INVENTORY

AIRPORT BACKGROUND

Odessa Airport-Schlemeyer Field (ODO) is situated approximately five miles north-northeast of the City of Odessa, in Ector County, Texas. Odessa, with a population of 122,630[1], is the primary city within the Odessa metropolitan statistical area (MSA), which is part of the larger Midland-Odessa combined statistical area. The area is one of the fastest growing in the United States, due in large part to its role in the energy sector. The Permian Basin, encompassing more than 86,000 square miles in west Texas and southeastern New Mexico, is the largest oil and natural gas producer in the country. Since oil was first discovered in Odessa in 1927, the city's economy has been characterized by a boom/bust cycle that can be directly linked to the energy market. In addition to oil, Odessa is recognized nationally for its sports culture, with high school football serving as an economic driver in the community.

ODO's history dates back to 1945, when the airport was constructed to serve U.S. military efforts during World War II. Like many airports across the country, the airport was deeded to the local municipality after the war ended, with Ector County assuming ownership and responsibility of the field. Over the years, the airport has been the recipient of both federal and state grants which have funded construction and improvement projects to both the airfield and associated landside buildings. Today, ODO encompasses approximately 790 acres at an elevation of 3,004 feet above mean sea level. The airport serves a wide range of general aviation activities on its three runways and continues to attract users from all over Texas and beyond.

Exhibit 2 depicts the airport in its regional setting.

Airport Terminal Building

CLIMATE

Climate plays an important role in airport planning and preparing for weather conditions enhances the use of an airport. For example, high temperatures and humidity increase runway length requirements, while cloud cover percentages and frequency of inclement weather determine the need for navigational aids and lighting. Knowledge of these weather conditions during the planning process allows the airport to prepare for any improvements that may be needed on the airfield.

[1] U.S. Census Bureau, 2020 American Community Survey

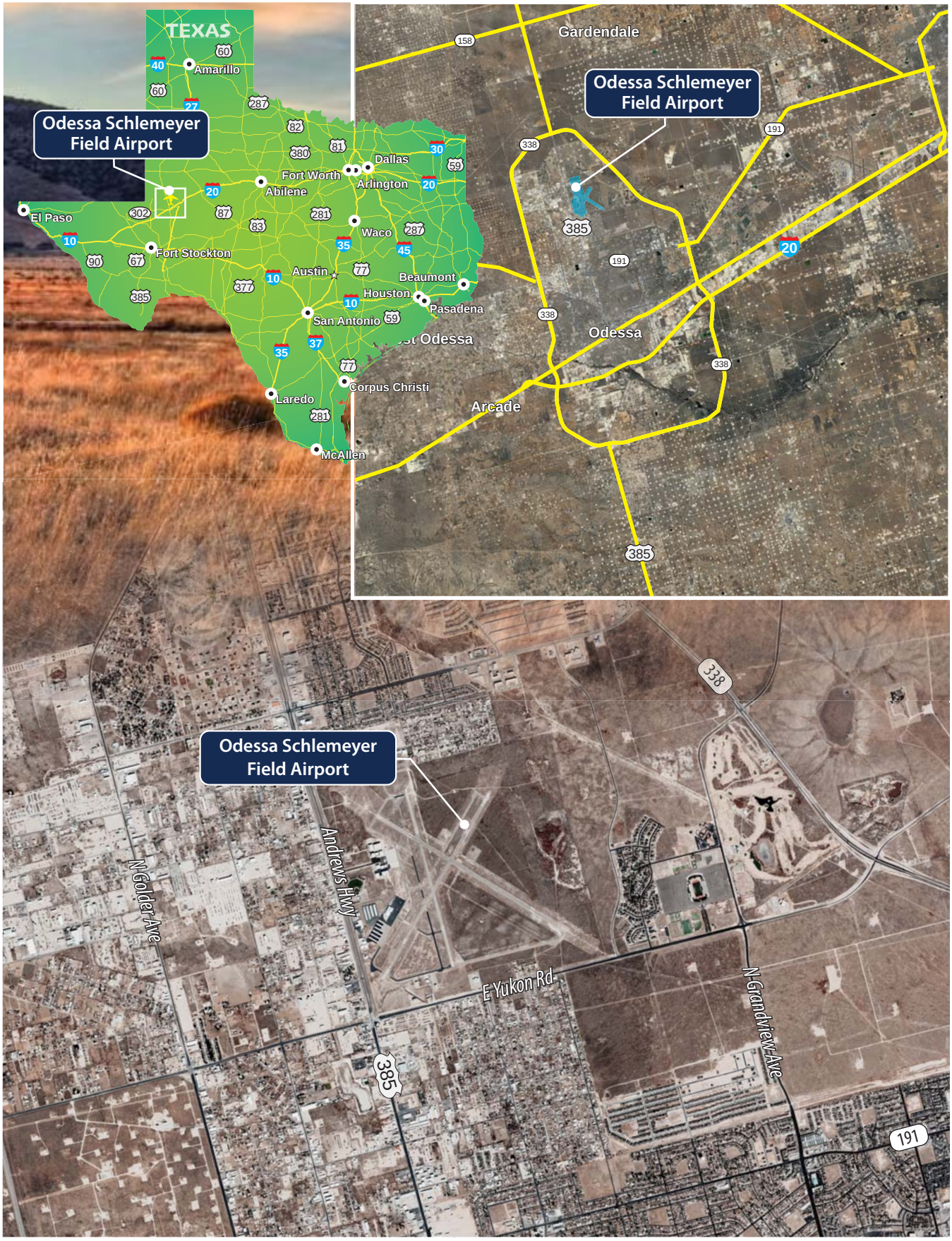

TEXAS
Odessa Schlemeyer Field Airport
Amarillo
Dallas
Fort Worth
Arlington
Abilene
El Paso
Waco
Fort Stockton
Austin
Beaumont
Houston
Pasadena
San Antonio
Laredo
Corpus Christi
McAllen
Gardendale
Odessa
Arcade
Andrews Hwy
N Golder Ave
E Yukon Rd
N Grandview Ave

Exhibit 3 summarizes temperature data sourced from the airport's Automated Surface Observation System (ASOS). The data shown represents total weather observations between 1991 and 2020. The hottest month is July, with a mean maximum high temperature of 95.3 degrees Fahrenheit (F), and January is the coldest month with minimum temperature of 31.7 degrees. Most precipitation occurs during the month of September, which records an average of 1.94 inches of rain.

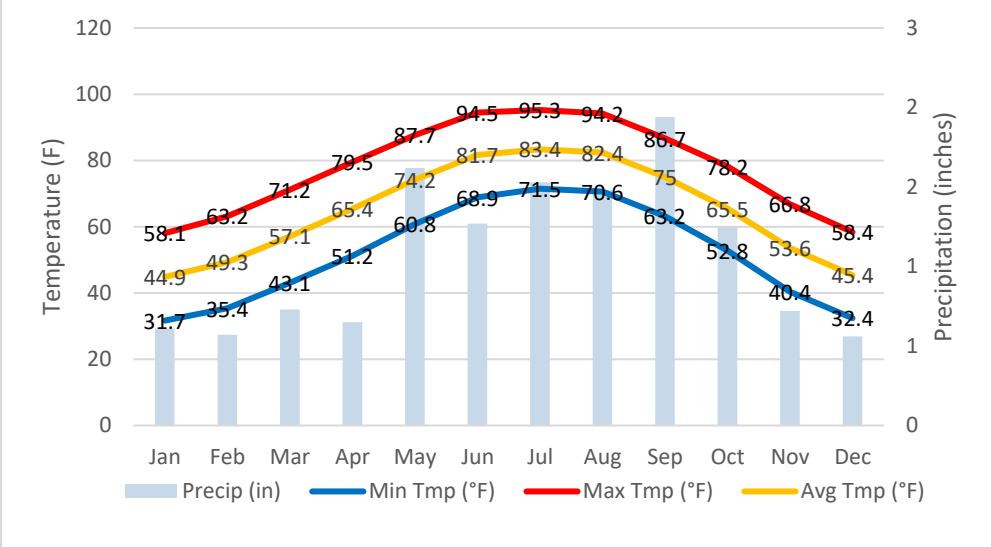


Exhibit 3 – Climate Data

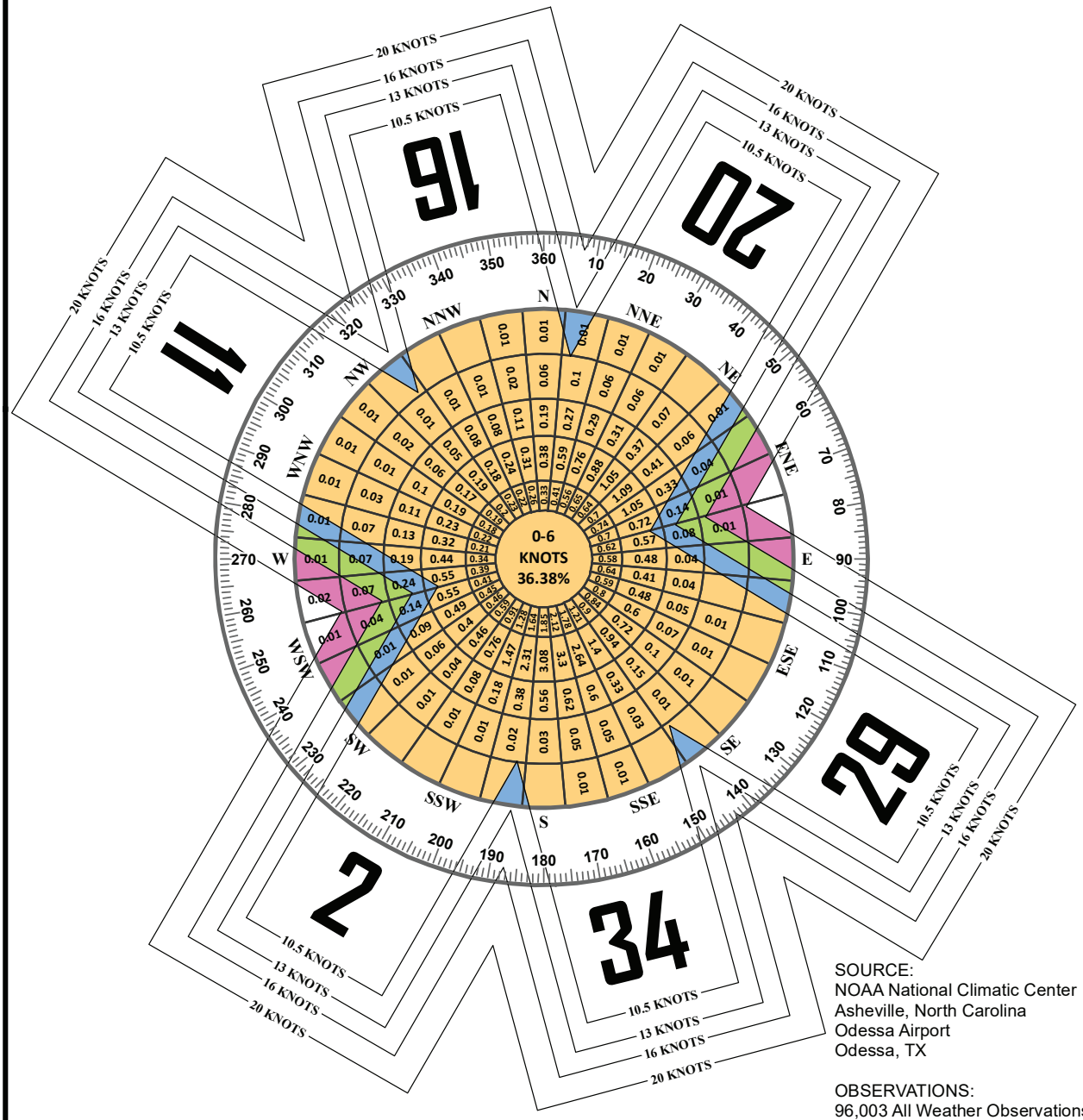
Wind data has also been collected from the airport's ASOS, including wind speeds, direction, and gusts. A total of 96,003 observations of wind direction and other data points were made over a 10-year period beginning January 1, 2011, and ending December 31, 2020, which is the most recent data available for this airport. For the operational safety and efficiency of an airport, it is desirable for the runway to be oriented as close as possible to the direction of the prevailing wind. This reduces the impact of wind components perpendicular to the direction of travel of an aircraft that is landing or taking off.

Exhibit 4 presents the associated wind coverage for the runway system at ODO. Combined, the three runways provide 98.68 percent coverage at 10.5 knots and greater than 99 percent coverage at 13 through 20 knot conditions in all weather conditions. The FAA standard for crosswind coverage is that if the primary runway provides for less than 95 percent coverage, a crosswind runway is justified. Individually, no single runway provides 95 percent or greater wind coverage until the 16-knot component. The eligibility for each runway will be discussed in greater detail in the Forecasts and Facility Requirements sections.

ECONOMIC IMPACT

In 2018, TxDOT Aviation undertook an Economic Impact Study to determine the impact and relationship of airports in Texas within the state's economy. According to the study, ODO is home to several on-airport businesses and is used by visitors from all over the state. Additionally, operations related to the energy sector (oil, gas, wind, and solar) occur frequently.

