



Decarbonizing Aviation



A Public-Private Partnership accelerating the clean energy transition at airports



Advanced Air Mobility Energy Briefing May 2026

THE CLEARSKIES THESIS

AAM is coming. Successful airports solve power first.

How smaller airports plan, fund, and phase renewable energy, storage, microgrids, and charging infrastructure for Advanced Air Mobility.

 A A M

 C H A R G I N G

 P O W E R

 S T O R A G E

 F I N A N C E



S U M M A R Y

AAM is the wedge. Power certainty is the infrastructure problem.

ClearSkies helps smaller airports move from AAM interest to implementation through solar, battery storage, microgrid controls, charging readiness, private capital, and long-term PPA or EaaS structures.

01



AAM creates urgency

eIPP and Project Nexus turn planning into action.

02



Power creates the bottleneck

Charging creates new peak-load and utility issues.

03



Capital creates friction

Smaller airports need options beyond direct capex.

04



Readiness creates the bridge

Start with load, land, utility, and funding facts.

TAKEAWAY · Use AAM to open the door. Partner with airports to plan for power.



WHY NOW

Project Nexus makes AAM real for regional airports

AAM becomes real when routes, airports, utilities, communities, and agencies have to line up.



SYSTEM OF SYSTEMS

Multi-state AAM corridor

TEXAS

OKLAHOMA

LOUISIANA

CHOCTAW NATION

Project Nexus is a multi-state System of Systems coordinating AAM planning across Texas, Oklahoma, Louisiana, and the Choctaw Nation.

This conversation lands now because

- 1 Multi-state AAM planning context
- 2 Medical, cargo, regional, and public-sector use cases
- 3 Power infrastructure is now part of route readiness
- 4 ClearSkies brings the energy readiness frame

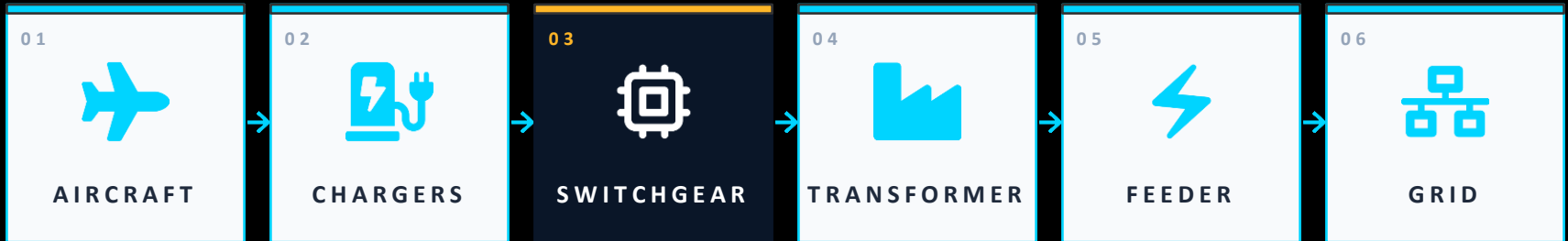
Source: TxDOT describes Project Nexus as a multi-state System of Systems.



CORE REFRA M E

The hidden constraint is power

A landing pad alone does not create AAM readiness.



Airport leaders need to know where power comes from, where it connects, how reliable it is, and how it expands over time.

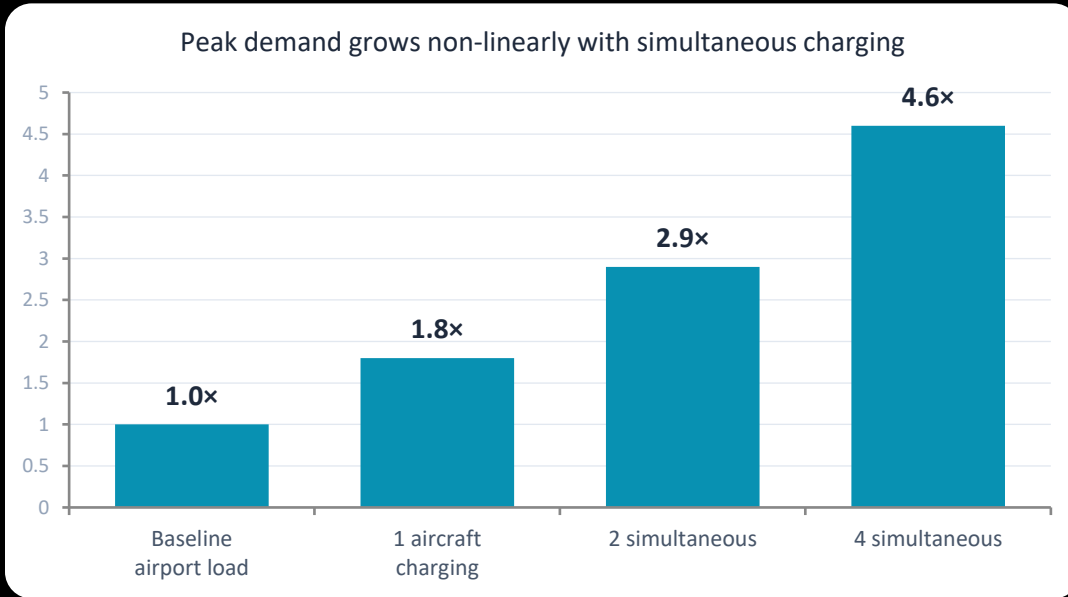
THE QUESTION · *What is your power plan for AAM?*



LOAD MATH

AAM charging is a peak-load problem

Average energy use misses the operational issue. The hard question is simultaneous charging.



