



RANDY WEBER  
MEMBER OF CONGRESS  
FOURTEENTH DISTRICT, TEXAS

April 29, 2022

The Honorable Rosa DeLauro  
Chair  
Committee on Appropriations  
U.S. House of Representatives  
Washington, D.C. 20515

The Honorable Kay Granger  
Ranking Member  
Committee on Appropriations  
U.S. House of Representatives  
Washington, D.C. 20515

Dear Chair DeLauro and Ranking Member Granger:

I request funding for the Scholes International Airport General Aviation Ramp Reconstruction Project in fiscal year 2023.

The entity to receive funding for this project is Scholes International Airport (City of Galveston), located at 2115 Terminal Drive, Galveston, Texas 77554.

This project would fund the reconstruction of a section of our existing ramp section to support the static weight of three C-17 aircraft while parked. Each pad site needs to be 60' x 180' to support the landing gear of each plane. The estimated project cost to construct three pad sites to support C-17 aircraft is \$1,800,000.

After Hurricane Harvey, the State of Texas, in coordination with FEMA Region 6, has identified Scholes International Airport as a direct support facility to conduct Aeromedical Staging (AS) operations, support air Search and Rescue (SAR) operations, support General Population (GENPOP) air evacuation operations, and support Logistics Staging Area (LSA) operations. Aircraft identified in this report include C-17 and C-130 aircraft. On March 19, 2020, FEMA published the, Scholes International Airport Galveston (GLS), Galveston, TX Comprehensive Air Operations Plan. This plan establishes a process and structure for the systematic, coordinated, and effective delivery of federal air operations assistance to address the consequences of any major disaster or emergency declared under the Robert T. Stafford Disaster Relief and Emergency Assistance Act.

Runways, including the closed runway at the north end of the airfield and Taxiway D, can support C-17 aircraft operations. Although, taxiway and aircraft parking aprons are severely weight-restricted to approximately 122,000 pounds, they can only support air operations using narrow-body commercial and military aircraft up to B737, C-130, and regional-jet-sized aircraft. The current weight restrictions severely reduce the operational capability of Scholes International Airport in support of disaster response air operations.

I certify that neither I nor my immediate family has any financial interest in this project.

Sincerely,

RANDY K. WEBER  
Member of Congress

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