

Mid Valley Airport



**Weslaco,
Texas**



Airport Master Plan

EXECUTIVE SUMMARY

Background

Located just a few highway miles from the regional commercial centers of Harlingen and McAllen, the Weslaco Mid Valley Airport is poised to serve as the premiere corporate aviation facility serving the heart of the Rio Grande Valley of Texas. The Gulf of Mexico and South Padre Island lie at Weslaco's front door for the vacation traveler. With 175 acres designated as Foreign Trade Zone, access to Mexico and NAFTA-enhanced trade and manufacturing is closer than the five miles to the Progreso International Bridge...it is on the airfield.

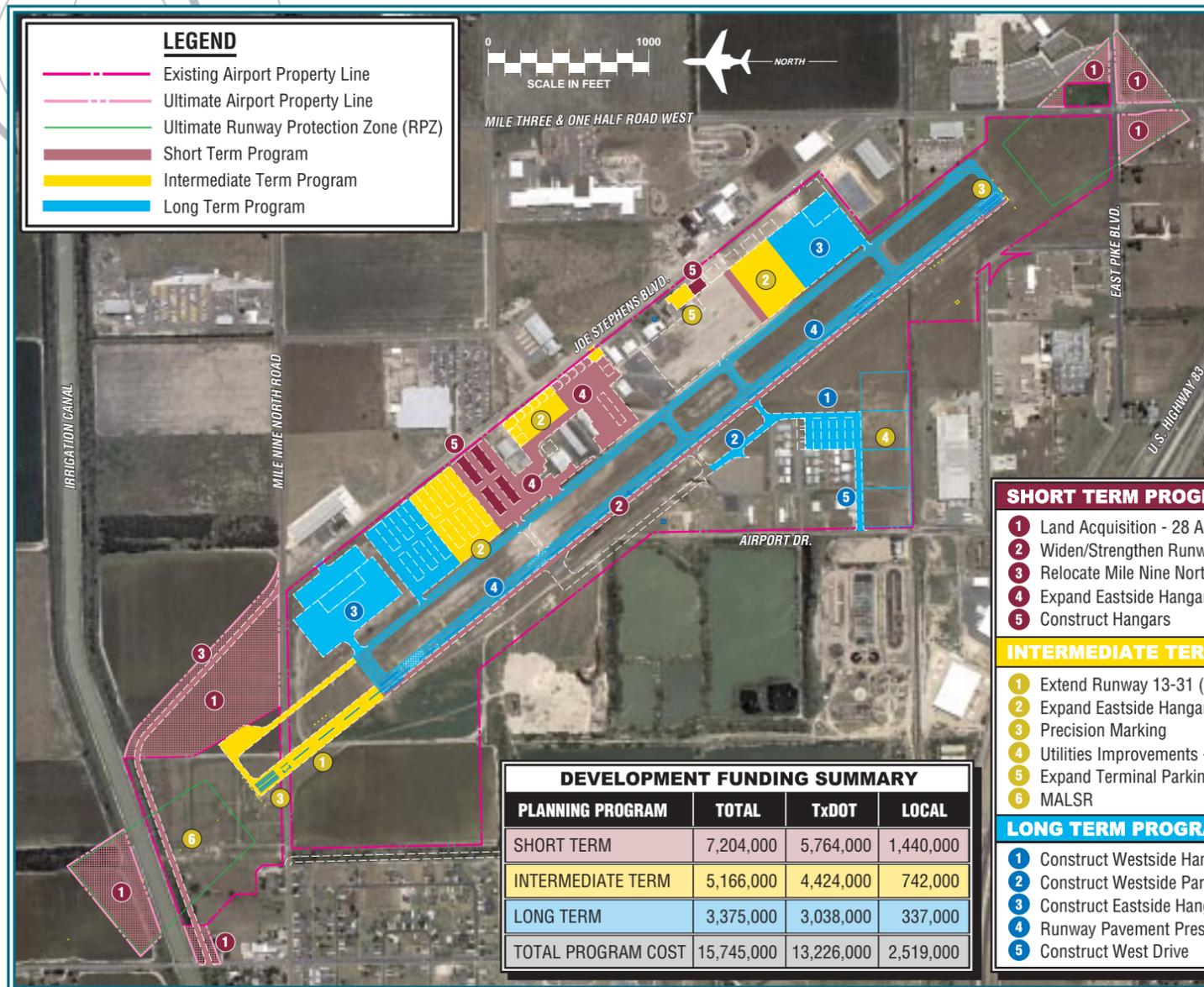
Mid Valley Airport is classified as a General Aviation airport, with a based aircraft fleet mix of corporate jet aircraft, high performance turboprop aircraft, multi-engine and single engine pleasure and training aircraft. The services that support Mid Valley Airport are:

- ±5,000-Foot Lighted Runway
- Instrument approach capability, including a GPS with a 1 mile visibility minimum
- AWOS (Automated Weather Reporting)
- 24-Hour Self-Serve Fuel Station
- Major Airframe and Powerplant Maintenance Service
- Aircraft Training and Instruction
- Customer and Pilots' Lounge

Mid Valley Airport is poised to serve the region as a reliever airport to the two commercial air centers: McAllen and Harlingen. To provide for the anticipated increase in corporate jet traffic, the master plan proposes runway and taxiway improvements, expanding the existing Runway 13-31 to a full 6,000 feet in length by 100 feet in width. The extension of the runway will require expanded safety areas. Both of these elements of the plan are subject to land acquisition and road relocation, which are, therefore, among the first expenditures proposed. The construction of new aircraft storage facilities and apron areas will be needed to meet a demand which already exists.

The potential for air cargo service is also provided for within the master plan. The provision for aircraft apron, a sorting building, and a hangar for a just-in-time cargo service are depicted on the airport graphic. Industries that wish to locate on the airport can further develop facilities on two-acre tracts set aside for this purpose on the west side of the airport. Air cargo operations for the short through long-term should be provided as needed. The facilities are projected to initially accommodate a feeder status of smaller type cargo aircraft, such as the Cessna Caravan.

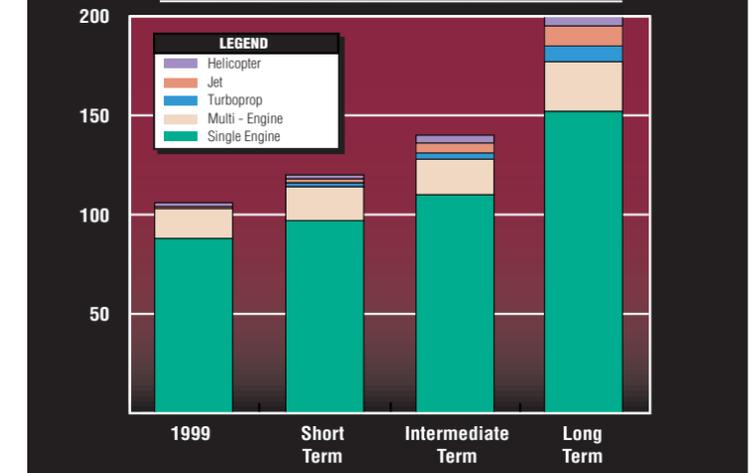
Recommended Development Program



FORECAST SUMMARY

CATEGORY	Historical	Forecasts		
	1999	Short Term	Intermediate Term	Long Term
Annual Operations				
Itinerant				
AirTaxi	400	500	1,000	2,000
General Aviation	15,000	16,200	18,900	27,000
Military	200	500	1,000	2,000
Total Itinerant	15,600	17,200	20,900	31,000
Local	16,000	19,800	23,100	33,000
Total Operations	31,600	37,000	44,000	64,000
AIAs	8	240	280	400
Based Aircraft				
Single Engine	88	97	110	152
Multi-engine	15	17	18	25
Turboprop	0	2	3	8
Jet	1	2	5	10
Helicopter	2	2	4	5
Total Based Aircraft	106	120	140	200