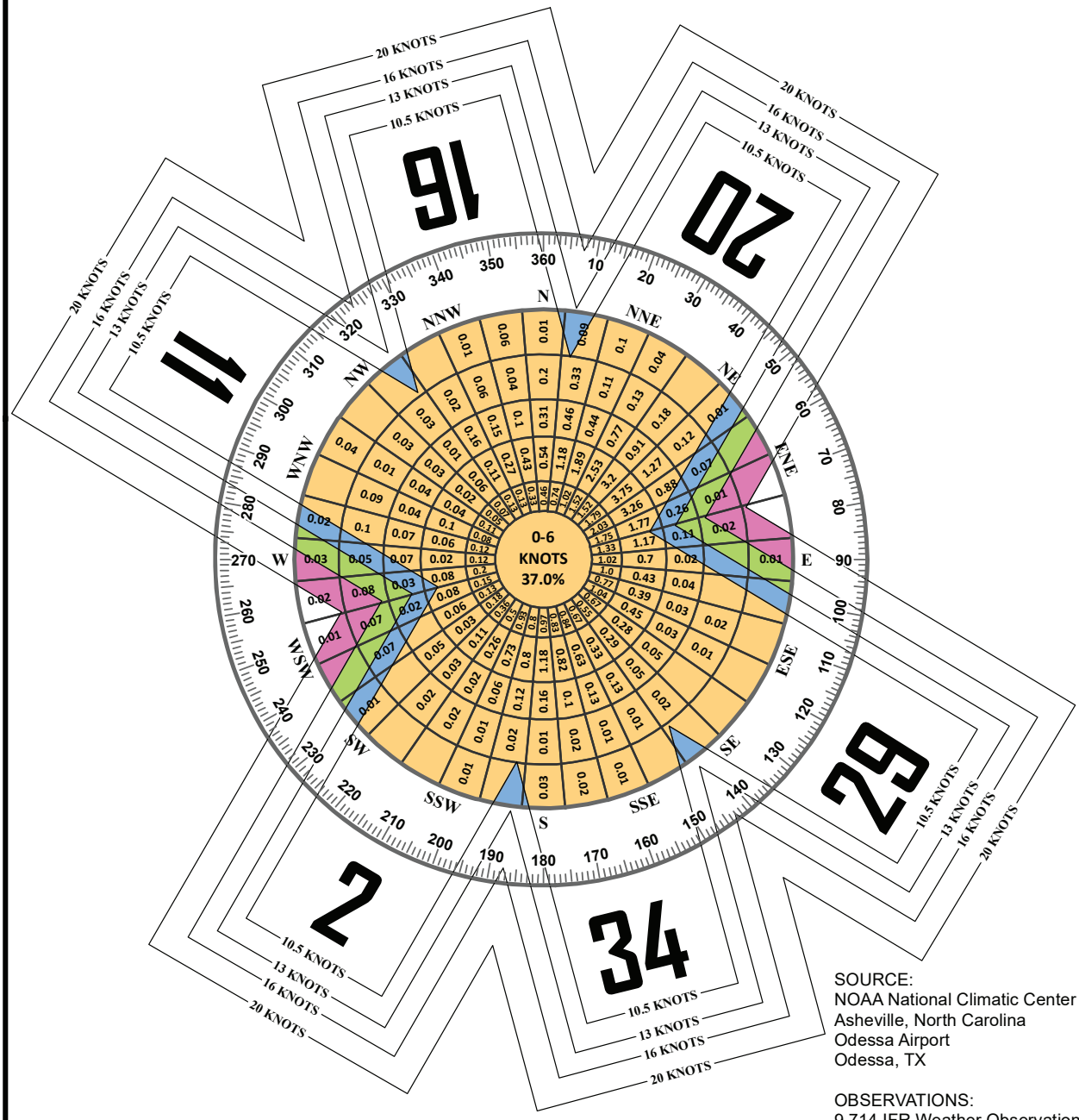
ALL WEATHER WIND COVERAGE				
Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 11-29	77.51%	87.44%	95.67%	98.94%
Runway 2-20	87.00%	93.43%	97.86%	99.44%
Runway 16-34	86.87%	92.30%	97.06%	99.13%
All Runways	98.68%	99.58%	99.90%	99.99%



SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Odessa Airport
Odessa, TX

OBSERVATIONS:
96,003 All Weather Observations
Jan. 1, 2011 - Dec, 31 2020

IFR WIND COVERAGE				
Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 11-29	71.61%	81.90%	92.39%	97.43%
Runway 2-20	92.18%	95.87%	98.22%	99.24%
Runway 16-34	78.84%	87.43%	95.26%	98.63%
All Runways	98.44%	99.48%	99.82%	99.97%



SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Odessa Airport
Odessa, TX

OBSERVATIONS:
9.714 IFR Weather Observations
Jan. 1, 2011 - Dec, 31 2020

As summarized in **Table 1** and **Exhibit 5**, when combined with the multiplier impact, aviation activity at the airport generated $15.1 million in total economic impact output, created 202 jobs, and paid out $4.7 million in payroll.

TABLE 1 | Aviation Economic Impact

	ODO	All Texas System Airports
Total Economic Activity	$15.1 million	$94.3 billion
Total Payroll	$4.7 million	$30.1 billion
Total Employment	202 jobs	778,955 jobs

Source: Economic Impacts, Odessa Airport-Schlemeyer Field, Odessa (2018), TxDOT

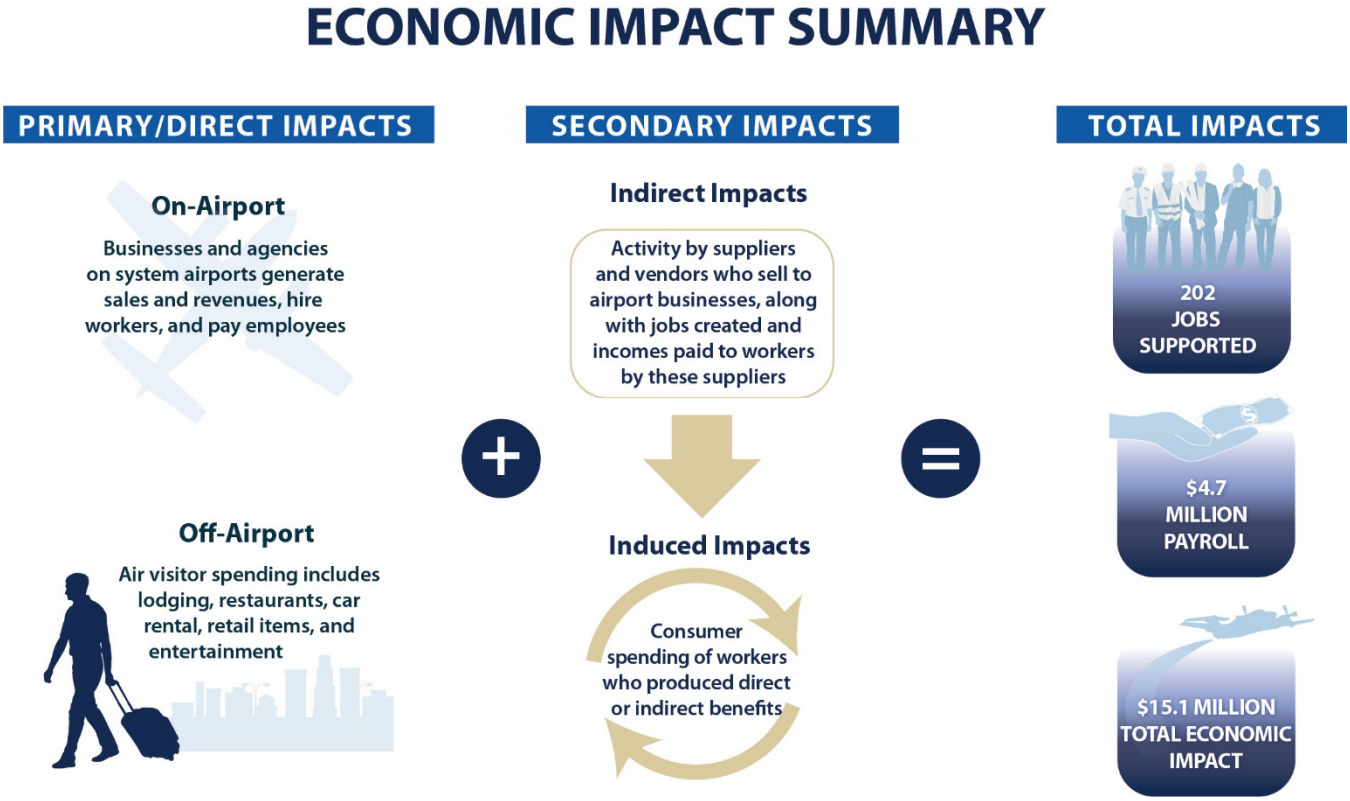


Exhibit 5 – ODO Economic Impact Summary

AIRPORT ROLE

An airport's role, both nationally and regionally, also plays a critical role in facility planning. At the national level, the FAA's *National Plan of Integrated Airport Systems* (NPIAS) categorizes airports based on their importance to national air transportation. Airports included within the NPIAS are qualified for federal funding through the Airport Improvement Program (AIP).

ODO is classified as a general aviation (GA) airport in the NPIAS. GA airports are further classified into one of four categories: National, Regional, Local, and Basic. The airport falls into the Regional GA category. Regional airports are located in metropolitan areas and support interstate and some long-distance flying. These airports typically have high levels of activity and average 90 based aircraft, including three jets.

At a more local level, the airport is also included in the 2010 *Texas Airport System Plan* (TASP). The TASP classifies ODO as a Business/Corporate (BC) facility, which is an airport that provides community access by business jets. According to the TASP, "Business/Corporate airports provide access to turboprop and turbojet business aircraft and are located where there is sufficient population or economic activity to support a moderate to high level of business jet activity and/or to provide capacity in metropolitan areas." These airports are generally located more than 30 minutes from commercial service or reliever airports and serve areas with concentrated population, purchasing power, or mineral production. The TASP further classifies ODO into a "regional" functional category, which includes airports that support higher performance aircraft than the surrounding smaller general aviation facilities. These airports may have periodic commuter or charter operations and should be able to provide the best technology available for weather, approach minimums, and approach aids.

AIRPORT ADMINISTRATION

The airport is owned by Ector County and overseen by a seven-person board. Appointments are made by the Ector County Commissioner's Court (four appointments), the County Judge (one appointment), and the other Airport Advisory Board members (one appointment). The seventh member is a representative of the Ector County Airport Association. The Airport Advisory Board oversees the facility and provides guidance on the operation, expansion, planning, and management of the airport. Daily operations are managed jointly by an Airport Manager and Texas Aero, the airport's fixed base operator (FBO).

GRANT HISTORY

To assist in ongoing capital improvements, the FAA and the Texas Department of Transportation – Aviation Division (TxDOT) provide funding to ODO through the Airport Improvement Program (AIP). Texas is a member of the FAA's Block Grant Program, giving TxDOT the responsibility, among other things, for administering AIP grants to reliever and general aviation airports, which includes ODO. The State of Texas also offers funding opportunities that ODO is eligible for, which are listed below.

- *Routine Airport Maintenance Program (RAMP)* – TxDOT matches local program grants up to $50,000 for basic improvements such as parking lots, fencing, and other airside or landside needs.
- *Federal Aviation Grants* – Provides federal and state grant funding for maintenance and improvement projects to airports included in the NPIAS.

Table 2 summarizes airport capital improvement projects and maintenance undertaken since 2002, with funding coming from federal, state, and local sources. TxDOT has awarded ODO over $11.7 million for airport improvement projects, including major runway and taxiway construction, visual approach aids, apron expansion, and installation of security fencing, among others. It should be noted that maintenance of Runway 2-20 is funded by Ector County.

TABLE 2 | TxDOT and FAA Grant Funded Airport Capital Improvement Project History

Year	Project Description	Local	State	Federal
2002	Acquire land for Runway 11-29 RPZ and relocation of sheriff's posse	$41,957		$377,611
2006	Replace sign panels Runway 2-20; Construct & realign new Runway 11-29 (6200 x 100); Install erosion/sedimentation controls; Mark Runway 11-29 (25,000 sf); Install MIRL Runway 11-29 (6200 lf); Install PAPI-4 Runway 11-29; Install taxiway centerline reflectors (7000 lf); Construct parallel & stub TWs to Runway 11-29 (8200 x 35); Relocate pipeline metering station; Install Runway 11-29 signs; (NPE 2006 2004 2005 and 2007)	$608,758		$5,478,823
2006	RAMP: Runway and taxiway crack repair and seal	$30,000	$30,000	
2006	Update ALP	$2,732		$24,591
2009	Design terminal building	$48,317	$48,317	
2009	Engineering/design to reconstruct north terminal apron (24,530 sy); Install sedimentation controls; Rehabilitate TW G (3250 x 35); Replace signage; Rehabilitate TW E (1380 x 35); Mark Runway 16-34 (25,600 sf); Rehabilitate Taxiway C (675 x 35); Contingency/RPR/Admin. services, etc.; Reconstruct south terminal apron (15,160 sy); Construct terminal building apron (5,120 sy); Rehab Runway 16-34 (5000 x 75); Improve drainage; Rehabilitate hangar access TWs (39,460 sy); Replace VASI w/PAPI-2s Runway 16-34; Rehabilitate & mark Taxiway F (15,400 sy) (SBGP-46-2008 $184,914; SBGP-49-2008 $28,500)	$11,232		$213,414
2010	RAMP: Airport entrance road construction and misc. paving repairs/maintenance	$20,797	$20,797	
2011	Replace signage; Rehabilitate & mark Taxiway F (15,400 sy); Rehabilitate hangar access taxiways (39,460 sy); Reconstruct north terminal apron (24,530 sy); Contingency/RPR/Admin. services, etc.; Replace VASI w/PAPI-2s Runway 16-34; Rehabilitate Taxiway E (1380 x 35); Rehabilitate Taxiway G (3250 x 35); Reconstruct south terminal apron (15,160 sy); Improve drainage; Construct terminal building apron (5,120 sy); Install sedimentation controls; Mark Runway 16-34 (25,600 sf); Rehab Runway 16-34 (5000 x 75); Rehabilitate Taxiway C (675 x 35) (SBGP-46-2008 $2,797,196; SBGP-84-2013 $160,206; SBGP-41-2007 $ 776,786; SBGP-73-2001 $357,682)	$454,652		$4,091,870
2011	Construct auto parking lot (920 sy); Construct new terminal building	$572,962	$551,683	
2012	RAMP: Airport general maintenance	$48,935	$48,935	
2013	RAMP: Airport general maintenance	$3,616	$3,616	
2014	Replace PAPI-4 RW 11-29		$102,202	
2014	RAMP: Airport general maintenance	$50,000	$50,000	
2015	RAMP: Airport general maintenance	$10,545	$10,545	
2016	RAMP: Airport general maintenance	$50,000	$50,000	
2017	Engineering and Design for Installation of ODALS for Runway 11/29; Engineering and Design Terminal Apron Expansion - 2013, 2014, and 2015 NPE; (SBGP-090-2015 $92,957.22; SBGP-097-2016 $19,899.23; SBGP-104-2017 $3,025.76)	$12,876		$115,882
2017	RAMP: Airport general maintenance	$19,950	$19,950	
2018	RAMP: Airport general maintenance	$49,118	$49,118	
2019	RAMP: Airport general maintenance	$50,000	$50,000	
2020	RAMP: Airport general maintenance	$50,000	$50,000	
2021	RAMP: Airport general maintenance	$50,000	$50,000	
2022	ALP Update			$285,969
	Totals	**$2,186,447**	**$1,135,163**	**$10,588,160**

- MIRL – Medium Intensity Runway Lights
- ODALS – Omnidirectional Approach Lights
- PAPI – Precision Approach Path Indicator
- RPZ – Runway Protection Zone

Source: Airport records

AIRPORT FACILITIES

Airport facilities are functionally classified into two broad categories: airside and landside. The airside category includes those facilities directly associated with aircraft operations. The landside category includes those facilities necessary to provide a safe transition from surface-to-air transportation and support aircraft servicing, storage, maintenance, and operational safety.