USE A PLANNING RANGE

- Hundreds of kW per aircraft
- Exact values vary by use case
- Peak demand drives infrastructure

PLANNING LESSON • Model simultaneous charging, not average daily energy.



Smaller airports: the opportunity and the exposure



OPPORTUNITY

- ✓ Available land
- ✓ Regional mobility value
- ✓ Cargo and medical use cases
- ✓ Emergency response role
- ✓ Economic-development mandate



EXPOSURE

- Limited spare electrical capacity
- Transformer and feeder constraints
- Long utility timelines
- Limited capital budgets, rising power rates
- Small internal teams

STARTING POINT · Not a speculative buildout — an airport-specific energy readiness assessment.



THE FRAMEWORK

The AAM Power Stack

AAM charging is not a standalone purchase — it is a layered airport infrastructure system.

AIRPORT STRATEGY Land use · Revenue · Resilience · Economic development

FINANCE PPA · EaaS · Private capital · Grants · Tax credits

UTILITY & RESILIENCE Grid service · Backup · Islanding · Peak management

ENERGY PLATFORM Solar · Battery storage · Microgrid controls · Dispatch logic

ELECTRICAL INFRASTRUCTURE Switchgear · Transformers · Feeders · Meters · Protection

CHARGING Aircraft · GSE · Fleet · Public EV

AAM USE CASES Medical · Cargo · Emergency · Regional · FBO

BOTTOM LINE · Winning airports treat AAM as part of an airport energy platform.

INTEGRATION

Strategy at the top governs all layers below.

STACK LAYERS

7

interdependent layers — none can be solved alone.



SOLUTION ARCHITECTURE

Solar alone is not enough

Storage and controls turn renewable generation into operational infrastructure.



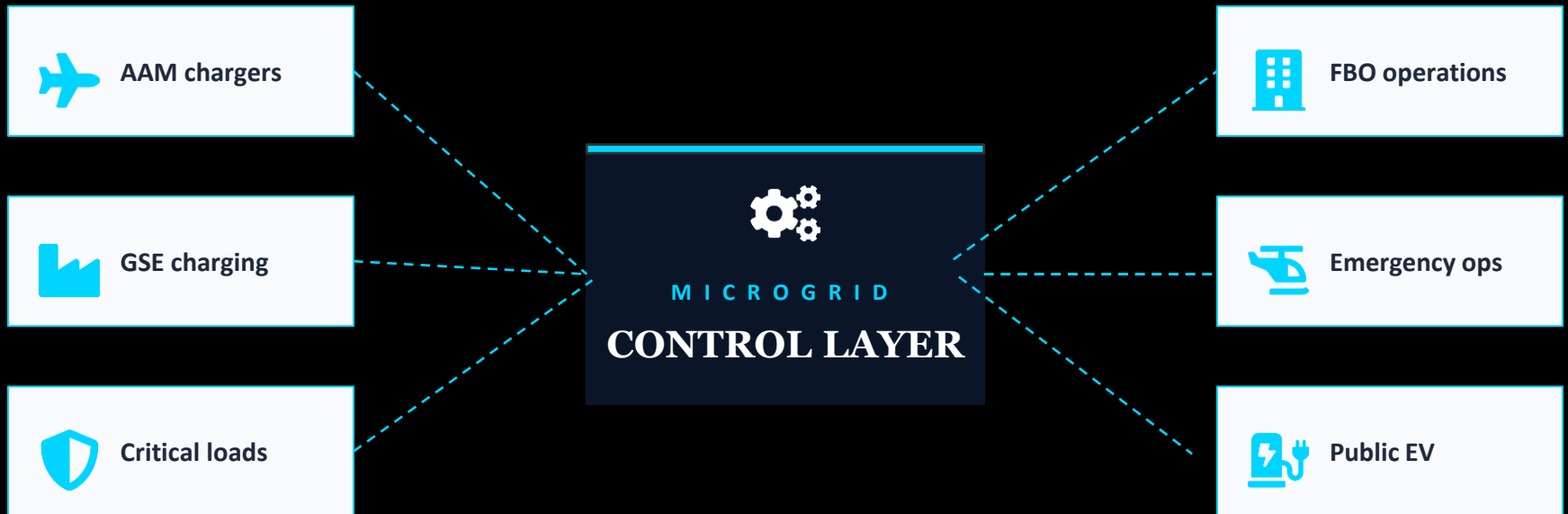
WHY IT MATTERS · Storage + controls turn intermittent solar into a 24/7 operational asset.



NO - REGRETS VALUE

Microgrids create resilience and optionality

The strongest projects serve more than one future use case.



INSURANCE LOGIC · If AAM scales slowly, the airport still gains resilience, load flexibility, and electrification capacity.



CAPITAL PATH

Financing matters as much as equipment

Smaller airports often need infrastructure before the full demand signal is bankable.



Airport planning funds



FAA and state programs



Private capital



Long-term PPA or EaaS



Tax-credit strategy



Energy savings or revenue



From capex barrier → **structured readiness**

- Preserve airport capital
- Phase deployment with demand
- Match risk to use case
- Keep optionality as demand matures



HOW WE HELP

The ClearSkies implementation pathway

The answer should fit the airport. We organize the moving parts into a phased path.



PHASED · Each phase de-risks the next. No airport is asked to skip to implementation.



WEBINAR CTA

The first step is a readiness assessment

What is your power plan for AAM?

