

**Aransas County Airport Advisory Board**  
**Aransas County Airport**  
**421 John D. Wendell Road**  
**Rockport, Texas 78382**

**MINUTES OF SPECIAL MEETING**  
**May 25, 2010**

The meeting opened at 10:30 am. Members present were: Thurman Dobbs, Bob Kuhn, Travis McDavid, Duane Scheumack, and Frank Shumate. Bull Walker was absent. Airport Manager Gene Johnson attended. Also in attendance: Judge Burt Mills and County Commissioners Bubba Casterline, Howard Murph, and Charles Smith. Keith Snodgrass with TXDOT was also present.

1. Airport Runway Safety Area Discussion:

Special Meeting called to set the record straight regarding Airport Design and Classification and Airport Runway Safety Areas as it applies to FM 1781.

Keith with TXDOT spoke and advised that the Aransas County Airport is officially classified as a C-2 by the FAA due to the type of aircraft and amount of traffic (500 annual operations necessary). The Airport does not currently have that many operations nor large commercial airplanes, and therefore, a C-2 designation is not necessary. A C-2 can be a Boeing 757 down to a linear jet and there is not much difference between C-2 and B jets. Also, in order to keep the C-2 designation, that particular portion of FM 1781 would have to be closed since the Airport is currently not in compliance due to the runway safety area. Keith defined runway safety area as having enough space so that a plane will not be damaged if it goes off the runway. Keith furnished Airport Design Standards and Airport Design drawings for Approach Categories A and B as well as Approach Categories C and D (attached). Aransas County is classified as C-2 (#7 under Categories C and D) but is actually functioning as a B-2 (#4 under Categories A and B). The only necessity for staying at a C-2 would be if large commercial airplanes would come in—otherwise a B-2 classification would suffice as in full compliance, and closing 1781 would not be necessary. To keep C-2 status would require closing 1781 and filling in Copano Bay in order to comply with RSA. Anytime major runway work is performed, full FAA compliance is required. Also, in connection with grants, etc., the Airport would not be required to keep C-2 status. After closer scrutiny, the Airport could not do what is required anyway to keep in fully compliance, so changing to B-2 status seems the logical solution. Bob Kuhn spoke on the change of classification being a great alternative to more closely match traffic. There was also discussion on parties responsible for maintenance of 1781. The County would probably be responsible, but the City could also take part. On another note, changing classification does not fix the land swap issue—that still must take place.

After further discussion, the Board decided to seek Commissioners' Court approval at its next meeting to reclassify the Airport as a B-2. The Board also requested the reclassification from TXDOT.

2. Meeting Adjourned 11:10 am.

Respectfully submitted,

*Linda Garcia*

Linda Garcia, Acting for Bull Walker