<td>2.6%</td>
<td>3,000</td>
<td>4,100</td>
<td>37%</td>
<td>1.7%</td>
</tr>
<tr>
<td>R.R. Wells, Jr.</td>
<td>12</td>
<td>19</td>
<td>58%</td>
<td>2.7%</td>
<td>2,800</td>
<td>4,100</td>
<td>46%</td>
<td>2.1%</td>
</tr>
<tr>
<td>Weiser Airpark</td>
<td>78</td>
<td>91</td>
<td>17%</td>
<td>0.8%</td>
<td>38,000</td>
<td>51,200</td>
<td>35%</td>
<td>1.6%</td>
</tr>
<tr>
<td>Wharton Regional</td>
<td>58</td>
<td>76</td>
<td>31%</td>
<td>1.4%</td>
<td>11,800</td>
<td>18,900</td>
<td>60%</td>
<td>2.7%</td>
</tr>
<tr>
<td>North Houston Business</td>
<td>56</td>
<td>99</td>
<td>77%</td>
<td>3.5%</td>
<td>10,000</td>
<td>19,000</td>
<td>90%</td>
<td>4.1%</td>
</tr>
<tr>
<td>Winnie-Stowell</td>
<td>11</td>
<td>13</td>
<td>18%</td>
<td>0.8%</td>
<td>3,000</td>
<td>4,200</td>
<td>40%</td>
<td>1.8%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>2,938</td>
<td>3,839</td>
<td>31%</td>
<td>1.4%</td>
<td>1,936,400</td>
<td>2,444,100</td>
<td>26%</td>
<td>1.2%</td>
</tr>
</tbody>
</table>

¹New operations forecasts for George Bush Intercontinental were completed in February 2011.
²The forecasts do not include 43 military aircraft at Ellington Airport and 24 at Lone Star Executive Airport.
³The number of aircraft at Baytown increased to 58 after the forecasts were completed.
AIRPORT SYSTEM

The recommended roles for the system airports are shown in the table on the right. The regional aviation system has 2 primary (P) commercial service airports (CMS) and 10 reliever airports (R). The 14 remaining general aviation (GA) airports are classified as business/corporate airports (BC), community service airports (CS) and basic service airports (BS). Currently, five airports in the system are not in the NPIAS and three are not in the TASP.
Most of the region's residents live within a 30-minute drive of a public-use airport.

The H-GAC region consists of Austin, Brazoria, Chambers, Colorado, Fort Bend, Galveston, Harris, Liberty, Matagorda, Montgomery, Walker, Waller and Wharton counties.
THE OPTIMAL PLAN

Based on current issues at the system airports and predicted airside and landside capacity shortfalls over the next 20 years, an optimal plan is developed. The optimal plan consists of existing airport projects and proposed projects to increase capacity, eliminate inefficiencies and expand capabilities. The RASP includes airport improvements planned by the Houston Airport System (HAS), TxDOT and projects recommended by this study. The airport projects are classified as short-term (2010-2015), mid-term (2016-2020) and long-term (2021-2030). The total cost of the RASP is $2.28 billion over the next 20 years and includes $1.9 billion for HAS projects, $275 million for TASP projects and $87 million for projects recommended by this study. Improvements identified in the RASP are classified by program objective.
AIRPORT IMPROVEMENT COSTS

PROGRAM OBJECTIVES

- Safety - projects that improve safe aircraft operations.
- Preservation - projects that preserve the functional or structural integrity of the airport.
- Standards - improvements required to bring the airport to design standards for current users.
- Upgrade - improvements required to expand the airport to accommodate larger aircraft consistent with the airport's system role.
- Capacity - expansion required to accommodate more aircraft or higher activity levels.

OBJECTIVE ($000)

<table>
<thead>
<tr>
<th>Objective</th>
<th>Commercial Service</th>
<th>Reliever</th>
<th>General Aviation</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety</td>
<td>$26,350</td>
<td>$21,009</td>
<td>$3,416</td>
<td>$50,775</td>
</tr>
<tr>
<td>Preservation</td>
<td>$96,300</td>
<td>$90,639</td>
<td>$25,077</td>
<td>$212,016</td>
</tr>
<tr>
<td>Standards</td>
<td>$163,101</td>
<td>$40,523</td>
<td>$3,317</td>
<td>$206,941</td>
</tr>
<tr>
<td>Upgrade</td>
<td>$539,696</td>
<td>$46,073</td>
<td>$15,349</td>
<td>$601,118</td>
</tr>
<tr>
<td>Capacity</td>
<td>$1,015,805</td>
<td>$88,807</td>
<td>$32,836</td>
<td>$1,137,448</td>
</tr>
<tr>
<td>Misc</td>
<td>$29,439</td>
<td>$35,039</td>
<td>$2,837</td>
<td>$67,315</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>$1,870,691</td>
<td>$322,090</td>
<td>$82,832</td>
<td>$2,275,613</td>
</tr>
</tbody>
</table>

Priority: 0-5 = 2010 to 2015; 6-10 = 2016 to 2020; 11-20 = 2021 to 2030
The RASP presents a series of recommendations to include projects listed in this study, prospective changes to the National Plan of Integrated Airport Systems (NPIAS) and Texas Airport System Plan (TASP), and recommended policy changes at the Federal and State levels. The plan does not recommend construction of a new airport in the Houston-Galveston regional aviation system.
**NPIAS**

The FAA developed the NPIAS to plan for airports and heliports of national importance. The NPIAS classifies airports by their service levels and the roles they play in the national airport system.