- | | |
|--|------------------------------------|
| 1 Current peak load | 2 utility-confirmed spare capacity |
| 3 Three-phase power at likely charging sites | 4 Simultaneous charging scenarios |
| 5 Solar and storage siting | 6 Funding and ownership path |
| 7 Safety and FAA planning | 8 No-regrets first step |

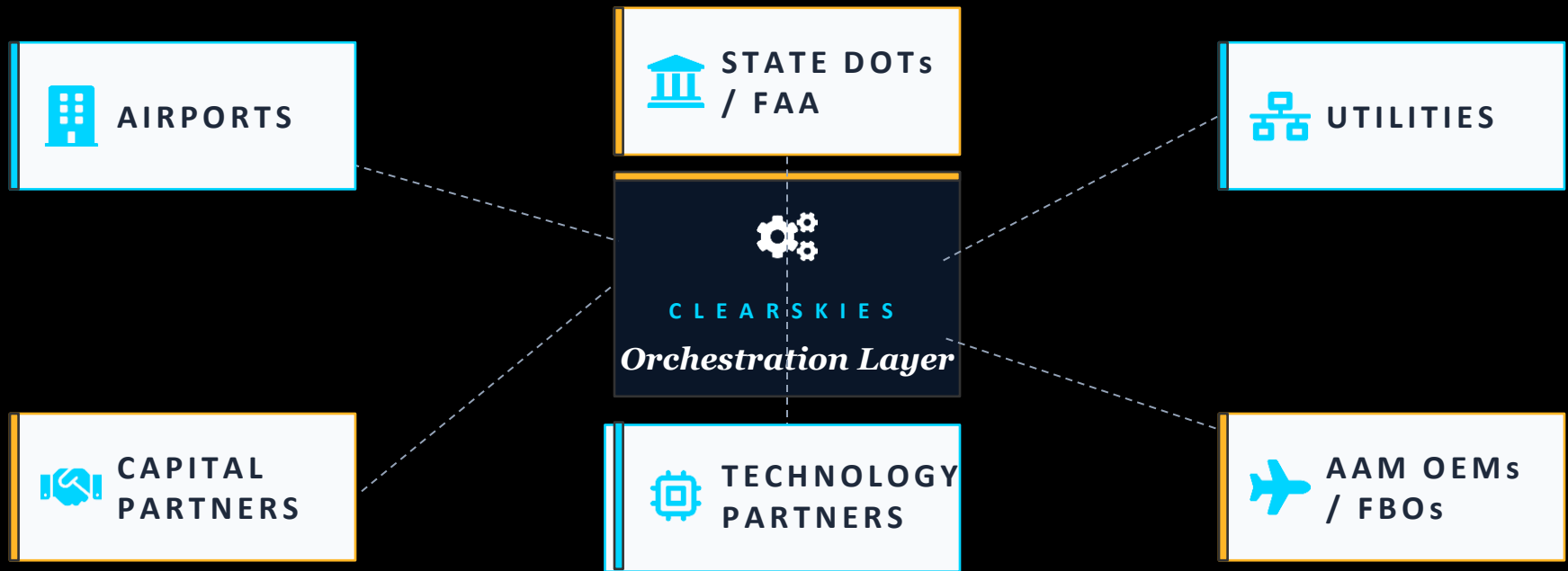
→ THE OFFER · 30-minute strategic readiness session — answer these 8 questions together.



PARTNER ARCHITECTURE

The airport power ecosystem

ClearSkies coordinates airports, utilities, capital, and infrastructure partners around phased electrification readiness.



ROLE · ClearSkies is the orchestrator — not another vendor in the stack.



THE CLOSING MESSAGE

The airports best positioned for AAM will understand their power **position early.**

1 Start with load

2 Understand utility capacity

3 Identify use cases

4 Screen land

5 Evaluate solar, storage, financing

6 Build in phases

→ NEXT STEP · AAM Energy Readiness Assessment



Management Team



Lynn Creelman, PhD

Doctorate in Environmental Science and Engineering, UCLA

- Over 25 years of experience in the aviation infrastructure industry
- Chair, Airport Electrification Task Force, *American Association of Airport Executives (AAAE)*
- Guest Lecturer, *Infrastructure for Sustainable Aviation*, Stanford University
- Graduate, *Goldman Sachs 10,000 Small Businesses Program*



Philip L. McDonough

Aviation Business Development Executive

- Over 25 years of experience in airport and aviation infrastructure
- Proven leader in developing and implementing aviation technology and infrastructure solutions
- Recognized for leveraging industry expertise, reputation, and networks to identify and deliver business solutions
- Skilled in aligning technology with operational priorities to address evolving industry challenges

Founded by experienced airport energy and renewables experts, our venture is committed to solving the problem of sustainable airport infrastructure. ClearSkies is positioned to be the leading green solar and sustainability infrastructure developer at strategic US airports to help reduce the aviation industry's carbon footprint and increase energy efficiency.

Strong relationships with key stakeholders, including airports, airlines, the FAA, and other government agencies

Come fly with us



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Airport Pavement Management GIS Tool





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Assistant Agency Director)

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(Associate Research Engineer)

Clayton Treybig

(Pavement Inspector/GIS)

Arvind Devadas

(GIS/Forensics/Developer)

Garrett Dorsett

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(Director Aviation Division)

Stephanie Kleiber, P.E.