ODO Airfield

AIRFIELD FACILITIES

Runways

Airfield facilities at ODO, which are depicted on **Exhibit 6**, include the runway, taxiways, lighting, and navigational aids. The airport configuration at ODO consists of three runways. Details about each runway are included below.

Runway 11-29 | Runway 11-29 is oriented northwest/southeast and is reported to be in good condition. The runway is constructed of asphalt and measures 6,200 feet long by 100 feet wide. As reported on FAA Form 5010, *Airport Master Record*, Runway 11-29 has a weight-bearing capacity of 30,000 lbs. single wheel loading (SWL), which refers to the design of certain aircraft landing gear having a single wheel main landing gear strut. The runway slopes down from the Runway 29 end to the Runway 11 end by six feet, resulting in a longitudinal gradient of 0.10 percent.

Runway 2-20 | Runway 2-20 measures 5,703 feet long by 75 feet wide and is oriented southwest/northeast. The asphalt runway is reported to be in good condition and has a weight-bearing capacity of 14,000 pounds SWL. The runway slopes down from the Runway 20 end to the Runway 2 end by 51.2 feet, resulting in a longitudinal gradient of 0.90 percent.

Runway 16-34 | Runway 16-34 is 5,003 feet long by 75 feet wide and is constructed of asphalt, reported to be in excellent condition. The runway is oriented north-northwest/south-southeast and has a weight bearing capacity of 14,000 pounds SWL. The runway slopes down from the Runway 16 end to the Runway 34 end by 28.4 feet, resulting in a longitudinal gradient of 0.57 percent.

Taxiways

The taxiway system at ODO consists of partial-parallel, access, and connector taxiways that provide access to the runways and landside facilities. Taxiways are constructed of asphalt and equipped with green centerline reflectors. **Exhibit 6** depicts each taxiway in its location, and **Table 3** details pertinent information about each taxiway.

TABLE 3 | ODO Taxiway System

Designation	Function	Width (in feet)
A	Landside access	35-45
C	Connector	50
D	Partial-parallel, exit, runway access	40
E	Landside access, exit	35-50
F	Runway access	35
G	Partial-parallel, runway access	35

Source: Airport records

Pavement Condition

A pavement condition survey was conducted for ODO in 2020 and evaluated the runways, taxiways, and apron.[2] The inspection resulted in a pavement condition index (PCI) rating for each section of pavement. PCI ratings are determined through a visual assessment in accordance with FAA Advisory Circular 150/5380-6 and range from 0 (failed) to 100 (excellent) and are categorized as poor (PCI between 0 and 54), fair (PCI between 55 and 69), and good (PCI between 70 and 100). According to the 2020 pavement inspection, all of the runway pavement at ODO and most of the taxiway and apron pavement falls into the 'good' category. Portions of Taxiways A, E, F, and G are in the 'fair' category. **Exhibit 7** illustrates the pavement condition at ODO.

Pavement Markings

All runways at ODO have non-precision markings that include the runway centerline, designation, threshold markings, and aiming points. Yellow taxiway markings are provided to assist pilots in maintaining proper clearance from pavement edges and objects near the taxiway/taxilane edges. Apron pavement markings also identify aircraft tiedown positions.

Each entrance to the runway is equipped with yellow holding position markings. These markings indicate to pilots their position on the airfield, as well as help prevent inadvertent access to the runway. Hold

[2] Pavement Condition Report, Texas A&M Transportation Institute, 2020

RUNWAYS	Airfield Data					
Runway Designation	**11**	**29**	**2**	**20**	**16**	**34**
Length	6,200′		5,703′		5,003′	
Width	100′		75′		75′	
End Elevation	2,973.5′	2,979.5′	2,952.4′	3,003.6′	2,986.6′	2,958.2′
Gradient	0.10%		0.90%		0.57%	
Surface Material/Condition	Asphalt/Good		Asphalt/Good		Asphalt/Excellent	
Markings	Non-precision	Non-precision	Non-precision	Non-precision	Non-precision	Non-precision
Lighting	MIRL		MIRL		MIRL	
Load Bearing Strength - SWL	30,000 lbs.		14,000 lbs.		14,000 lbs.	
Load Bearing Strength - DWL	NA		NA		NA	
Visual Approach Aids	PAPI-4	PAPI-4	VASI	VASI	PAPI-2	PAPI-2
Approach Lighting System	MALS	MALS	None	None	None	None
Instrument Approach Procedures	LPV (GPS)	LPV (GPS)	None	LNAV (GPS)	None	None
Traffic Pattern	Left	Left	Left	Left	Left	Left
Taxiways						
Lighting	None; Green Centerline reflectors					
Surface Material	Asphalt					
Width	35′ to 50′					

WEATHER AND NAVIGATIONAL AIDS
ASOS
Lighted Wind Cone, Supplemental Windcones
Tetrahedron
Segmented Circle
Rotating Beacon

LEGEND

- Airport Property Line
- A — Taxiway Designator
- Avigation Easement

KEY

ASOS: Automated Surface Observing System
GPS: Global Positioning System
LNAV: Lateral Navigation
LPV: Localizer Performance with Vertical Guidance
MALS: Medium Intensity Approach Lighting System
PAPI: Precision Approaching Path Indicator
VASI: Visual Approach Slope Indicator

0 1,000
SCALE IN FEET

Photo: Google Earth 1/2022

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lines also help to ensure proper separation between aircraft prior to entering the runway. Pilots using non-towered airports must visually confirm no aircraft traffic prior to crossing the hold line. Holding position markings are located at least 250 feet from the Runway 11-29 centerline, 200 feet from the Runway 2-20 centerline, and 200 feet from the Runway 16-34 centerline.

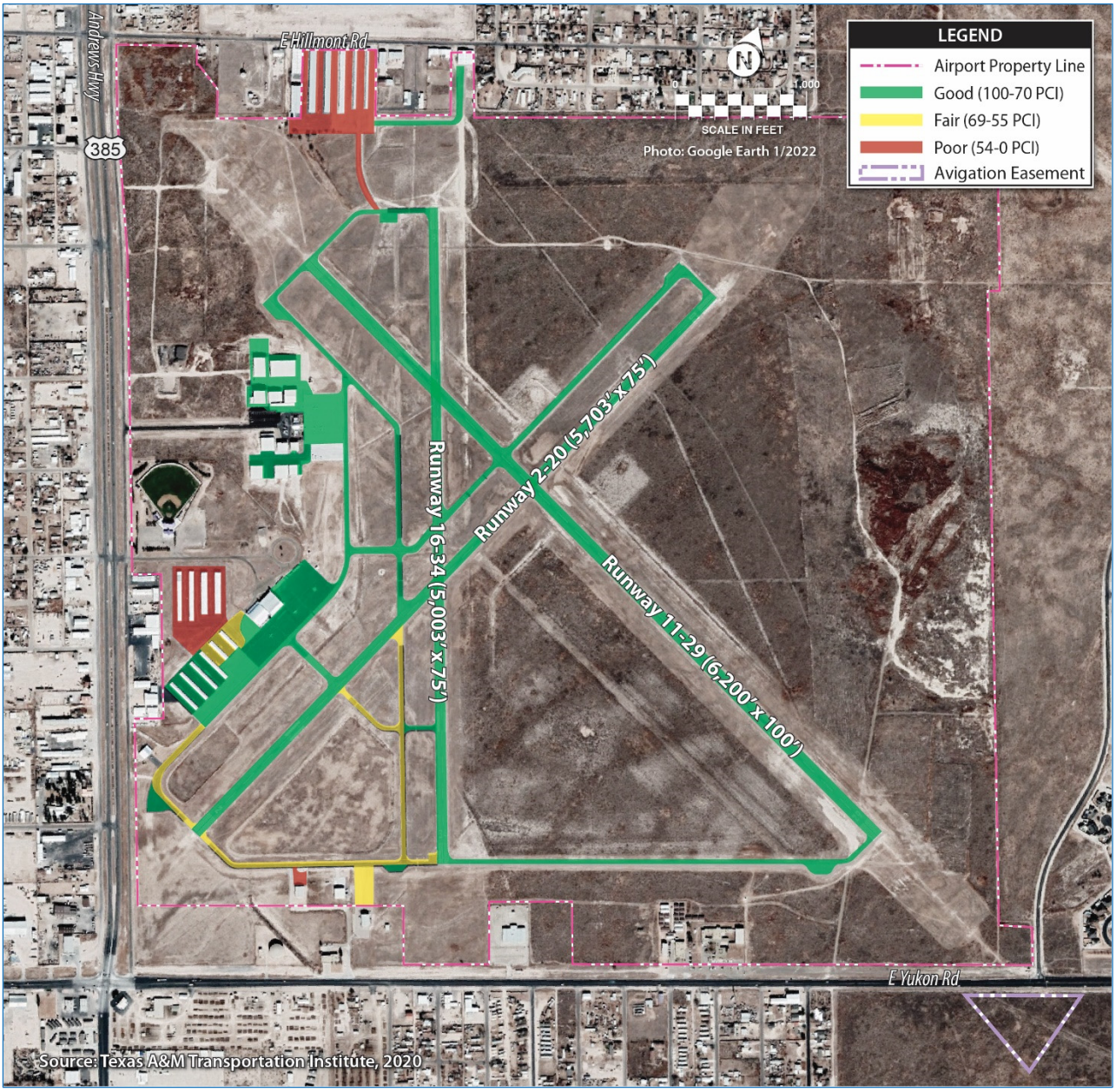

Exhibit 7 – Airfield Pavement Condition

Airfield Signage

Airfield identification signs assist pilots in identifying runways, taxiway routes, holding positions, and critical areas. ODO is equipped with lighted signs located at each taxiway intersection.

Airfield Lighting

Airfield lighting systems extend an airport's usefulness into periods of darkness and/or poor visibility. A variety of lighting systems are installed at an airport for this purpose. These lighting systems, categorized by function, are summarized as follows:

Identification Lighting | The location of the airport is identified by a rotating beacon. A rotating beacon projects two beams of light, one white and one green, 180 degrees apart. The rotating beacon at ODO is located south of the terminal building adjacent to the south apron.

Rotating Beacon

Runway and Taxiway Lighting | Runway lighting utilizes fixtures placed near the pavement edge to define the lateral limits of the runway. Both runway and taxiway lighting are imperative for safe and efficient access to and from aircraft parking areas and the runway, especially after dark and during times of low visibility. All runways at ODO are equipped with a medium intensity runway lighting (MIRL) system. Lights are set atop frangible supports, so if one is struck by an object, such as an aircraft wheel, they can easily break away. There is no taxiway lighting at ODO; however, green taxiway centerline reflectors are present and provide a visual guidance to taxiing aircraft.

Approach Lighting System | An approach lighting system (ALS) is a configuration of lights positioned symmetrically along the extended runway centerline to supplement navigational aids, such as an ILS, to provide lower visibility minimums. Examples include the ALS with Flashing Lights (ALSF), ALS with Sequenced Flashers I & II (ALSF-1/ALSF-2), Medium Intensity ALS with Runway Alignment (MALSR), and the Medium Intensity ALS (MALS). Both ends of Runway 11-29 are equipped with a MALS, which supports the existing published localizer performance with vertical guidance (LPV) GPS approach.

Visual Approach Lighting | Visual approaches at many GA airports are aided by lighting systems, such as a precision approach path indicator (PAPI) or a visual approach slope indicator (VASI), which provides visual approach slope guidance. The more sophisticated PAPI lighting system consists of a configuration of lights located at various distances from the runway threshold and gives pilots an indication of being above, below, or on the correct descent glide path to the runway. Both ends of Runway 11-29 are equipped with a four-light PAPI (PAPI-4) system, with the standard 3.00-degree glide path. Runway 16-34 is equipped with a two-light PAPI (PAPI-2) system at both ends, and Runway 2-20 has a VASI system at each end of the runway.

Runway End Identifier Lights (REILs) | REILs provide a visual identification of the runway end for landing aircraft. The REILs consist of two synchronized flashing lights, located laterally on each side of the runway end, facing the approaching aircraft. These flashing lights can be seen day or night for up to 20 miles depending on visibility conditions. None of the runways are equipped with REILs.

Pilot-Controlled Lighting | With the pilot-controlled lighting (PCL) system, pilots can turn on the MIRL from an aircraft through a series of clicks of their radio transmitter. Pilots using the airport can activate this system via a frequency of 123.0 MHz.

Weather Facilities

ODO is equipped with a lighted wind cone near the juncture of Runway 11-29 and Taxiway D. Wind cones provide pilots with wind speed and direction information. The lighted wind cone is co-located with a segmented circle, which provides traffic pattern information to pilots. There are also five supplemental wind cones located near the ends of Runways 2, 20, 16, and 34 and on top of a T-hangar on the south apron.

Lighted Wind Cone and Segmented Circle

The airport also has a tetrahedron wind indicator located west of Runway 16-34 near the south apron. The tetrahedron functions essentially as a weathervane, swinging freely to point into the wind, and is an alternative to the more commonly used wind cone.

ASOS Equipment

Many airports are equipped with an automated weather observation system (AWOS) or an ASOS, which automatically records weather conditions, such as wind speed, wind gusts, wind direction, temperature, dew point, altimeter setting, and density altitude. This information is then transmitted at regular intervals and is accessible to pilots. The airport is equipped with an ASOS, and weather information can be obtained via radio frequency 119.275 MHz or by calling 432-363-9719.

Navigational Aids

Navigational aids are electronic devices that transmit radio frequencies, which pilots of properly equipped aircraft can translate into point-to-point guidance and position information. The types of electronic navigational aids available for aircraft operating near ODO include the very high frequency omnidirectional range (VOR) facility, a nondirectional beacon (NDB), and the global positioning system (GPS).

A VOR, in general, provides azimuth readings to pilots of properly equipped aircraft transmitting a radio signal at every degree to provide 360 individual navigational courses. Frequently, distance measuring equipment (DME) is combined with a VOR facility (VOR/DME) to provide distance as well as direction information to the pilot. Military tactical air navigation aids (TACANs) and civil VORs are commonly combined to form a VORTAC. The VORTAC provides distance and direction information to both civil and military pilots. The Midland VORTAC is located 11.3 nautical miles (nm) to the east, while the Wink VORTAC and Big Spring VORTAC are located 43.8 nm west and 53.8 nm northeast, respectively.