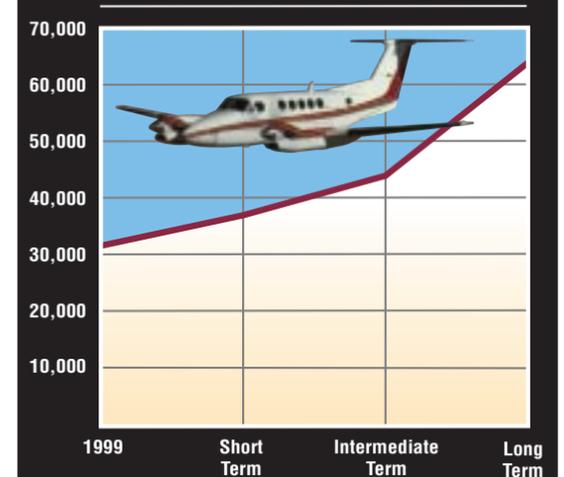
BASED AIRCRAFT FORECAST



Airport Development

Proper planning of a facility must first consider the demand levels which could be experienced at the airport in the future. In many instances, demand levels correlate directly with the size and types of facilities required. For example, the increase in based aircraft has a direct influence on the number of storage facilities required. The detailed forecast considered historical trends to produce a reasonable projection of aviation activity at Mid Valley Airport over the next 20 years. These projections were then translated into planning horizons, or milestones of activity. Facility development schedules were then planned to accommodate the level of demand associated with each planning horizon. By planning according to demand level milestones, Mid Valley Airport can make facility development decisions based upon need rather than dates in time. As a result, the City of Weslaco is able to make financially responsible decisions, based upon activity driven needs.

OPERATIONS FORECAST



Airport Economic Impact

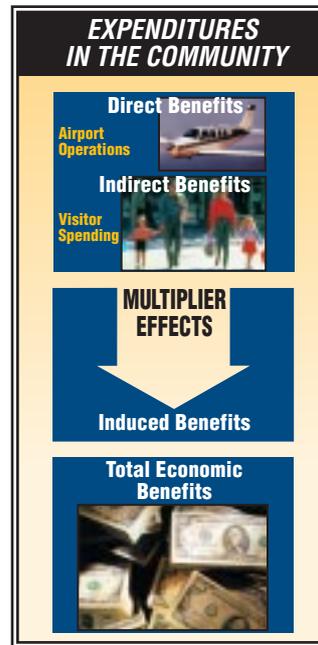
Other than providing general aviation services to the City of Weslaco and the mid-Rio Grande Valley region, Mid Valley Airport has a significant economic impact on the local economy. The airport creates jobs, produces income, and attracts commerce to the city. An economic impact study was prepared for the airport in 1999 by the American Association of Airport Executives.

Quantitative Benefits

The study notes that the Weslaco Mid Valley Airport is a significant asset to the economic base of Weslaco and the surrounding area. The direct economic impact for 1998 (spending by on-airport service providers) was estimated to be \$2,950,000. At the same time, the airport provided 21 full time jobs. The induced impact (the "respending" of the dollars associated with direct and indirect spending, i.e. hotel laundry service or groceries for restaurants) in 1998 was estimated to be \$5,900,000. The savings in transportation expense as a result of the availability of the airport for 1998 was \$870,916.

Nonquantitative Benefits

Airports create significant social and economic benefits that are not easily measured. Air transportation allows freedom for individuals to travel to satisfy their preferences and needs, and may make the local economy more competitive, providing businesses ready access to markets, materials, and international commerce. Airports also bring essential services to the community such as enhanced medical ambulance services, law enforcement, and just-in-time cargo delivery. These capabilities raise the quality of life for residents and maintain a competitive environment for economic development.



Development Funding

Proposed development will require a total commitment of \$15.7 million in today's dollars (2001). Most of this expense will need to be obtained from other than airport sources. As indicated in the table, the airport should be able to attract approximately \$13.2 million in federal and state grants-in-aid administered by the Texas Department of Transportation (TxDOT) - Aviation Division. The remaining costs are required to be locally-funded.

The Mid Valley Airport Master Plan provides a blueprint for development to meet the challenges of the future and ensure that the airport remains a viable, safe, and productive facility. The plan is not intended to happen overnight. Rather, it will require long term community development, coordination, and cooperation over many years.

SUMMARY OF ECONOMIC BENEFITS - 1998	
Direct Impact	\$2,950,000
Induced Impact	\$5,900,000
Employment	21
Savings in Transportation Expense	\$870,916

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