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(Airport Planning and Programming Section
Director)

Michelle Burcham

(Aviation Grants Section Director)

Mollie Klenzendorf

(Business Ops Project Manager)

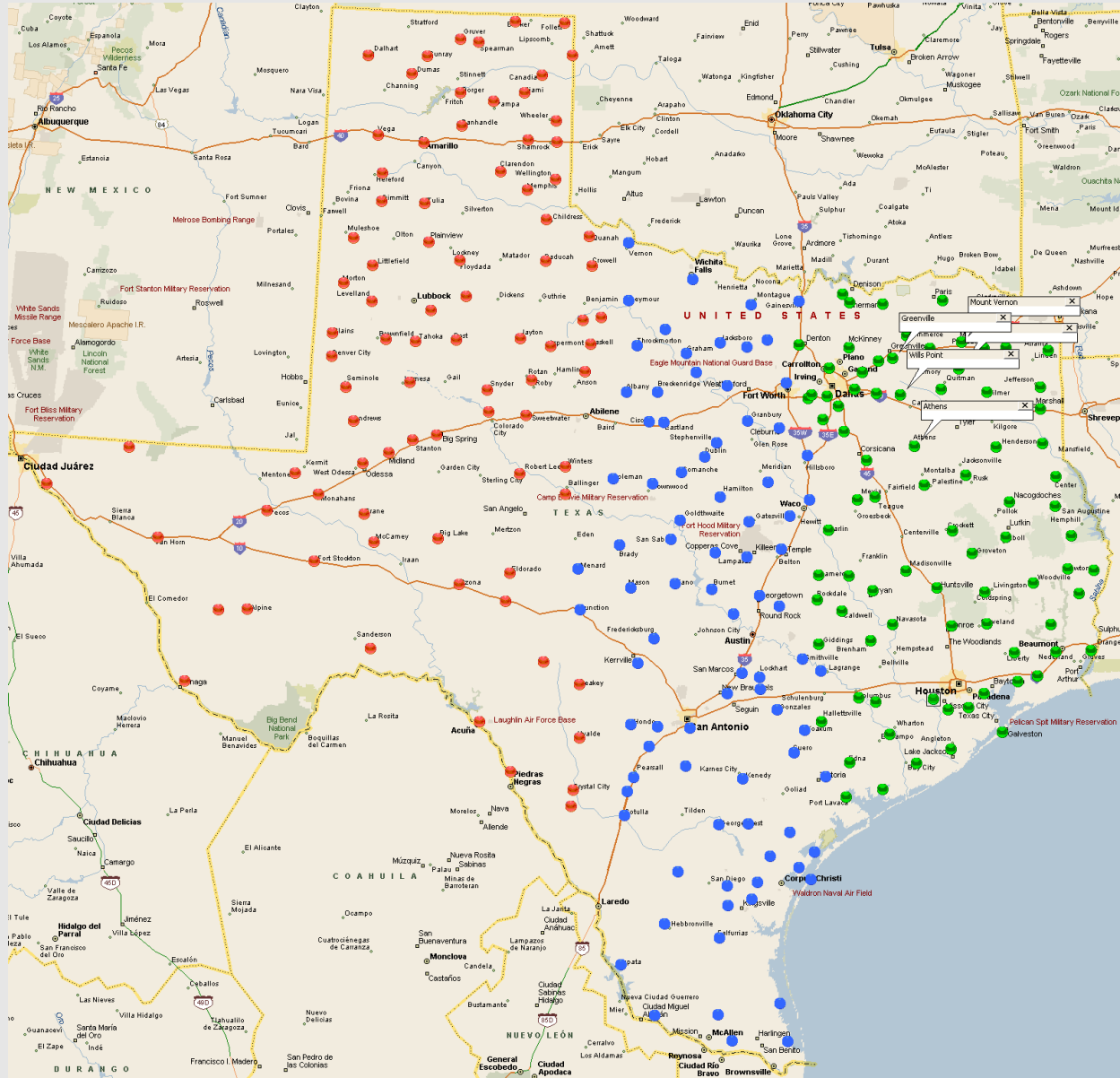
Texas A&M Transportation Institute

Texas Department of Transportation
Aviation Division





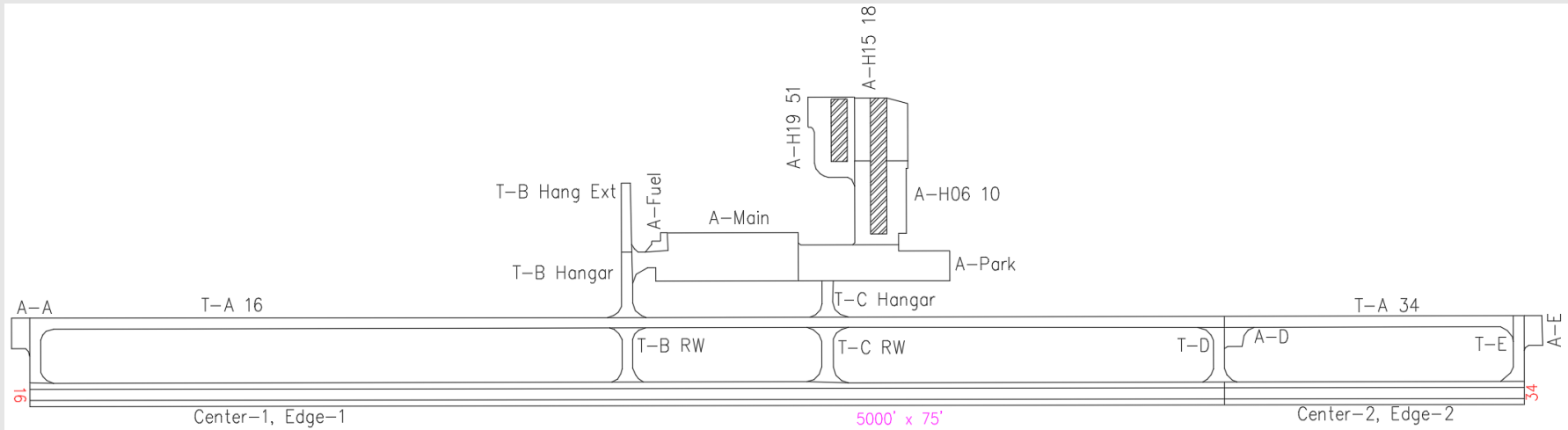
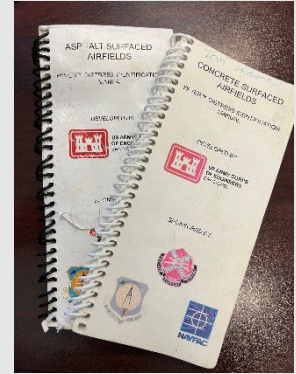
Airport Inspection Cycle