An NDB is a radio transmitter at a known location, used as an aviation or marine navigational aid. The signal transmitted does not include inherent directional information, in contrast to other navigational aids, such as a VOR. NDB signals follow the curvature of the Earth, so they can be received at much greater distances at lower altitudes, a major advantage over VOR. Pilots at ODO can utilize the Farly NDB located 5.1 nm northeast.

GPS is an additional navigational aid for pilots. GPS was initially developed by the United States Department of Defense for military navigation around the world. GPS differs from VOR in that pilots are not required to navigate using a specific ground-based facility. GPS uses satellites placed in orbit around the Earth that transmit electronic radio signals, which pilots of properly equipped aircraft use to determine altitude, speed, and other navigational information. With GPS, pilots can navigate directly to any airport in the country and are not required to navigate using a ground-based navigational facility.

Instrument Approach Procedures

Instrument approach procedures are a series of predetermined maneuvers established by the FAA using electronic navigational aids that assist pilots in locating and landing at an airport during low visibility and cloud ceiling conditions. Instrument procedures are defined as either precision approach, approach with vertical guidance (APV), or non-precision. Precision instrument approaches provide an exact course alignment and vertical descent path for an aircraft on final approach to a runway with a height above threshold (HATh) lower than 250 feet and visibility lower than ¾-mile. APVs also provide course alignment and vertical descent path guidance but have HAThs of 250 feet or more and visibility minimums of ¾-mile or greater. Non-precision instrument approach aids provide only horizontal guidance.

Instrument approach procedure capabilities are defined by visibility and cloud ceiling minimums. Visibility minimums define the horizontal distance the pilot must be able to see to complete the approach. Cloud ceilings define the lowest level a cloud layer (defined in feet above the ground) can be situated for the pilot to complete the approach. If the observed visibility or cloud ceilings are below the minimums prescribed for the approach, the pilot cannot complete the instrument approach and must commence a missed approach procedure.

ODO is currently equipped with three straight-in approaches and one circling VOR-A approach. Instrument approaches based on GPS have become very common across the country. GPS is an inexpensive option for local airports as it does not require a significant investment in ground-based systems by an airport or FAA. Both ends of Runway 11-29 ends are served by GPS LPV approaches. GPS LPV approaches provide both horizontal and vertical guidance information to pilots but are not considered precision approaches. These approaches provide for the lowest cloud ceiling minimums at 200 feet above ground level (AGL) with visibility minimums down to ¾-mile. Runway 20 is also equipped with a GPS-based approach which provides lateral navigation (LNAV) guidance, with cloud ceiling minimums at 500 feet AGL and visibility minimums down to one mile for aircraft with approach speeds of less than 121 knots. For aircraft with approach speeds of 121 knots or greater, the visibility minimums are increased.

ODO has another published approach that utilizes very high frequency omnidirectional range (VOR) technology and provides circling minimums. Circling minimums allow pilots the flexibility to land on the runway most closely aligned with the prevailing wind at that time. This flexibility generally requires circling approaches to have higher visibility minimums than the straight-in approaches. This is done to provide pilots with sufficient visibility and ground clearance to navigate visually from the approach to the desired runway end for landing. This circling instrument approach procedure is non-precision in nature.

LANDSIDE FACILITIES

Landside facilities are the ground-based facilities that support the aircraft and pilot/passenger handling functions. These facilities typically include the airport terminal building, aircraft storage hangars, aircraft parking aprons, and support facilities, such as fuel storage and roadway access. Landside facilities are identified on **Exhibit 8**.

Airport Terminal and On-Airport Businesses

The airport terminal building is located on the west side of the airfield and can be accessed via Andrews Highway. The building was constructed in 2010 and encompasses approximately 4,100 square feet. The terminal offers a large, well-appointed lobby, conference room, flight planning room, offices, pilots' lounge and snooze room, kitchen/vending, and restrooms.

Terminal Building

Fixed Base Operator | The terminal also houses the airport's sole FBO, Texas Aero. The full-service FBO operates Monday through Friday from 6:00 a.m. to 8:00 p.m., Saturday from 8:00 a.m. to 5:00 pm, and Sunday 8:00 a.m. to 8:00 p.m., with after-hours services available upon request. Services include Jet A and 100LL fuel, hangar storage, aircraft services, aircraft tiedowns, and courtesy and rental vehicles.

Specialized Aviation Service Operator | Epic Aero is a specialized aviation service operator (SASO) that operates out of a 17,200 square foot hangar located on the southwest side of the airfield. Epic Aero offers aircraft maintenance, aircraft sales, and aircraft cleaning services.

Flight Training | Aerotex Aviation offers flight training at the airport. Aerotex is located on the southwest side of the airfield and operates out of a 17,000-sf conventional hangar. They offer different pilot training programs as well as a flying club that provides aircraft rental to members.

Non-Aeronautical Uses | Approximately 12 acres of land on the west side of airport property is used by Odessa College. The site is home to Wrangler Field, which opened in 2019 after the American Legion Ballpark closed and the facility was renovated.

Through-the-Fence Operators | "Through-the-fence" activities are those that are permitted by the airport sponsor through an agreement that provides access to the airside infrastructure to independent entities that have property adjacent to airport property. At ODO, there are through-the-fence operators on the southwest side of airport property, with access to the airfield via the south ramp T-hangar complex.

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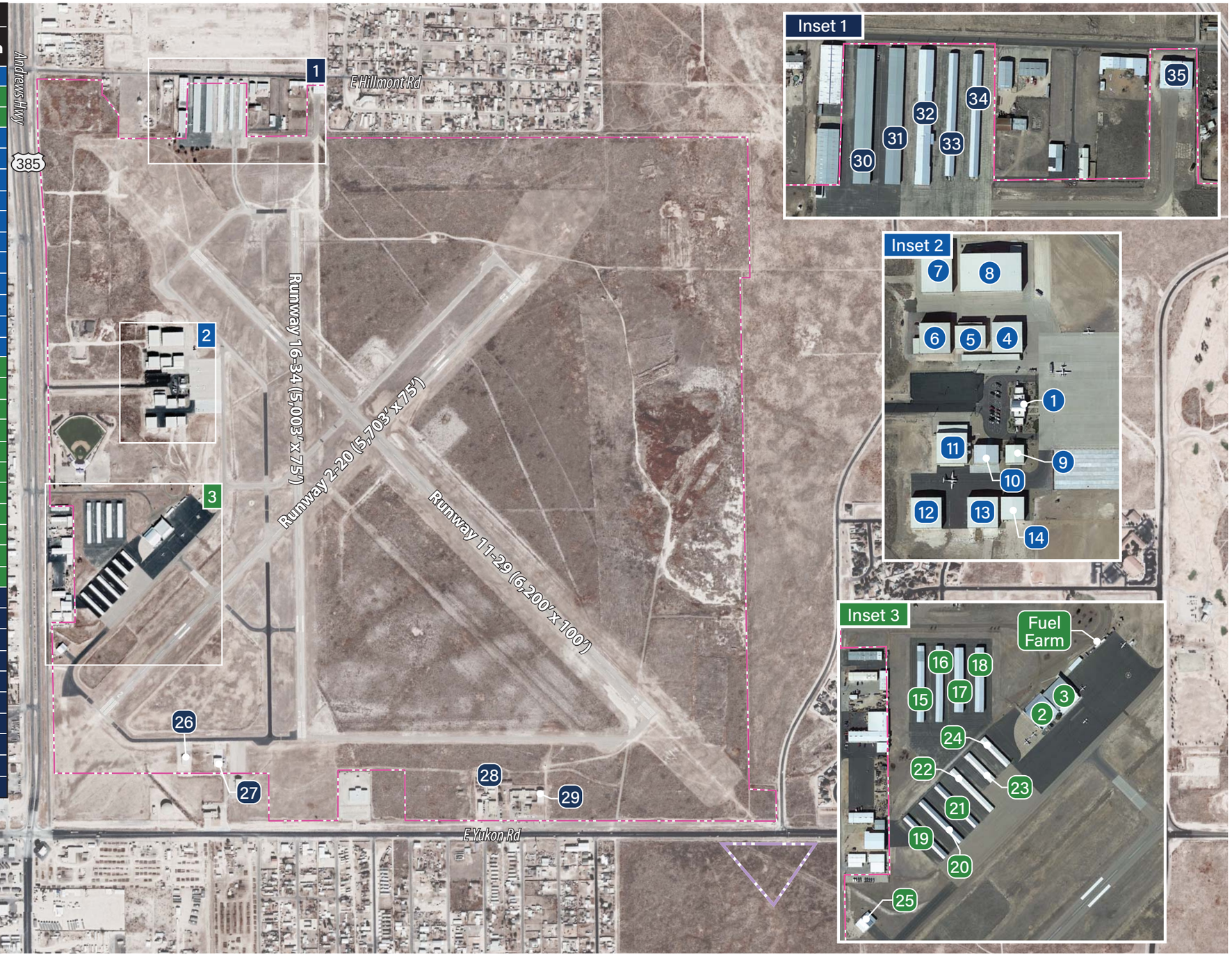
Existing Landside Facilities			
Building Number	Description	Size	Condition
1	Terminal/FBO	4,100	Excellent
2	Conventional Hangar (Epic Aero)	17,200	Unknown
3	Conventional Hangar	17,000	Unknown
4	Conventional Hangar	10,000	Excellent
5	Executive Hangar	7,300	Excellent
6	Conventional Hangar	10,000	Excellent
7	Conventional Hangar	15,000	Excellent
8	Conventional Hangar	25,000	Excellent
9	Executive Hangar	3,500	Excellent
10	Executive Hangar	4,700	Excellent
11	Conventional Hangar	10,100	Excellent
12	Conventional Hangar	10,000	Excellent
13	Conventional Hangar	10,000	Excellent
14	Executive Hangar	5,500	Excellent
15	12-Unit T-Hangar	13,700	Good
16	12-Unit T-Hangar	13,700	Good
17	8-Unit T-Hangar	14,500	Good
18	8-Unit T-Hangar	14,500	Good
19	10-Unit T-Hangar	6,200	Poor
20	10-Unit T-Hangar	6,200	Poor
21	10-Unit T-Hangar	8,600	Poor
22	10-Unit T-Hangar	8,600	Poor
23	6-Unit T-Hangar	8,600	Poor
24	6-Unit T-Hangar	8,600	Poor
25	Executive Hangar	5,300	Unknown
26	Executive Hangar	5,500	Unknown
27	Executive Hangar	5,900	Unknown
28	Alternative Education Center	NA	NA
29	Ector County Youth Center	NA	NA
30	21-Unit T-Hangar	30,900	Good
31	21-Unit T-Hangar	30,900	Good
32	21-Unit T-Hangar	27,700	Fair
33	16-Unit T-Hangar	14,700	Fair
34	16-Unit T-Hangar	14,700	Fair
35	Conventional Hangar	12,300	Unknown




34
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1
SCHLEMEYER FIELD
TEXAS AERO


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Fuel Farm
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Aircraft Parking Aprons

The airport is served by four aircraft parking aprons, as depicted on **Exhibit 9**. The north apron fronts the T-hangars located along Hillmont Road and is approximately 6,500 square-yards (sy) in size with 10 marked aircraft parking positions that remain visible on the apron. This apron can be accessed via Taxiway G. The FBO/terminal apron can be accessed from Taxiway A and is approximately 16,600 sy. This apron is frequently used to park aircraft, though there are no marked parking positions. The south apron is the largest at approximately 28,800 sy, with 28 marked parking positions and can be accessed via Taxiway. The south T-hangar apron is situated between the two T-hangar complexes on the south side of the airfield. This area encompasses approximately 5,700 sy and includes 15 marked parking positions.

Exhibit 9 – Aircraft Parking Aprons

Aircraft Storage

A variety of aircraft storage hangars are available at ODO, all located on the north and west side sides of the airfield. In total, there are 15 T-hangars providing 187 individual units and approximately 222,100 sf of aircraft storage face. T-hangars are located on the north side of the field along Hillmont Road and on the southwest side along Andrews Highway. Executive hangars, which typically have a footprint between 2,500 and 10,000 sf, comprise approximately 37,700 sf of space among seven units. Conventional hangars are 10,000 sf or more in size. There are 10 conventional hangars at ODO, offering approximately 136,600 of space. In all, the airport provides nearly 400,000 sf of hangar space for aircraft storage. Additional information about hangars is included on **Exhibit 8**.

Fuel Storage Facilities

Fuel storage facilities at ODO are located on the south apron, as shown on **Exhibit 8**. There are three aboveground tanks, one for 100LL fuel and two for Jet A. The 100LL tank has a capacity of 10,000 gallons, and the Jet A tanks have a 12,000-gallon capacity each. 100LL is dispensed via a self-service pump

equipped with a credit card reader, while Jet A fuel is distributed by FBO staff. There are also five fuel trucks, two for 100LL and three containing Jet A fuel. These trucks have combined capacities of 1,950 gallons for 100LL and 10,200 gallons for Jet A.

Historic fuel flowage data is summarized in **Table 4**. In fiscal year (FY) 2021, the airport dispensed 115,204 gallons of 100LL fuel and 410,126 gallons of Jet A. Fuel flowage over the last three years has averaged 122,342 gallons of 100LL and 450,711 gallons of Jet A.

TABLE 4 | Fuel Flowage

Fiscal Year	100LL	Jet A	Total Fuel Sold
FY2019	147,950	570,759	718,709
FY2020	103,873	371,247	475,120
FY2021	115,204	410,126	525,330

Source: FBO records

Aircraft Rescue and Firefighting Facilities (ARFF)

As a general aviation airport, ODO is not required to have on-site ARFF equipment or facilities. The airport is served by the City of Odessa Fire Department. Station #8 is located on Yukon Road, immediately south of airport property.

Perimeter Fencing

The perimeter of the airfield is fully enclosed by fencing. This consists primarily of eight-foot wildlife resistant fencing with three-strand barbed wire. Automatic gates at various locations provides secure access to the airfield, with a code required to enter.

Automobile Access and Parking

The terminal building and hangars in this area can be accessed via East Terminal Drive, which extends from Andrews Highway. Hangars on the south side of the field can also be accessed from Andrews Highway, via East Centergate Street. North side hangars can be accessed from East Hillmont Road.

A paved vehicle parking area is located in front of the terminal and provides 22 parking spaces, including two handicapped spaces. An additional lot immediately to the west provides 31 spaces for tenants as well as overflow parking for the terminal. T-hangar tenants typically park outside of their hangar.

AVIATION ACTIVITY

AIRCRAFT OPERATIONS

Aircraft operations (takeoffs and landings) are a primary indicator of aeronautical activity at ODO. Aircraft operations are classified as local or itinerant. Local operations often consist of touch-and-go or pilot training activity. Itinerant operations consist of aircraft that arrive from or depart to destination airports outside the local operating area.