Five system airports are not in the NPIAS: Baytown Airport, Houston Executive Airport, R.R. Wells, Jr. Airport, Weiser Airpark and North Houston Business Airport. Currently, no airport is eligible to be added to the NPIAS. However, Baytown Airport, Houston Executive Airport and North Houston Business Airport may become eligible in the next few years if the demand exceeds the forecasts.

**TASP**

TxDOT has published eligibility standards for TASP airports. All commercial service and reliever airports in the NPIAS are included in the TASP. The TASP classifies airports according to their role in meeting airport system goals and objectives.

Three system airports are not in the TASP: Baytown Airport, Weiser Airpark and North Houston Business Airport. The RASP recommends adding Baytown Airport and North Houston Business Airport to the TASP.

**POLICY**

The regional aviation system was developed under existing FAA and TxDOT policies that have changed little over the years. This study identifies potential changes in policies that would improve aviation in the Houston-Galveston region by supporting a balanced system of general aviation, reliever and commercial airports. The policies support preservation of existing airports, enhancement of safety and operational efficiency, and maximization of aviation opportunities in local communities and in the region. The recommended policies are consistent with the FAA's goal of ensuring that aviation is as safe and efficient as possible, and with TxDOT's goal of providing adequate access by air to the population and economic activity centers of Texas.
2011 H-GAC BOARD OF DIRECTORS

CHAIR
HON. CRAIG DOYAL
Montgomery County Commissioner

CHAIR ELECT
HON. DELORES MARTIN
Mayor, City of Manvel

VICE CHAIR
HON. ED EMMETT
Harris County Judge

AUSTIN COUNTY
HON. CAROLYN C. BILSKI
County Judge

BRAZORIA COUNTY
HON. STACY ADAMS
Commissioner

CHAMBERS COUNTY
HON. GARY NELSON
Commissioner

COLORADO COUNTY
HON. TY PRAUSE
County Judge

FORT BEND COUNTY
HON. ANDY MEYERS
Commissioner

GALVESTON COUNTY
HON. KEN CLARK
Commissioner

HARRIS COUNTY
HON. ED EMMETT
County Judge

HON. JACK MORMAN
Commissioner

LIBERTY COUNTY
HON. TODD FONTENOT
Commissioner

MATAGORDA COUNTY
HON. NATE MCDONALD
County Judge

MONTGOMERY COUNTY
HON. CRAIG DOYAL
Commissioner

WALKER COUNTY
HON. B. J. GAINES, JR.
Commissioner

WALLER COUNTY
HON. GLENN BECKENDORFF
County Judge

WHARTON COUNTY
HON. CHRIS KING
Commissioner

CITY OF BAYTOWN
HON. BRANDON CAPETILLO
Councilman

CITY OF CONROE
HON. TOBY POWELL
Councilman

CITY OF DEER PARK
HON. THANE HARRISON
Councilman

CITY OF FRIENDSWOOD
HON. BILL HOLBERT
Councilmember

CITY OF GALVESTON
HON. JOE JAWORSKI
Mayor

CITY OF HOUSTON
HON. ANNE CLUTTERBUCK
Council Member

HON. ANNISE PARKER
Mayor

CITY OF HUNTSVILLE
HON. JAMES M. TURNER
Mayor

CITY OF LA PORTE
HON. CHUCK ENGELKEN, JR.
Councilperson

CITY OF LAKE JACKSON
HON. BOB GETER
Councilman

CITY OF LEAGUE CITY
HON. MICK PHALEN
Councilman

CITY OF MISSOURI CITY
HON. BOBBY MARSHALL
Councilman

CITY OF PASADENA
HON. DARRELL MORRISON
Councilman

CITY OF PEARLAND
HON. TOM REID
Mayor

CITY OF SUGAR LAND
HON. THOMAS ABRAHAM
Council Member

CITY OF TEXAS CITY
HON. DEE ANN HANEY
Commissioner

HOME RULE CITIES
HON. CECIL WILLIS
Councilman, City of Stafford

HON. KERRY NEVES
Councilman, City of Dickinson

GENERAL LAW CITIES
HON. TERRY HENLEY
Alderman, City of Meadows Place

HON. DELORES MARTIN
Mayor, City of Manvel

INDEPENDENT SCHOOL DISTRICTS
HON. LOUIS TUCKER
Trustee, Waller ISD

2011 TRANSPORTATION POLICY COUNCIL OFFICERS

CHAIRMAN
HON. JAMES PATTERSON
Fort Bend County Commissioner

1ST VICE CHAIR
HON. ED EMMETT
Harris County Judge

2ND VICE CHAIR
HON. NORMAN BROWN
Liberty County Commissioner

SECRETARY
HON. TOM REID
Mayor, City of Pearland
The first powered aircraft flight in Texas occurred in South Houston on February 18, 1910.

11,767 pilots and 5,707 registered aircraft in the 13-county region.

154 airports/airstrips, including 46 public-use airports and 26 system airports in the 13-county region.

Oldest system airport – Ellington Airport, 1917.


Longest system airport runway – Bush Intercontinental, 12,001 feet.

Shortest system airport runway – Chambers County, 3,005 feet.

3,032 aircraft based at system airports including 249 jets, 403 multi-engine and 2,181 single-engine aircraft.

The largest aircraft to land at a system airport – Russian Antonov An-124 Condor.

7 air traffic control towers handle 1.4 million takeoffs and landings each year – 74 percent of the system’s activity.

Houston air traffic control’s airspace is 135 nautical miles long.
The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration (Project Number 3-48-D301-001-2008) as provided under Title 49 U.S.C., Section 47104. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of this report by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable or would have justification in accordance with appropriate public laws.