Inspection of Aircraft Pavements

- FAA Condition Survey AC (150/5380-7B)
- 20% or more Inspection Rate- Results in a PCI for each pavement section
 - Runways
 - Taxiways
 - Aprons



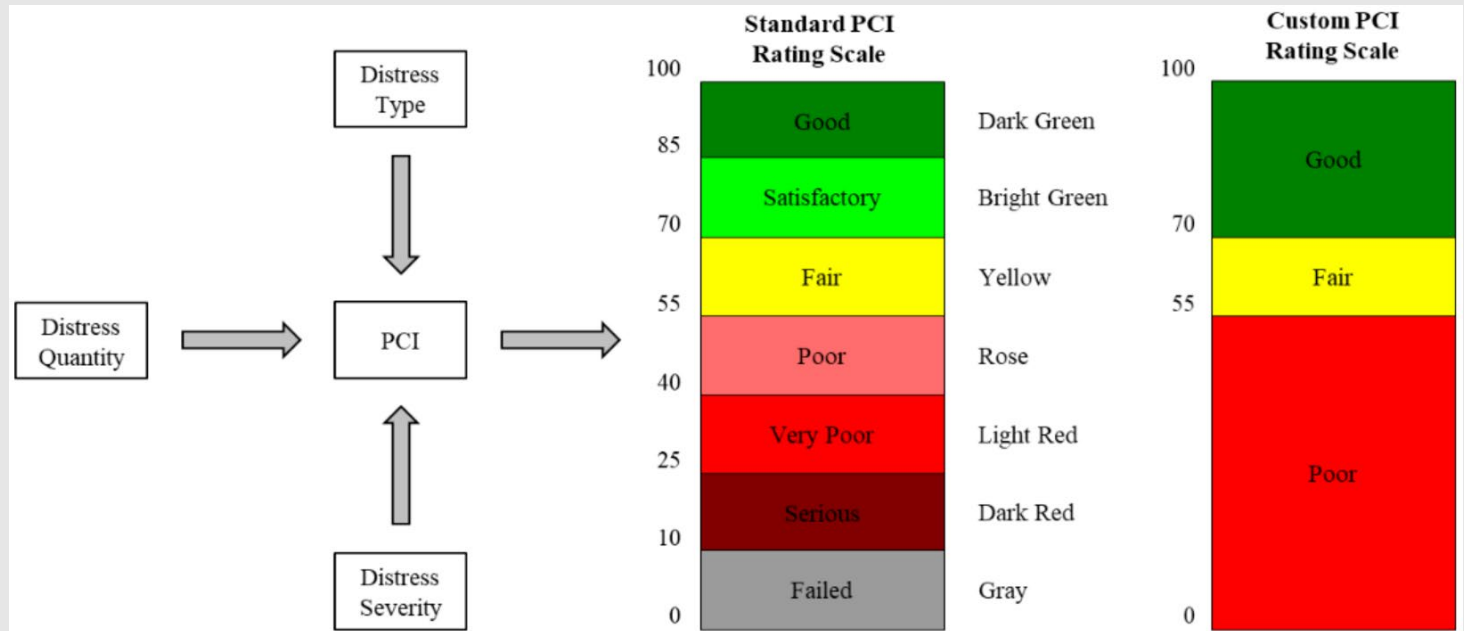
- We supplement our distress inspection with pictures, videos, deflection testing, ground penetrating radar, and profile testing.



Pavement Condition Index (PCI)

PCI is a number between 0 and 100 with 100 being the best, that reflects the surface condition of the pavement. The score is determined by:

- Type of distress
- Severity of the distress found
- Amount of the distress found



ASTM D5340-20

(American Society for Testing and Materials)