Aircraft operations can be separated into four general categories: air carrier, air taxi, general aviation, and military. The following provides a description of these categories of aircraft operations:

- **Air Carrier** – operations defined as those conducted commercially by aircraft having a seating capacity of 60 or more seats and a cargo payload capacity of more than 18,000 pounds. There are currently no air carriers operating at the airport by definition of an air carrier operation.
- **Air Taxi** – operations associated with aircraft originally designed to have less than 60 passenger seats or a cargo payload of less than 18,000 pounds and carries cargo or mail on either a scheduled or charter basis, and/or carries passengers on an on-demand basis or limited scheduled basis.
- **General Aviation (GA)** – civil aviation operations other than scheduled air services and nonscheduled air transport operations for hire. ODO caters to general aviation activities and the majority of its operations fall in this category.
- **Military** – operations conducted by aircraft and helicopters with a military designation.

Due to the absence of an airport traffic control tower (ATCT) at the airport, it can be difficult to maintain an accurate count of the airport's operations. An estimated account of annual activity is available via the FAA's Form 5010, *Airport Master Record* for ODO. The Form 5010 also provides a breakdown of estimated operation totals for the airport by type. The most current data, which is reflective of operations for 12 months ending 01/04/2018, estimates that ODO had approximately 78,000 operations in 2020, as detailed in **Table 5**. This, along with other methods for estimating annual operations, will be described in more detail in the next section of the report.

TABLE 5 | ODO Annual Operations

AIRCRAFT OPERATIONS	
Itinerant	
Air Carrier	0
Air Taxi & Commuter	0
GA	26,000
Military	0
Subtotal	26,000
Local	
GA	52,000
Military	0
Subtotal	52,000
TOTAL	78,000

Source: FAA Form 5010, *Airport Master Record*

BASED AIRCRAFT

Identifying the current number of based aircraft is an important part of the planning process; however, it can be challenging to be accurate given the transient nature of aircraft storage. ODO maintains an inventory record of based aircraft at the airport which accounts for 108 based aircraft; however, only 88 of those aircraft have been validated by the FAA as of 05/20/2021.

ENVIRONMENTAL FEATURES

Research has been conducted on 14 environmental impact categories outlined within FAA's Order 1050.1F, *Environmental Impacts: Policies and Procedures* (July 2015). Available information regarding the existing conditions at ODO was derived from internet resources, agency maps, and existing literature. The intent of this task is to catalog potential environmental sensitivities that might affect future improvements at the airport.

AIR QUALITY

The concentration of various pollutants in the atmosphere describes the local air quality. The significance of a pollutant's concentration is determined by comparing it to the state and federal air quality standards. In 1971, the U.S. Environmental Protection Agency (EPA) established standards that specify the maximum permissible short- and long-term concentrations of various air contaminants. The National Ambient Air Quality Standards (NAAQS) consist of primary and secondary standards for criteria pollutants: ozone (O_3), carbon monoxide (CO), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), coarse particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), and lead (Pb).

Based on federal air quality standards, a specific geographic area can be classified as either an "attainment," "maintenance," or "nonattainment" area for each pollutant. The threshold for nonattainment designation varies by pollutant.

The airport is in Ector County, Texas. Ector County is in attainment for all criteria pollutants.[3]

BIOLOGICAL RESOURCES

Biotic resources include the various types of plants and animals that are present in an area. The term also applies to rivers, lakes, wetlands, forests, and other habitat types that support plants and animals.

The U.S. Fish and Wildlife Service (USFWS) is charged with overseeing the requirements contained within Section 7 of the *Endangered Species Act* (ESA). The ESA provides a framework to conserve and protect animal or plant species whose populations are threatened by human activities. The FAA and USFWS review projects to determine if a significant impact to protected species will result in the implementation of a proposed project. Significant impacts occur when a proposed action could jeopardize the continued existence of a protected species or would result in the destruction or adverse modification of federally designated critical habitat in the area. The USFWS's Information for Planning and Consultation (IPaC) resource list describes species and habitat protected under ESA within the vicinity of the airport (**Table 6**).

Section 3 of the ESA is used to protect critical habitat areas. Designated critical habitat areas are geographically defined and have been determined to be essential to the recovery of a specific species. There is no federally designated critical habitat at the airport.

There is potential for avian concerns for areas at the airport listed in the IPaC. Habitat for migratory birds may occur if bushes or other ground nesting substrate is present.

[3] Texas Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants | Green Book | US EPA Texas Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants | Green Book | US EPA

TABLE 6 | Species Protected Under ESA Section 7 with Potential to Occur at the Airport

Common Name (*Scientific Name*)	Federal Status	Habitat and Range	Potential for Occurrence
Northern Aplomado Falcon (Falco femoralis septentrionalis)	Endangered	Open grassland or savannah habitat with scattered trees or shrubs.	Potential. Foraging or nesting habitat (such as trees) may be present at the airport. Additional habitat surveys may be necessary to determine the presence of this species.
Piping Plover (Charadrius melodus)	Threatened	Coastal habitats include sand spits, small islands, tidal flats, shoals, and sandbars with inlets. Primary foraging habitats include sandy mud flats, ephemeral pools	None. There is no supporting habitat located within the vicinity of the airport.
Red Knot (Calidris canutus rufa)	Threatened	Sandy beaches, saltmarshes, lagoons, mudflats of estuaries and bays, and mangrove swamps that contain an abundance of invertebrate prey. Other habitats that might harbor knots include peat banks (remnants of ancient forest on the seashore, exposed by erosion), salt ponds, eelgrass beds, and Brazilian resting (coastal spits).	None. There is no supporting habitat located within the vicinity of the airport.
Monarch butterfly *(Danaus plexippus)*	Candidate	Monarchs feed exclusively on the leaves of milkweed. During winter Monarchs cluster together in colonies and root in forests in elevations up to 3,600 meters.	Potential. Individuals may occur seasonally as a potential migratory stopover. Additional habitat surveys may be necessary to determine the presence of this species.

Source: USFWS IPaC (IPaC: Home (fws.gov)

CLIMATE

Increasing concentrations of greenhouse gases (GHG) can affect global climate by trapping heat in Earth's atmosphere. Scientific measurements have shown that Earth's climate is warming with concurrent impacts, including warmer air temperatures, rising sea levels, increased storm activity, and greater intensity in precipitation events. Climate change is a global phenomenon that can also have local impacts. GHGs, such as water vapor (H_2O), carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and O_3, are both naturally occurring and anthropogenic (man-made). The research has established a direct correlation between fuel combustion and GHG emissions. GHGs from anthropogenic sources include CO_2, CH_4, N_2O, hydrofluorocarbons (HFC), perfluorocarbons (PFC), and sulfur hexafluoride (SF6). CO_2 is the most important anthropogenic GHG because it is a long-lived gas that remains in the atmosphere for up to 100 years.[4]

The U.S. EPA's *Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990-2020* shows total transportation emissions, including aviation, decreased largely due to coronavirus (COVID-19) and the combined impacts of long-term trends in population, economic growth, energy markets, technological changes, and changes in energy efficiency. The inventory included aviation as a part of the 13.3 percent decrease in transportation sector GHG emissions leading up to 2020.[5]

[4] Intergovernmental Panel on Climate Change AR5 Synthesis Report: Climate Change 2014 (http://www.ipcc.ch/)
[5] Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2020 https://www.epa.gov/system/files/documents/2022-04/us-ghg-inventory-2022-main-text.pdf

Information regarding the climate for the airport and surrounding environments, including wind, temperature, and precipitation, is found earlier in this ALP Update and Narrative.
Currently, the state of Texas has not implemented a state climate action plan recognized by the Center for Climate and Energy Solutions.[6] Larger cities neighboring Odessa have implemented climate action, equity, and resilience plans. The City of Odessa does not have a drafted Climate Action Plan.

COASTAL RESOURCES

Federal activities involving or affecting coastal resources are governed by the *Coastal Barriers Resource Act*, the *Coastal Zone Management Act*, and Executive Order (E.O.) 13089, *Coral Reef Protection*.

The airport is not located within a coastal zone. The closest National Marine Sanctuary is the Flower Garden Bank National Marine Sanctuary, located 548 miles away.[7]

DEPARTMENT OF TRANSPORTATION ACT, SECTION 4(f)

Section 4(f) of the *Department of Transportation Act,* which was recodified and renumbered as Section 303(c) of 49 United States Code, provides that the Secretary of Transportation will not approve any program or project that requires the use of any publicly or privately owned historic sites, public parks, recreation areas, or waterfowl and wildlife refuges of national, state, regional, or local importance unless there is no feasible and prudent alternative to the use of such land, and the project includes all possible planning to minimize harm resulting from the use.[8]

Table 7 lists potential Section 4(f) resources within two miles of the airport. School playgrounds may be considered a Section 4(f) resource if the recreational facilities at the school are readily available to the public.

TABLE 7 | U.S. Dept. of Transportation Section 4(f) Resources Within Two Miles of the Vicinity of the Airport

Place	Distance from Airport (miles)	Direction from Airport
Schools		
Alternative Education Center	0.2	Southeast
Jordan Elementary School	1.2	North
Ross Elementary	1.7	Southeast
Ireland Elementary	2.0	Southeast
Dr. Lee Buice Elementary	0.4	Northeast
Public Recreational Facilities/Nature Preserves		
Lawndale Park	1.2	Northwest
Dorothy L. Murphy Park	1.2	Southwest
Sherwood Park	1.5	South
Ratliff Ranch Golf Course	0.8	East
Sunset Golf & Country Club	1.2	Northwest
Ratliff Stadium and Athletic Fields	0.4	East

Source: Google Earth Aerial Imagery (May 2022); Coffman Associates analysis

[6] U.S. State Climate Action Plans — Center for Climate and Energy Solutions (c2es.org)
[7] Google Earth Aerial Imagery (May 2022)
[8] 49 U.S. Code § 303 - Policy on lands, wildlife and waterfowl refuges, and historic sites

Significant historic resources are also protected under Section 4(f). The closest NRHP feature is White-Pool House, located five miles from the airport.

The I-20 Wildlife Preserve & Jenna Welch Nature Study Center is 16 miles northeast of the airport. The I-20 wildlife preserve is a 100-acre riparian forest campus. The reserve protects Midland's urban playa habitat including wetlands, floodplain thickets, prairie grassland that home various species of wildlife.

Nearest wilderness and national recreation areas are listed below:

- Nearest Wilderness Area: Carlsbad Caverns Wilderness (121 miles from the airport)
- Nearest National Recreation Area: Amistad National Recreation Area (170 miles from airport)
- Nearest Wildlife Refuge: (Muleshoe National Wildlife Refuge (139 miles from airport)

FARMLANDS

Under the *Farmland Protection Policy Act* (FPPA), federal agencies are directed to identify and consider the adverse effects of federal programs on the preservation of farmland, to consider appropriate alternative actions which could lessen adverse effects, and to assure that such federal programs are, to the extent practicable, compatible with state or local government programs and policies to protect farmland. The FPPA guidelines, developed by the U.S. Department of Agriculture (USDA), apply to farmland classified as prime, unique, or of state or local importance as determined by the appropriate government agency, with concurrence by the Secretary of Agriculture.

NRCS Web Soil Survey farmland classification shows the following types of soils within the vicinity of the airport: "Not prime farmland."

Table 8 lists each soil type in the airport area based on information obtained from the USDA Natural Resources Conservation Service's (NRCS) Web Soil Survey (WSS). Most of the airport is classified as KSA (Kimbrough-Stegall association) with a small strip of other soils along the airport property line abutting US Highway 385.

TABLE 8| Farmland Classification

Map unit symbol	Map unit name	Rating
Kb	Kimbrough-Urban Land complex	Not prime farmland
KSA	Kimbrough-Stegall association, nearly level	Not prime farmland
M-W	Miscellaneous water	Not prime farmland
Ra	Ratliff-Urban land complex	Not prime farmland
Summary by Map Unit Ector and Crane Counties, Texas (TX606)		

Source: USDS Web Soil Survey (https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx)

HAZARDOUS MATERIALS, SOLID WASTE, AND POLLUTION PREVENTION

Federal, state, and local laws regulate hazardous materials use, storage, transport, and disposal. These laws may extend to past and future landowners of properties containing these materials. In addition, disrupting sites containing hazardous materials or contaminants may cause significant impacts to soil, surface water, groundwater, air quality, and the organisms using these resources. According to the U.S. EPA's *EJSCREEN*, there are no brownfield sites within three miles of the airport. There is one Superfund site (East 67th Street Ground Water Plume), located 0.3 mile south of the airport.

National Pollutant Discharge Elimination System (NPDES) permits outline the regulatory requirements of municipal storm water management programs and establish requirements to help protect the beneficial uses of the receiving waters. They require permittees to develop and implement Best Management Practices (BMPs) to control/reduce the discharge of pollutants to waters of the United States to the maximum extent practicable (MEP). Texas manages the NPDES for the state under the guidance of the U.S. EPA.

HISTORICAL, ARCHITECTURAL, ARCHAEOLOGICAL, AND CULTURAL RESOURCES

Determination of a project's environmental impact to historic and cultural resources is made under guidance in the *National Historic Preservation Act* (NHPA) *of 1966*, as amended, the *Archaeological and Historic Preservation Act* (AHPA) *of 1974*, the *Archaeological Resources Protection Act* (ARPA), and the *Native American Graves Protection and Repatriation Act* (NAGPRA) *of 1990*. In addition, the *Antiquities Act of 1906*, the *Historic Sites Act of 1935*, and the *American Indian Religious Freedom Act of 1978* also protect historical, architectural, archaeological, and cultural resources. Impacts may occur when a proposed project causes an adverse effect on a resource which has been identified (or is unearthed during construction) as having historical, architectural, archaeological, or cultural significance.

Sections 14-3-1, 14-3-2, and 14-3-3 of the City of Odessa, Texas Zoning Ordinance includes Historical Preservation Regulations and applications for designation of historical landmarks or districts in Odessa.[9] The airport may still have buildings dating to the early 1970s or older. Such structures could be considered historic resources (i.e., 50 years or older) and should be evaluated for historic significance if proposed for demolition or alteration. Most of the surface area of the airport has been previously disturbed and the potential for intact prehistoric resources on the ground surface appears low.

LAND USE

Land use regulations near airports are achieved through local government codes, city policies, and plans that include airport districts and planning areas. Regulations are used to avoid land use compatibility conflict around airports.

