



Texas Department of Transportation

AVIATION DIVISION

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October 21, 2014

Mr. Jeff Kloska
Meacham International Airport Manager
4201 Main Street, Suite 200
Fort Worth, TX 76106

Mr. Kloska.

TxDOT's Aviation Division has received your September 12, 2014, letter respectfully requesting TxDOT Aviation to reconsider this office's declining of grant funding assistance for reconstruction of Runway 09/27 at Fort Worth Meacham International Airport. Funding participation assistance was declined after reviewing Meacham's January 17, 2014, letter of interest submitted requesting consideration for design and reconstruction of Runway 09/27. Repair and reconstruction of this runway would be extensive and, as stated in the letter of interest, estimated to cost \$4,000,000.

The request for funding assistance for the reconstruction of Runway 09/27 remains declined due to the runway being ineligible for funding through the FAA's Airport Improvement Program (AIP). The latest version of the AIP Handbook, FAA Order 5100.38D, effective September 30, 2014, states that per FAA policy, only a single runway at an airport may be funded unless there is determination that an additional runway is justified. The requirements, justification, and eligibility for runways are listed in Table 3-7 of the AIP Handbook. A runway that is not a Primary Runway, a Secondary Runway, or a Crosswind Runway is considered to be an Additional Runway. Additional Runways are not eligible for funding and any development such as marking, lighting, or maintenance projects on an additional runway is also ineligible.

Table 3-7 of the AIP Handbook lists four runway types (Primary, Crosswind, Secondary, and Additional), their criteria, and AIP project eligibility. Runway 16/34 at Meacham would be considered the Primary Runway eligible for development consistent with FAA design and engineering standards. For a runway to be designated a Crosswind Runway, the wind coverage on the Primary Runway must be less than 95% in order for the runway to be eligible if justified for funding. The wind coverage for Runway 16/34 is listed as 98.3% in both the 2004 Airport Master Plan and on the latest Airport Layout Plan currently under review. As the wind coverage for Runway 16/34 is greater than 95%, any additional runways at Meacham cannot be designated a Crosswind Runway for AIP funding eligibility per Table 3-7b(1) criteria. The remaining type of runway that may receive AIP funding is a Secondary Runway. A runway may be designated as a Secondary Runway if it meets the criteria from Table 3-7c. Runway 17/35 satisfies the criteria of a Secondary Runway at Meacham.

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Runway 09/27 is a nonprimary runway that does not meet the requirements to be designated a crosswind runway and does not meet the requirements from Table 3-7 to be designated a secondary runway. As such, Runway 09/27 is an Additional Runway by AIP definition and is ineligible for project funding.

In addition to the FAA AIP Handbook, TxDOT Aviation follows internal guidance provided in our Policies and Standards document. As stated in a letter dated December 19, 2013, from Mr. Greg Miller, Director of Planning and Programming for TxDOT Aviation, it has been [TxDOT Aviation's] practice to limit major project funding to two runways per airport and that the Division's Policies and Standards documents state that for airports with crosswind runways not needed for wind coverage, reconstruction is considered a low priority and may not be funded.

Fort Worth Meacham International should not expect funding participation through the TxDOT Aviation's Capital Improvement Program for the reconstruction of Runway 09/27 based on the runway's ineligibility for program funds through the AIP and from TxDOT Aviation Policies and Standards regarding crosswind runways.

Respectfully,



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eCC Greg Miller, Director of Planning and Programming, TxDOT Aviation
eCC Ruseena Johnson, Capital Programs Specialist, Fort Worth Meacham International Airport
eCC William Welstead, Airport System Director, Fort Worth Aviation Department

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