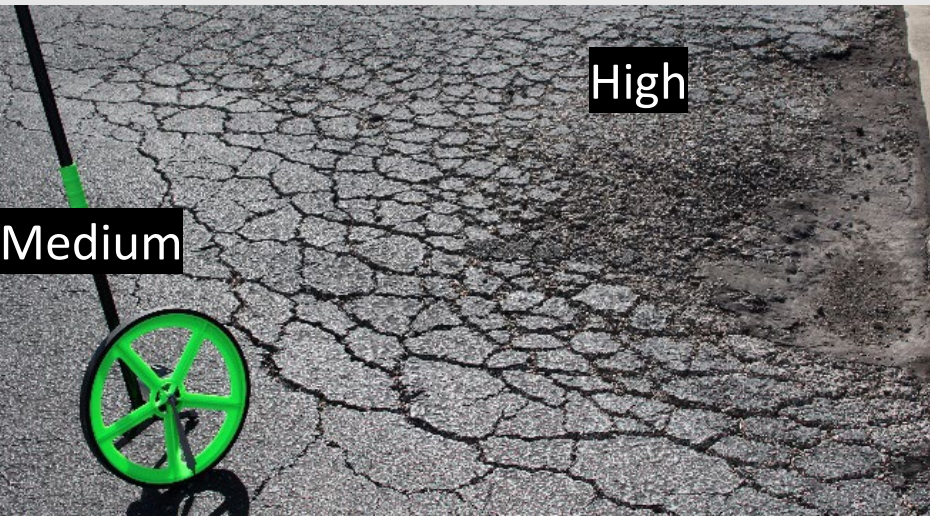


Distress Types and Contributing Factors

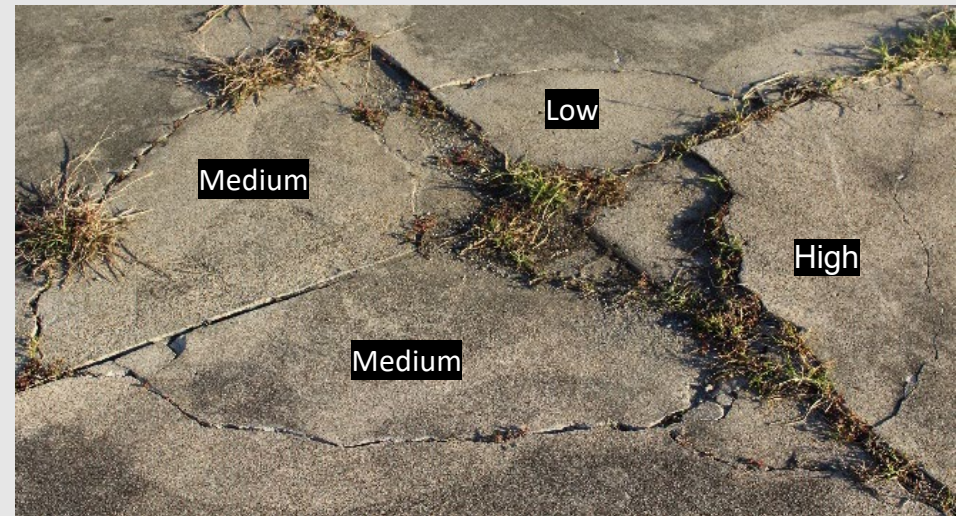
Contributing Factors	Distress Types	
	Asphalt Surfaces	Concrete Surfaces
Load	Alligator Cracking, and Rutting	Corner Break, LTD Cracking, Pumping, and Shattered Slab
Climate	Block Cracking, Joint Reflection Cracking, LT Cracking, Raveling, Shoving, and Weathering	Blowup, Durability Cracking, Joint Seal Damage, and Pop-outs
Construction	Bleeding, Corrugation, Depression, Polished Aggregate, Slippage Cracking, and Swelling	Alkali-Silica Reaction, Scaling, and Shrinkage Cracking
Others	Jet Blast Erosion, Oil Spillage, and Patching and Utility Cut Patching	Corner Spalling, Joint Spalling, Settlement or Faulting, Small Patching, and Large Patching/Utility Patch



Contributing Factors	Distress Types	
	Asphalt Surfaces	Concrete Surfaces
Load	Alligator Cracking, and Rutting	Corner Break, LTD Cracking, Pumping, and Shattered Slab



High Severity and Medium Severity Alligator Cracking



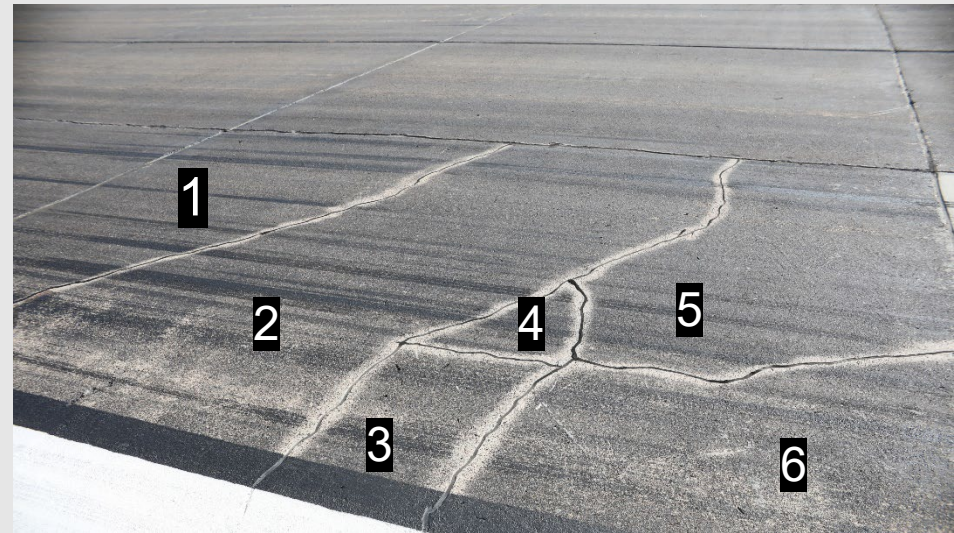
Low Severity, Medium Severity, and High Severity Corner Break