Based on the City of Odessa Zoning Map, ODO is considered a light industrial land use and is surrounded by single family residential, open space, commercial, and light industrial land uses. Light Industrial zoning is present on and around the airport on the west, south, and east as far as Dawn Avenue. Commercial

[9] Zoning Ordinance (odessa-tx.gov) https://www.odessa-tx.gov/DocumentCenter/View/1433/New-Zoning-Ordinance---City-of-Odessa-Texas-PDF

and light industrial land uses immediately surround the airport's facilities on the west and south. The airport is also adjacent to residences on the north, east and southeast boundaries, and is in proximity to a new subdivision located on Dawn Avenue. The Ratliff golf course, stadium, softball and soccer fields, and tennis courts are less than 0.5 mile from the airport property on the east side. There are several schools within two miles of the airport (see **Table 7** and **Exhibit 10**)

Section 14-8-2 in the city's zoning ordinance includes specific height restrictions based on land use, but states that buildings in the Light Industrial District can be constructed to "any legal height not restricted by other laws or ordinances." In addition, the city's performance standards for Light Industrial Districts provide an exemption for transient noise of moving sources such as automobiles, trucks, and airplanes (Section 14-4-2 [4][D).

NATURAL RESOURCES AND ENERGY SUPPLY

Natural resources and energy supply provide an evaluation of a project's consumption of natural resources. It is the policy of FAA Order 1053.1C, *Energy and Water Management Program for FAA Buildings and Facilities*, to encourage the development of facilities that exemplify the highest standards of design, including principles of sustainability.

Odessa Water, through Odessa Utilities Department, provides water for about 97,802 residents living in the Odessa area. Established in 1881, Odessa Water purchases all its water, untreated, from the Colorado River Municipal Water District (CRMWD). The majority of the water is surface water from Lake Ivie (Runnels County), Lake Thomas (Scurry County), and Lake Spence (Coke County). Groundwater or well water from Ward and Martin Counties wells are also pumped to meet the water system demands.[10]

NOISE AND NOISE COMPATIBLE LAND USE

Federal land use compatibility guidelines are established under 14 Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. According to 14 CFR Part 150, residential land and schools are noise-sensitive land uses that are not considered compatible with a 65 decibel (dB) Day-Night Average Sound Level (Ldn or DNL)[11]. Other noise-sensitive land uses (such as religious facilities, hospitals, or nursing homes), if located within a 65 dB DNL contour, are generally compatible when an interior noise level reduction of 25 dB is incorporated into the design and construction of the structure. Special consideration should also be given to noise-sensitive areas within Section 4(f) properties where the land use compatibility guidelines in 14 CFR Part 150 do not account for the value, significance, and enjoyment of the area in question.[12]

Table 9 shows noise-sensitive land uses within two miles of the airport. The nearest hospital/medical center, Odessa Regional Medical Center, is five miles south of the airport.

[10] Odessa Utilities Department https://waterzen.com/water-providers/odessa-water/
[11] The DNL accounts for the increased sensitivity to noise at night (10:00 PM to 7:00 AM) and is the metric preferred by FAA, the U.S. EPA, and the U.S. Department of Housing and Urban Development as an appropriate measure of cumulative noise exposure.
[12] 49 U.S. Code § 47141 – Compatible land use planning and projects by State and Local Governments

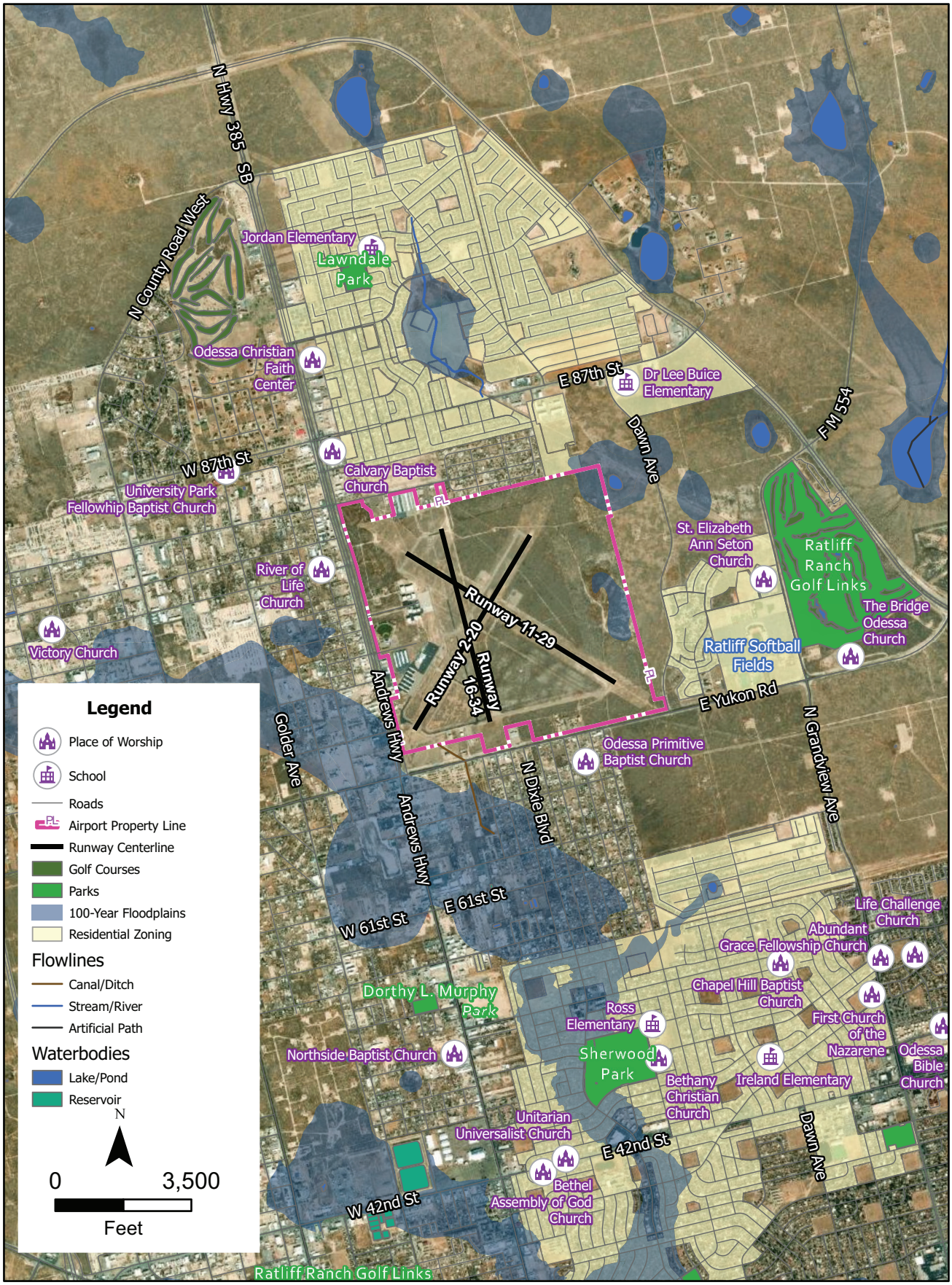

N Hwy 385 SB
N County Road West
Jordan Elementary
Lawndale Park
Odessa Christian Faith Center
E 87th St
Dr Lee Buice Elementary
Dawn Ave
FM 554
W 87th St
University Park Fellowship Baptist Church
Calvary Baptist Church
PL
St. Elizabeth Ann Seton Church
Ratliff Ranch Golf Links
River of Life Church
Runway 11-29
Runway 2-20
Runway 16-34
The Bridge Odessa Church
Victory Church
Ratliff Softball Fields
E Yukon Rd
Andrews Hwy
Golder Ave
Odessa Primitive Baptist Church
N Dixie Blvd
N Grandview Ave
Andrews Hwy
E 61st St
W 61st St
Life Challenge Church
Abundant Grace Fellowship Church
Chapel Hill Baptist Church
Dorthy L. Murphy Park
Ross Elementary
First Church of the Nazarene
Odessa Bible Church
Northside Baptist Church
Sherwood Park
Bethany Christian Church
Ireland Elementary
Unitarian Universalist Church
E 42nd St
Dawn Ave
Bethel Assembly of God Church
W 42nd St
Ratliff Ranch Golf Links
Legend
Place of Worship
School
Roads
Airport Property Line
Runway Centerline
Golf Courses
Parks
100-Year Floodplains
Residential Zoning
Flowlines
Canal/Ditch
Stream/River
Artificial Path
Waterbodies
Lake/Pond
Reservoir
N
0
3,500
Feet

TABLE 9 | Noise-Sensitive Land Uses within Two Miles of Airport

Facility	Distance from Airport (Miles)	Direction from Airport
Schools		
Alternative Education Center	0.2	Southeast
Jordan Elementary School	1.2	North
Ross Elementary	1.7	Southeast
Ireland Elementary	2.0	Southeast
Dr. Lee Buice Elementary	0.4	Northeast
Worship		
University Park Fellow Baptist Church	1.0	Northwest
Calvary Baptist Church	0.3	Northeast
Odessa Primitive Baptist Church	0.2	South
Unitarian Universalist Church	2.0	South
Northside Baptist Church	1.5	South
Bethany Christian Church	1.6	South
River of Life Church	0.2	West
St. Elizabeth Ann Seton Church	0.9	East
The Bridge Odessa	1.2	East
Odessa Christian Faith Center	1.0	Northeast
Life Challenge Church	2.1	Southeast

SOCIOECONOMICS, ENVIRONMENTAL JUSTICE, AND CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS

Socioeconomics | Socioeconomics is an umbrella term used to describe aspects of a project that are either social or economic in nature. A socioeconomic analysis evaluates how elements of the human environment such as population, employment, housing, and public services might be affected by the proposed action and alternative(s).

FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures* specifically requires that a federal action causing disproportionate impacts to an environmental justice population (i.e., a low-income or minority population), be considered, as well as an evaluation of environmental health and safety risks to children. The FAA has identified factors to consider when evaluating the context and intensity of potential environmental impacts.

Would the proposed action:

- induce substantial economic growth in an area, either directly or indirectly;
- disrupt or divide the physical arrangement of an established community;
- cause extensive relocation when sufficient replacement housing is unavailable;
- cause extensive relocation of community business what would cause severe economic hardship for affected communities;
- disrupt local traffic patterns and substantially reduce the levels of service of roads serving an airport and its surrounding communities; or
- produce a substantial change in the community tax base?

Environmental Justice | Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Fair treatment means that no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental, and commercial operations or policies.

Meaningful Involvement ensures that:

- people have an opportunity to participate in decisions about activities that may affect their environment and/or health;
- the public's contribution can influence the regulatory agency's decision;
- their concerns will be considered in the decision-making process; and
- the decision-makers seek out and facilitate the involvement of those potentially affected.[13]

The closest residential area is immediately adjacent to the airport boundary. The airport is adjacent to low-income residences (trailers or mobile homes) on two sides including the north and south boundary and is in proximity to a residential subdivision off Dawn Avenue on the east side. According to 2019 American Community survey estimates, the population within one mile of the airport is 11,865 persons, of which 27 percent is considered low-income and 56 percent are considered people of color. **Table 10** details the population characteristics within one mile of the airport.

TABLE 10 | Population Characteristics Within One Mile of the Airport

Characteristic	
Total Population	11,865
Population by Race	
White	79%
Black	1%
American Indian	0%
Asian	3%
Pacific Islander	0%
Some Other Race	14%
Population Reporting Two or More Races	3%
Total Population by Race	**100%**
Total Hispanic population	6,050 (51%)

Source: American Community Survey (2019); U.S. EPA EJSCREEN ACS Summary Report (2019)

Children's Environmental Health and Safety | Federal agencies are directed, per E.O. 13045, Protection of Children from Environmental Health Risks and Safety Risks, to make it a high priority to identify and assess the environmental health and safety risks that may disproportionately impact children. Such risks include those that are attributable to products or substances that a child is likely to encounter or ingest (air, food, water – including drinking water) or to which they may be exposed.

[13] Environmental Justice EPA https://www.epa.gov/environmentaljustice

According to the U.S. EPA EJSCREEN report, approximately 30 percent of the population within the one-mile study area previously identified is under the age of 17. This equated to 3,618 children in 2019. See **Table 9** for a list of schools and recreational facilities that are used by children within a two-mile radius of the airport.

VISUAL EFFECTS

Visual effects deal broadly with the extent to which a proposed action or alternative(s) would either (1) produce light emissions that create an annoyance or interfere with activities; or (2) contrast with, or detract from, the visual resources and/or the visual character of the existing environment. Each jurisdiction will typically address outdoor lighting, scenic vistas, and scenic corridors in zoning ordinances and their general plan.

Light Emissions | Light emission impacts typically relate to the extent to which any light or glare results from a source that could create an annoyance for people or would interfere with normal activities. Generally, local jurisdictions will include ordinances in the local code addressing outdoor illumination to reduce the impact of light on surrounding properties.

Existing light emission sources associated with ODO include airfield lighting and terminal/landside lighting. Airfield lighting includes lighting directly at or on the airfield system, such as runway and taxiway lighting.

Visual Resources and Visual Character | Visual character refers to the overall visual makeup of the existing environment where a proposed action or its alternative(s) would be located. For example, locations near densely populated areas generally have a visual character that could be defined as urban, whereas less developed areas could have a visual character defined by the surrounding landscape features, such as open grass fields, forests, mountains, deserts, etc.

Visual resources include buildings, sites, traditional cultural properties, and other natural or manmade landscape features that are visually important or have unique characteristics. Visual resources may include structures or objects that obscure or block other landscape features. In addition, visual resources can include the cohesive collection of various individual visual resources that can be viewed at once or in concert from the area surrounding the site of the proposed action or alternative(s).

The National Scenic Byways Program is a voluntary, community-based program administered through the Federal Highway Administration to recognize, protect, and promote America's designated scenic routes. It is reported by the U.S. Department of Transportation and Federal Highways Administration, that the State of Texas is not on the national byways map.[14] Currently, Texas does have some protected highways not considered as "scenic" but are protected from new signage.[15]

[14] Preserve Texas Scenic Highways | Scenic Texas https://www.scenictexas.org/resources/scenic-highways
[15] Prohibition of Signs on Certain Highways (txdot.gov) https://ftp.txdot.gov/pub/txdot-info/row/scenic_prohibited.pdf

WATER RESOURCES

Wetlands | The U.S. Army Corps of Engineers regulates the discharge of dredged and/or fill material into waters of the United States, including adjacent wetlands, under Section 404 of the *Clean Water Act* (CWA). Wetlands are defined in E.O. 11990, *Protection of Wetlands*, as "those areas that are inundated by surface or groundwater with a frequency sufficient to support and under normal circumstances does or would support a prevalence of vegetative or aquatic life that requires saturated or seasonally saturated soil conditions for growth and reproduction." Wetlands can include swamps, marshes, bogs, sloughs, potholes, wet meadows, river overflows, mudflats, natural ponds, estuarine areas, tidal overflows, and shallow lakes and ponds with emergent vegetation. Wetlands exhibit three characteristics: the soil is inundated or saturated to the surface at some time during the growing season (hydrology), has a population of plants able to tolerate various degrees of flooding or frequent saturation (hydrophytes), and soils that are saturated enough to develop anaerobic (absent of air or oxygen) conditions during the growing season (hydric).

