



CONNECTING GLOBALLY

North Central Texas General Aviation and Heliport System Plan

Recommended Performance Measures

January 2009



RECOMMENDED PERFORMANCE MEASURES

Performance measures are utilized by the North Central Texas Council of Governments (NCTCOG) to monitor the performance of the region's transportation system. Reports like the annual "State of the Region" offer insight into how North Central Texas's transportation system is operating to provide regional connectivity and seamless connections.

Outside of the on-going System Plan, NCTCOG staff monitors the following on behalf of the region:

1. Annual Commercial Service Airport Operations
2. Annual Cargo Tonnage Moved from Regional Airports
3. Annual Passenger Enplanement at Air Carrier Airports
4. Daily Flights vs. Instrument Flight Rules Capacity at Air Carrier Airports

While different performance measures can be included in the annual report, emphasizing General Aviation (GA) will be a key addition to the above series of commercial activities. The following nine performance measures are recommended to be used in conjunction with the existing performance measures listed above. The changes in these performance measures from year to year can be studied to determine their cause and effect on general aviation activity in the region. Changes may include a new runway development, closure of several airports, airports becoming more business-friendly, or increased public support for general aviation activity within the region.

1. Annual Aircraft Operations

Annual aircraft operations by type can be viewed electronically for historical and forecast years from 1976 to 2025 for all airports included in the Federal Aviation Administration's (FAA) Terminal Area Forecast (TAF). This data allows NCTCOG to gain an understanding of the overall regional activity level as well as levels of GA traffic, business and recreational for the select airports that are currently part of the TAF.

Currently, operational data beyond the year 2006 is considered by the TAF process to be a future year forecast. Once the actual data is received and verified by the FAA, it will be entered into the system. Exhibit 1 shows how the annual operations are tracked by type.



Exhibit 1: FAA TAF Annual Operations

Enplanements	Air Carrier
	Commuter
	Total
Itinerant	Air Carrier
	Air Taxi & Commuter
	General Aviation
	Military
	Total
Local	General Aviation
	Military
	Total
Total Operations	
Total Instrument Operations	

Source: FAA Terminal Area Forecast

2. Based Aircraft by Type

The FAA TAF also presents the based aircraft by type for facilities within the TAF from 1976 to 2025; Exhibit 2 shows the aircraft types. The current year based aircraft data for non-TAF airports can be found on the FAA’s Airport Master Record data sheet (5010); however historical 5010 data is not readily available through the FAA. As with annual operations, this measure allows NCTCOG to report on the level of activity within the region. The number of based aircraft affects business activity (i.e., fuel sales, hangar rent, etc.) and funding for related development projects.

Exhibit 2

Aircraft Types
Jet
Single Engine
Multi Engine
Helicopter
Glider
Ultralight
Other
Total

Source: FAA Terminal Area Forecast

3. Number of Towered Airports

The number of towered airports can be obtained through the 5010 data. The number of airports that are towered and their location will affect congestion levels and types of activity at the airport, as well as local airspace.



4. Total Runway Length by Type

The total runway length within the region by type can be obtained by analyzing the 5010 data on an annual basis. It can give NCTCOG a basic view of the capacity of the region as well as runway development projects and airport closures. The classification of runway surfaces (paved versus non-paved such as turf, dirt, gravel, etc.) will provide information on the status of private facilities which generally do not have paved runway surfaces.

5. Existing Economic Impact

The Texas Department of Transportation (TXDOT) completed an economic impact study of public use airports in the State of Texas. For the airports in North Central Texas, the economic impact can be tracked as new studies are completed to demonstrate the economic importance of airports and changes over time. Although not all airports in North Central Texas are included in the most recent economic impact study, this value can be compared to other metropolitan areas in Texas to track the overall impact of general aviation in the region.

6. Existing Community Value

This study has developed a new measure named Airport Community Value (ACV). The ACV contains two parts, the existing and the future community value. The existing community value demonstrates a value beyond the economic impact of an airport. As these calculations for the facilities are completed, they will be provided to NCTCOG and can be utilized for its annual report. ACV calculations beyond the study effort should be completed by NCTCOG or facility sponsor in order to monitor this data over time.

7. System Plan Designation

This study developed a categorization plan for airports and heliports. For airports, the first input is the type which is defined by the airport's ownership and its National Plan of Integrated Airport Systems (NPIAS) designation assigned by the FAA. The second input is the use; use is based on the typical business of the airport and what type of aircraft it can accommodate. Examples include facilities that are operated for agricultural purposes, recreational flying, or business jet activity. Heliports are classified by uses including, corporate, news media, public service, ranch, and personal.



The study has assigned this designation based on the criteria for the existing facility conditions in 2008. Future designations should be assigned by NCTCOG or a facility sponsor based on current year criteria in order to track the data. NCTCOG will also be able to utilize this data to review regional facility needs, FAA funding eligibility, and regional aviation capacity. Changes in the number of facilities within each designation will allow NCTCOG to view any shifts in the type of activity within the region; for example, an increase in business jet facilities and decrease in agricultural facilities can be reflected.

8. Area within the 60 Minutes Travel Contours for Reliever Airports

This measure demonstrates the vehicular accessibility of the major GA airports (relievers) used by the public. This data set is available through NCTCOG's transportation modeling system. While this data is gathered and analyzed for the region, an analysis specific to airports is useful when factoring in the importance of airports for future roadway projects. It may also show the impacts of vehicular congestion level increases or decreases on future operational activity levels of an airport.

9. Annual Aviation Funding from Texas Department of Transportation

TxDOT publishes a Capital Improvement Plan (CIP) for the State of Texas in three-year increments with annual updates. NCTCOG can utilize this measure to review four elements: 1) the number of airports within the region being funded; 2) the level of funding each year; 3) the changes in the level of funding of the actual versus forecasted year; and 4) the number of projects being funded by airport and within the region.

With this measure, NCTCOG can analyze the necessary activity level required to properly support development needs. A comparison of the level of funding of North Central Texas versus other metropolitan areas within could also be completed.