Contributing Factors	Distress Types	
	Asphalt Surfaces	Concrete Surfaces
Load	Alligator Cracking, and Rutting	Corner Break, LTD Cracking, Pumping, and Shattered Slab



Medium Severity
Rutting



Medium Severity
Shattered Slab



Contributing Factors	Distress Types	
	Asphalt Surfaces	Concrete Surfaces
Climate	Block Cracking, Joint Reflection Cracking, LT Cracking, Raveling, Shoving, and Weathering	Blowup, Durability Cracking, Joint Seal Damage, and Pop-outs



Low Severity
Block Cracking



Medium Severity
Durability Cracking



Contributing Factors	Distress Types	
	Asphalt Surfaces	Concrete Surfaces
Climate	Block Cracking, Joint Reflection Cracking, Longitudinal/Transverse Cracking, Raveling, Shoving, and Weathering	Blowup, Durability Cracking, Joint Seal Damage, and Pop-outs



Medium Severity
Longitudinal/Transverse Cracking



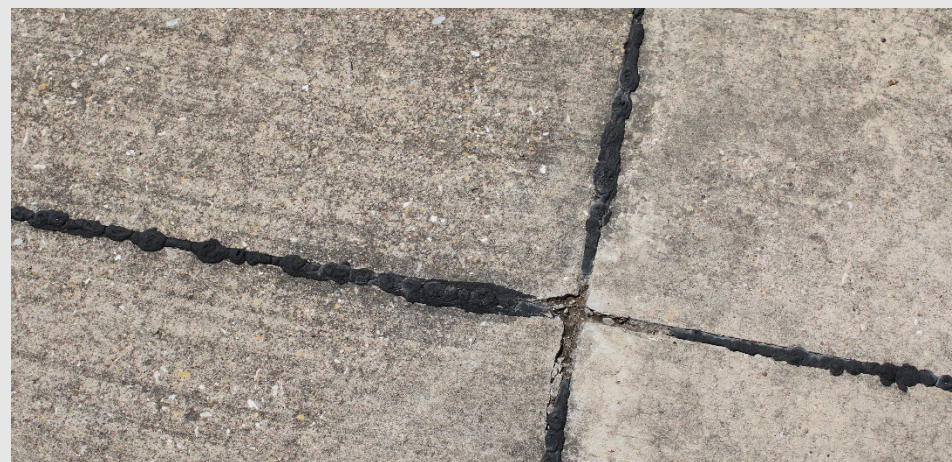
High Severity
Joint Seal Damage



Contributing Factors	Distress Types	
	Asphalt Surfaces	Concrete Surfaces
Climate	Block Cracking, Joint Reflection Cracking, LT Cracking, Raveling, Shoving, and Weathering	Blowup, Durability Cracking, Joint Seal Damage, and Pop-outs



High Severity
Raveling



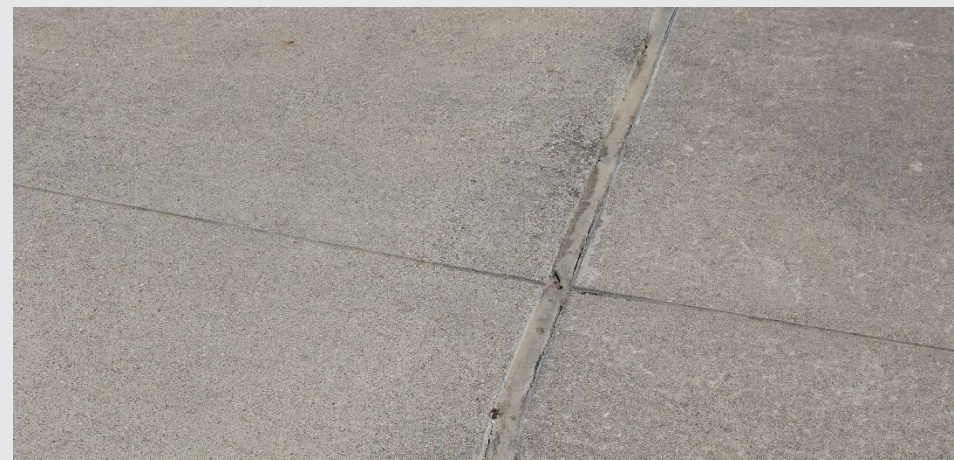
Medium Severity
Joint Seal Damage



Contributing Factors	Distress Types	
	Asphalt Surfaces	Concrete Surfaces
Climate	Block Cracking, Joint Reflection Cracking, LT Cracking, Raveling, Shoving, and Weathering	Blowup, Durability Cracking, Joint Seal Damage, and Pop-outs