USFWS manages the National Wetlands Inventory on behalf of all federal agencies. The National Wetlands Inventory identifies surface waters and wetlands in the nation. The inventory and environmental sensitives exhibit (**Exhibit 10**) indicate a few Freshwater Emergent Wetlands directly outside of the northeast boundary of the airport.

Floodplains | E.O. 11988, *Floodplain Management*, directs federal agencies to take action to reduce the risk of flood loss, minimize the impact of floods on human safety, health, and welfare, and restore and preserve the natural and beneficial values served by the floodplains.

The FEMA Flood Map Service Center indicates the airport property is within a 100-year flood zone. The selected flood map boundary, Panel 48135C0220E (effective date 3/15/2012), indicates that most of the airport is in Zone X, an Area of Minimal Flood Hazard. However, on the eastern portion of the airport, there is a special flood hazard area designated as Zone AE, which is located within a 100-Year Floodplain. This flood hazard area is located east of the airport and is identified on **Exhibit 10**.

Surface Waters | The *Clean Water Act* (CWA) establishes water quality standards, controls discharges, develops waste treatment management plans and practices, prevents or minimizes the loss of wetlands, and regulates other issues concerning water quality. Water quality concerns related to airport development most often relate to the potential for surface runoff and soil erosion, as well as the storage and handling of fuel, petroleum products, solvents, etc. Additionally, Congress has mandated (under the CWA) the National Pollutant Discharge Elimination System (NPDES).

ODO is located in the Antelope Lake-Muskingam Draw Watershed. The nearest river is Beals Creek, 51 miles northeast of the airport. The nearest impaired watershed under Section 303 of the CWA is a segment of the Colorado River, 85 miles northeast of the airport.[16]

[16] EPA EJSCREEN – Water features https://www.epa.gov/ejscreen

Groundwater | Groundwater is subsurface water that occupies the space between sand, clay, and rock formations. The term aquifer is used to describe the geologic layers that store or transmit groundwater, such as wells, springs, and other water sources. Examples of direct impacts to groundwater could include withdrawal of groundwater for operational purposes or reduction of infiltration or recharge area due to new impervious surfaces.[17]

The EPA's Sole Source Aquifer (SSA) Program was established under Section 1424(e) of the Safe Drinking Water Act (SDWA). Since 1977, it has been used by communities to help prevent contamination of groundwater from federally funded projects. It has increased public awareness of the vulnerability of groundwater resources. The SSA program is authorized by Section 1424(e) of the Safe Drinking Water Act of 1974 (Public Law 93-523, 42 U.S.C. 300 et. seq), which states:

"If the Administrator determines, on his own initiative or upon petition, that an area has an aquifer which is the sole or principal drinking water source for the area and which, if contaminated, would create a significant hazard to public health, he shall publish notice of that determination in the Federal Register."[18]

According to the U.S. EPA Sole Source Aquifer for Drinking Water website, there are no sole source aquifers located within airport boundaries. The nearest sole source aquifer, Edwards Aquifer I (San Antonio Area) SSA - Streamflow Source Area, is located 169 miles from the airport. [19]

Wild and Scenic Rivers | The *National Wild and Scenic Rivers Act* was established to preserve certain rivers with outstanding natural, cultural, and recreational values in a free-flowing condition for the enjoyment of present and future generations.

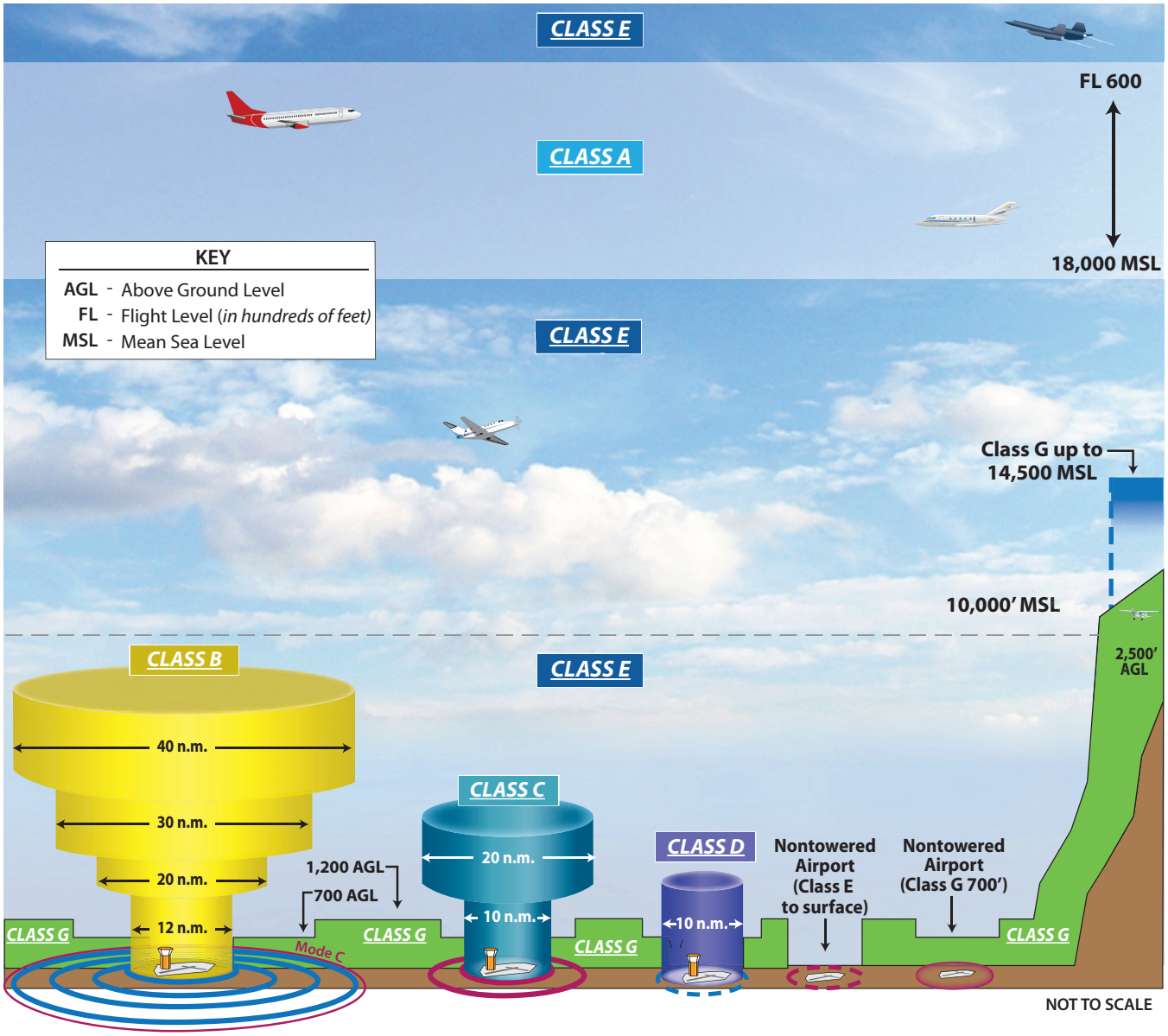
The Nationwide River Inventory (NRI) is a list of over 3,400 rivers or river segments that appear to meet the minimum *Wild and Scenic Rivers Act* eligibility requirements based on their free-flowing status and resource values. The development of the NRI resulted from Section 5(d)(1) in the *Wild and Scenic Rivers Act*, directing Federal agencies to consider potential wild and scenic rivers in the comprehensive planning process.

The closest designated wild and scenic river identified is the Rio Grande River, located 140 miles east of the airport.[20] The nearest National River Inventory feature is Pecos River, located 94 miles away.

AIRSPACE CHARACTERISTICS

The airspace within the National Air Transportation System (NAS) is divided into six different categories or classes. The airspace classifications that make up the NAS are presented on **Exhibit 11**. These categories of airspace are made up of Classes A, B, C, D, E, and G airspace. Each class of airspace contains its own criteria that must be met in terms of required aircraft equipment, operating flight rules (visual or

[17] United States Geological Survey - What is Groundwater? https://www.usgs.gov/faqs/what-groundwater
[18] Overview of the Drinking Water Sole Source Aquifer Program | US EPA https://www.epa.gov/dwssa/overview-drinking-water-sole-source-aquifer-program#Authority
[19] Interactive Map for Sole Source Aquifers Sole Source Aquifers (arcgis.com)
[20] Nationwide Rivers Inventory – Rivers https://www.rivers.gov/california.php



DEFINITION OF AIRSPACE CLASSIFICATIONS

CLASS A Think A - Altitude. Airspace above 18,000 feet MSL up to and including FL 600. Instrument Flight Rule (IFR) flights only, ADS-B 1090 ES transponder required, ATC clearance required.

CLASS B Think B - Busy. Multi-layered airspace from the surface up to 10,000 feet MSL surrounding the nation's busiest airports. ADS-B 1090 ES transponder required, ATC clearance required.

CLASS C Think C - Mode C. Mode C transponder required. ATC communication required. Generally airspace from the surface to 4,000 feet AGL surrounding towered airports with service by radar approach control.

CLASS D Think D - Dialogue. Pilot must establish dialogue with tower. Generally airspace from the surface to minimum 2,500 feet AGL surrounding towered airports.

CLASS E Think E - Everywhere. Controlled airspace that is not designated as any other Class of airspace.

CLASS G Think G - Ground. Uncontrolled airspace. From surface to a 1,200 AGL (in mountainous areas 2,500 AGL) Exceptions: near airports it lowers to 700' AGL; some airports have Class E to the surface. Visual Flight Rules (VFR) minimums apply.

Source: www.faa.gov/regulations_policies/handbooks_manuals/aviation/phak/media/15_phak_ch15.pdf

instrument flight rules), and procedures. Classes A, B, C, D, and E are considered controlled airspace, which requires pilot communication with the controlling agency prior to airspace entry and throughout operation within the designated airspace. Pilot communication procedures, required pilot ratings, and required minimum aircraft equipment vary depending upon the class of airspace, as well as the type of flight rules in use.

As shown on **Exhibit 12**, ODO is located on the western edge of Midland Class C airspace, which extends from 4,600 feet mean sea level (MSL) up to 6,900 feet MSL. Class E airspace, which extends from 700 feet above ground level (AGL) to the floor of Class C airspace, abuts the outer ring of Midland Class C airspace. Class G, or uncontrolled airspace, extends from the surface to the base of overlying Class E airspace.

Class C airspace is designed to regulate the flow of uncontrolled traffic above, around, and below the arrival and departure airspace required for high-performance, passenger-carrying aircraft at some commercial service airports. Pilots flying in Class C airspace around ODO must have an aircraft equipped with a two-way radio, an encoding transponder, and have established communication with the ATCT. Aircraft may fly below the floor of the Class C airspace or above the Class C ceiling without establishing communication with ATC.

Exhibit 12 also depicts other airspace features within the vicinity of ODO, including Victor Airways, Restricted Areas, Military Operations Areas (MOAs), Military Training Routes (MTRs), and Alert Areas.

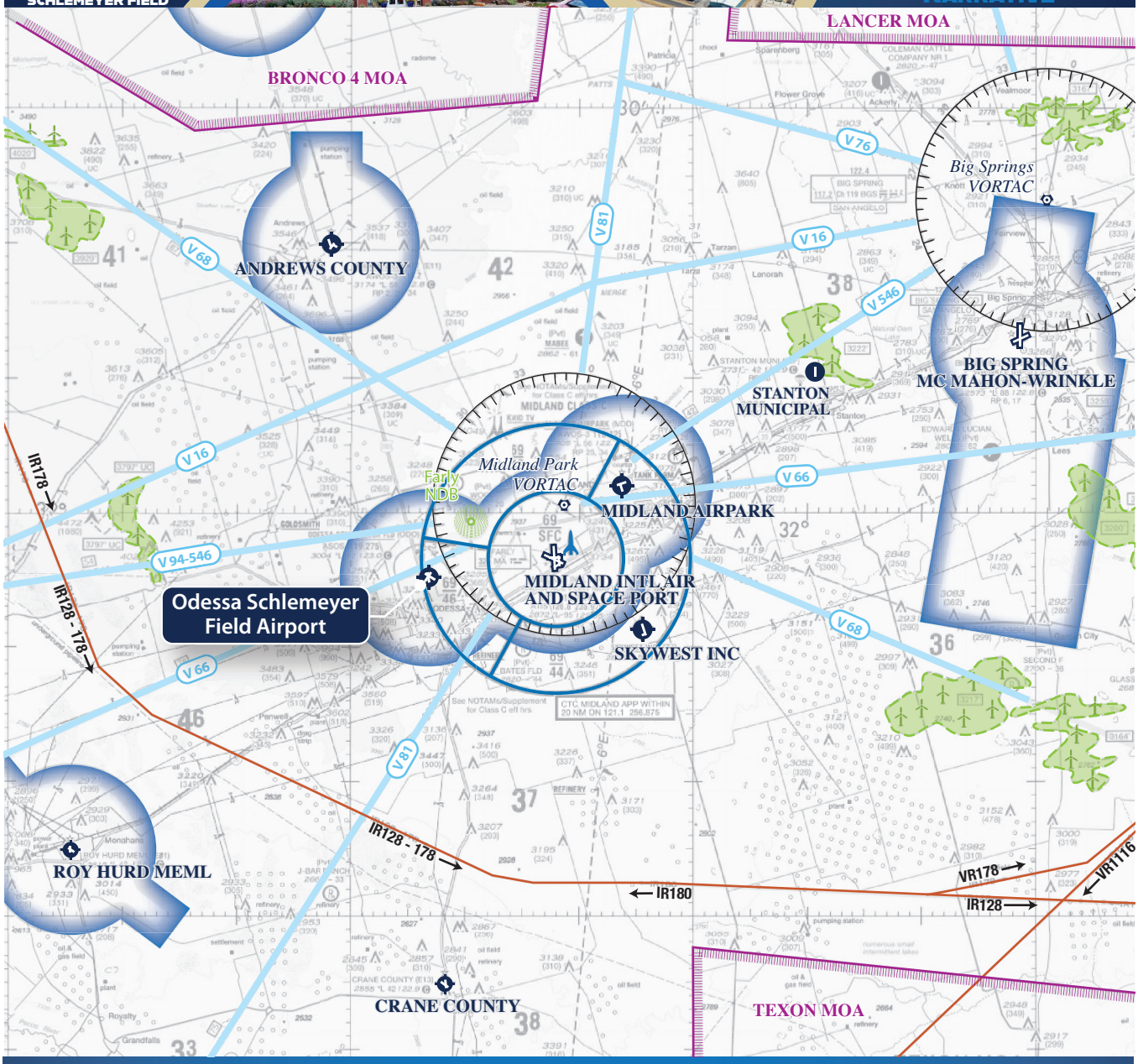
Victor Airways are corridors of airspace extending between VOR facilities that are eight miles wide and extend from 1,200 feet up to, but not including, 18,000 feet. Victor Airways near the airport emanate from the Pecos VOR-DME (V66), the Wink VORTAC (V94-546), and the Fort Stockton VORTAC (V81).

MOAs illustrate airspace where a high level of military activity is conducted and are intended to separate civil and military aircraft. Civilian air travel is not restricted in MOAs, but they are advised to exercise extreme caution when flying within an MOA when military activity is being conducted. There are three MOAs in the vicinity of the airport:

- Bronco 4 MOA – Located approximately 35 nm to the north, the Bronco 4 MOA is operated at 10,000 feet MSL between the hours of 0600 through 1800 Monday through Friday.
- Lancer MOA – Located approximately 46 nm northeast, the Lancer MOA is operated at 6,200 feet MSL Monday through Friday from 0900 to 2400.
- Texon MOA – Located 34 nm southeast of ODO, the Texon MOA is operated at 6,000 feet MSL Monday through Friday from sunrise to sunset.

Other times of operation for each MOA, outside of the listed times of use, are issued by NOTAM. Low level flight training and gunning/missile training is established near the airport at a high frequency and pilots operating in the area should be alert to these training activities.

MTRs are designated airspace that has been generally established for use by high-performance military aircraft to train below 10,000 feet AGL and in excess of 250 knots. There are VR (visual) and IR (instrument) designated MTRs. MTRs with no segment above 1,500 feet AGL will be designated with the VR or



LEGEND

- Airport with hard-surfaced runways 1,500' to 8,069' in length
- Airports with hard-surfaced runways greater than 8,069' or some multiple runways less than 8,069'
- Compass Rose
- Non-directional Radio Beacon (NDB)
- VORTAC
- Military Operations Area (MOA)
- Wind Turbine Farm
- Space Launch Activity Area
- Class C Airspace
- Class E (sfc) Airspace with floor 700 ft. above surface that laterally abuts 1200 ft. or higher Class E airspace
- Victor Airways
- Military Training Routes

NORTH

NOT TO SCALE

Source:
Albuquerque Sectional Chart, US Department of Commerce, National Oceanic and Atmospheric Administration, January 27, 2022

IR, followed by a four-digit number (e.g., VR1116). MTRs with one or more segments above 1,500 feet AGL are identified by the route designation followed by a three-digit number (e.g., IR178). The arrows on the route show the direction of travel.

Restricted airspace is an area of airspace that is typically used by the military in which the local controlling authorities have determined that air traffic must be restricted or prohibited for safety or security concerns. The nearest restricted area (R-6318) is located 130 nm southwest of the airport, which is operated continuously up to 14,000 feet MSL.

Alert Areas are depicted on aeronautical charts to inform nonparticipating pilots of areas that may contain a high volume of pilot training or an unusual type of aerial activity. There are no Alert Areas in the vicinity of the airport.

AIRPORT TRAFFIC CONTROL

There is no airport traffic control tower at ODO; therefore, no formal terminal air traffic control services are available for aircraft landing or departing the airport. Aircraft operating in the airport vicinity are not required to file any type of flight plan or to contact any air traffic control facility unless they are entering airspace where contact is mandatory (i.e., Midland Class C airspace). The common traffic advisory frequency (CTAF) is used by pilots to obtain airport information and to advise other aircraft of their position in the traffic pattern and their intentions.

The airport is located within the jurisdiction of the Fort Worth Air Route Traffic Control Center (ARTCC). The San Angelo flight service station (FSS) provides additional weather data and other pertinent information to pilots in the vicinity of the airport.

REGIONAL AIRPORTS

A review of other public-use airports within 30 nm of ODO was conducted to identify and distinguish the types of air service provided in the region. It is important to consider the capabilities and limitations of these airports when planning for future changes or improvements at ODO. Public-use airports within the 30 nm of the airport are detailed in **Exhibit 13**, with information pertaining to each airport obtained from FAA Form 5010-1, *Airport Master Record*.

COMMUNITY PROFILE

For an airport planning study, a profile of the local community including its socioeconomic characteristics is collected and examined to derive an understanding of the dynamics of growth within the study area. Socioeconomic information related to the local area is an important consideration in the master planning process. The community profile for the City of Odessa on **Exhibit 14** is derived from the city's 2016 comprehensive plan, *Envision Odessa*, as well as information sourced from the city's economic development department and Woods & Poole Economics - *Complete Economic and Demographic Data Source*, 2021.

Odessa's population has historically been tied to the boom/bust cycle that occurs in the energy sector. In 2020, the city had a population of 122,630 residents, according to U.S. Census estimates. Current projections for population were not available, but the 2016 *Envision Odessa* report included 5-year projections through 2035, when the population is anticipated to reach 140,322. In terms of the Midland-Odessa combined statistical area, the population is expected to grow at a compound average growth rate of 1.2 percent, which is faster than both the State of Texas and the United States. Key industries in Ector County include oil and gas, construction, transportation, manufacturing, and government. These, along with others, support a labor force of more than 90,000 people.

MIDLAND INTERNATIONAL AIR AND SPACE PORT (MAF)

Distance from ODO ..... 10 mi E
Airport NPIAS Classification ..... Primary Commercial Service
FAA Asset Study Classification ..... N/A
Elevation ..... 2,872' MSL
Weather Reporting ..... ASOS
ATCT ..... Yes
Annual Operations 58,010
Based Aircraft 106

Primary Runway	16R/34L	10/28	4/22	16L/34R
Length	9,501'	8,302	4,605	4,247
Width	150'	150	75	100
Pavement Strength (pounds)				
SWL	160,000	160,000	30,000	30,000
DWL	200,000	200,000	60,000	60,000
2D	350,000	350,000	NA	NA
2DT	700,000	700,000	NA	NA
Lighting	HIRL	HIRL	MIRL	MIRL
Marking	Precision	Precision	Nonprecision	Basic
Approach Aids	PAPI-4, REILs	PAPI-4, MALS, MALSR	None	None
Instrument Approach Procedures	GPS, HI-VOR	ILS, GPS	GPS	VOR

Services Provided: Jet A & 100LL Fuel; hangars and tiedowns; aircraft maintenance

MIDLAND AIRPARK AIRPORT (MDD)

Distance from ODO ..... 16 mi ENE
Airport NPIAS Classification ..... GA
FAA Asset Study Classification ..... Regional
Elevation ..... 2,805' MSL
Weather Reporting AWOS-3
ATCT ..... No
Annual Operations 41,010
Based Aircraft 50

Primary Runway	7/25	16/34
Length	5,571	3,977
Width	75	75
Pavement Strength (pounds)		
SWL	18,500	18,500
DWL	N/A	N/A
Lighting	MIRL	MIRL
Marking	Basic/Nonprecision	Basic/Nonprecision
Approach Aids	PAPI-2; VASI	PAPI-2
Instrument Approach Procedures	GPS; VOR/DME	GPS

Services Provided: Jet A & 100LL Fuel; hangars and tiedowns; aircraft maintenance

KEY

ASOS	Automated Surface Observing System
AWOS	Automated Weather Observing System
ATCT	Air Traffic Control Tower
DWL	Dual Wheel Loading
GA	General Aviation
GPS	Global Positioning System
HIRL	High Intensity Runway Lights
MALS	Medium Intensity Approach Lighting System
MALSR	Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights
MIRL	Medium Intensity Runway Lights
MSL	Mean Sea Level
N/A	Not Applicable
NPIAS	National Plan of Integrated Airport Systems
PAPI	Precision Approach Path Indicator
SWL	Single Wheel Loading
VASI	Visual Approach Slope Indicator
VOR	Very High Omnidirectional Range
VOR/DME	Very High Omnidirectional Range with Distance Measuring Equipment

SKYWEST INC AIRPORT (7T7)

Distance from ODO ..... 16 mi ESE
Airport NPIAS Classification ..... N/A
FAA Asset Study Classification ..... N/A
Elevation ..... 2,805' MSL
Weather Reporting ..... No
ATCT ..... No
Annual Operations 9,600
Based Aircraft 34

Primary Runway	16/34	6/24
Length	5,000	2,800
Width	42	45
Pavement Strength (pounds)		
SWL	12,500	N/A
DWL	N/A	N/A
Lighting	Nonstandard	None
Marking	Nonstandard	Nonstandard
Approach Aids	None	None
Instrument Approach Procedures	None	None

Services Provided: 100LL Fuel; hangars and tiedowns; aircraft maintenance

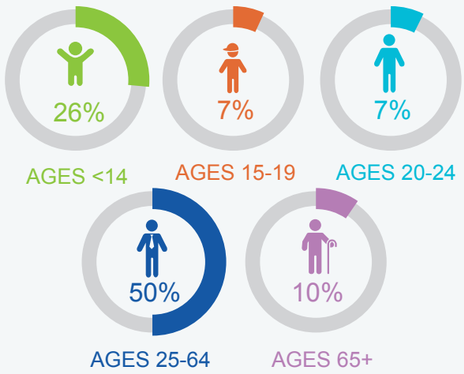
ANDREWS COUNTY AIRPORT (E11)

Distance from ODO ..... 26 mi NNW
Airport NPIAS Classification ..... GA
FAA Asset Study Classification ..... Local
Elevation ..... 3,174' MSL
Weather Reporting AWOS-3
ATCT ..... None
Annual Operations 18,249
Based Aircraft 19

Primary Runway	16/34	2/20	11/29
Length	5,816	3,893	3,048
Width	75	75	75
Pavement Strength (pounds)			
SWL	23,000	23,000	17,000
DWL	37,000	N/A	N/A
Lighting	MIRL	MIRL	N/A
Marking	Nonprecision	Basic	Basic
Approach Aids	PAPI-4	PAPI-4	None
Instrument Approach Procedures	GPS	None	None

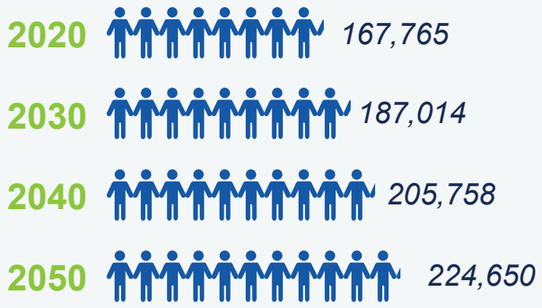
Services Provided: Jet A & 100LL Fuel; tiedowns; aircraft maintenance

POPULATION BY AGE



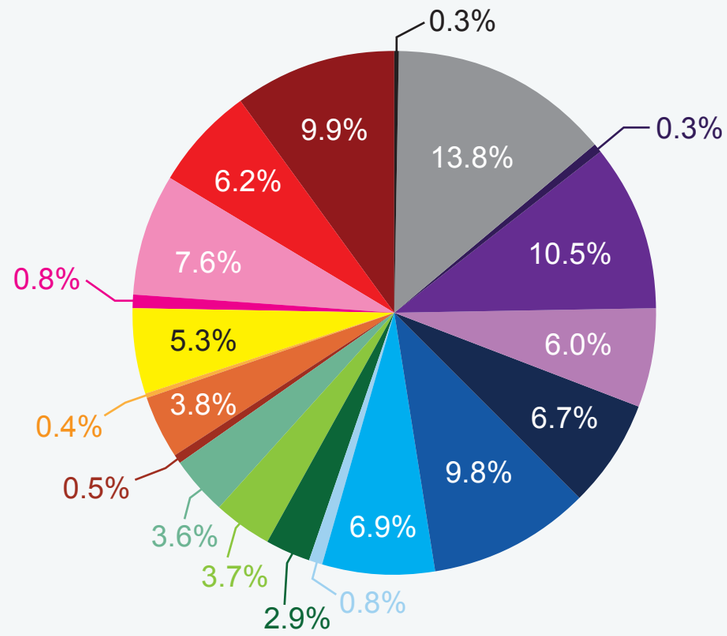
MEDIAN AGE 30.5

ECTOR COUNTY POPULATION



1.2% Growth

EMPLOYMENT BY SECTOR



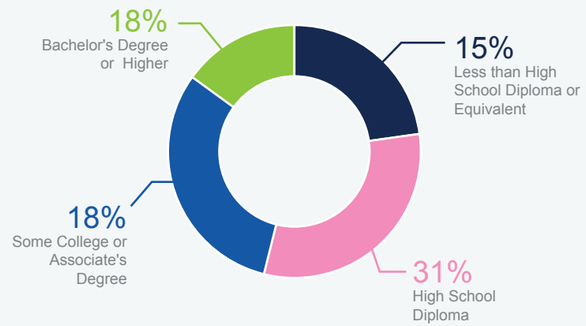
9,029	Government	763	Information
5,653	Other Services, Except Government	6,296	Transportation and Warehousing
6,885	Accommodation and Food Service	8,900	Retail
744	Arts, Entertainment, and Recreation	6,078	Wholesale Trade
4,789	Health Care and Social Assistance	5,495	Manufacturing
373	Educational Services	9,584	Construction
3,464	Administrative and Waste Management	267	Utilities
447	Management and Enterprises	12,515	Mining (Oil & Gas)
3,248	Professional and Technical Services	86	Forestry, Fishing, and Related Activities
3,322	Real Estate and Leasing		Farm Employment
2,664	Finance and Insurance		

Total Employment 90,863

MAJOR EMPLOYERS

- Ector County I.S.D.
- Medical Center Hospital
- Halliburton
- NexTier Complete Solutions
- City of Odessa
- Saulsbury Companies
- Odessa Regional Medical Center
- Ector County
- HEB
- University of Texas Permian Basin

EDUCATION



HOUSEHOLDS

$63,096

MEDIAN HOUSEHOLD INCOME (2020)

$176,900

MEDIAN HOME VALUE (2020)

Note: Data is reflective of Ector County in 2020 unless otherwise noted
Sources: Envision Odessa; City of Odessa Economic Development Department; Woods & Poole Complete Economic and Demographic Data, 2021