Medium Severity
Weathering



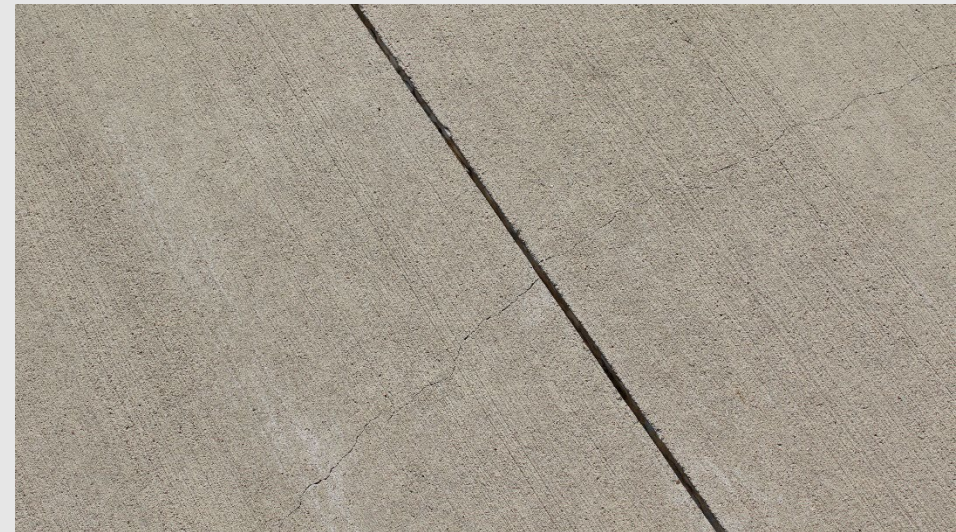
Low Severity
Joint Seal Damage



Contributing Factors	Distress Types	
	Asphalt Surfaces	Concrete Surfaces
Construction	Bleeding, Corrugation, Depression, Polished Aggregate, Slippage Cracking, and Swelling	Alkali-Silica Reaction, Scaling, and Shrinkage Cracking



Bleeding
(no severity)



Shrinkage Crack
(no severity)



Contributing Factors	Distress Types	
	Asphalt Surfaces	Concrete Surfaces
Others	Jet Blast Erosion, Oil Spillage, and Patching and Utility Cut Patching	Corner Spalling, Joint Spalling, Settlement or Faulting, Small Patching, and Large Patching/Utility Patch



Oil Spillage
(no severity)



High Severity
Corner Spall



Contributing Factors	Distress Types	
	Asphalt Surfaces	Concrete Surfaces
Others	Jet Blast Erosion, Oil Spillage, and Patching and Utility Cut Patching	Corner Spalling, Joint Spalling, Settlement or Faulting, Small Patching, and Large Patching/Utility Patch



High Severity Patch



High Severity Joint Spall



Contributing Factors	Distress Types	
	Asphalt Surfaces	Concrete Surfaces
Others	Jet Blast Erosion, Oil Spillage, and Patching and Utility Cut Patching	Corner Spalling, Joint Spalling, Settlement or Faulting, Small Patching, and Large Patching/Utility Patch



Medium Severity Patch



High Severity Small Patch



PAVER Software Interface

Data Entered:

- Distress Types
- Distress Severity
- Distress Quantities

PCI is generated for each pavement section.

The screenshot displays the PAVER software interface with several windows open. The main window shows inspection data for a section with Branch 'AFION', Surface Type 'AAC', Length '280 Ft', Width '150 Ft', and True Area '35,385 SqFt'. The inspection date is '3/3/2021' and the PCI is '91' (Good). A table of distresses is visible, including 'WEATHERING' and 'L & T CR'. Other windows show section details, a list selector, and a work history table.

Distress	Description	L	M	H	N	Quantity	Severity	Quantity	Units
57	WEATHERING					5,000.00	Low	5,000.00	SqFt
48	L & T CR					5.00		5.00	Ft

Date	PROJECT	PHASE	Work	Work Code	Quantity	Quantity Units	Cost	Material
02/25/2021		New Construction	H&G		5,005.00	SqFt	.00	
3/7/2006		Cost Tar Seal	Cost		.00	SqFt	.00	
7/1/2018		Overlay - AC Thin	OL-AT		35,385.00	SqFt	.00	



360° Camera



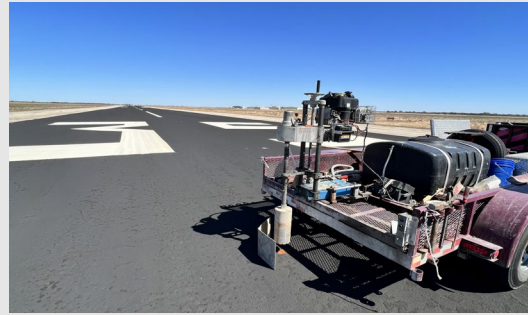
Zero-Speed Inertial Profiler



Measuring Wheel & Straight Edge



Ground Penetrating Radar



Coring Rig



Auger Truck



Total Pavement Acceptance Device



Falling Weight Deflectometer & Light Weight Deflectometer



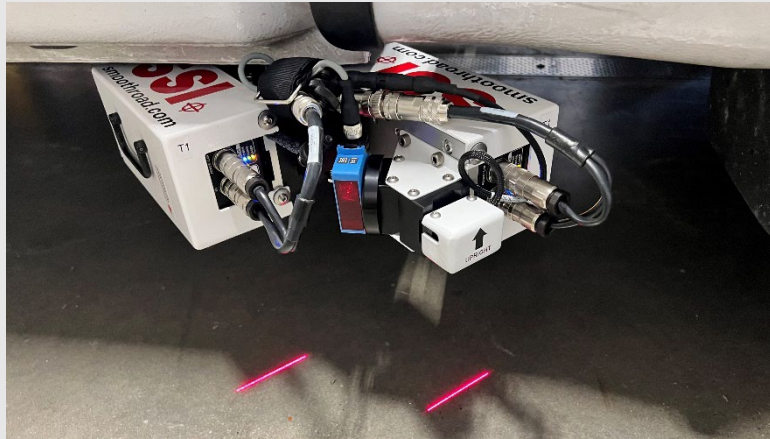
Center for Infrastructure Renewal

360° Camera

- 11K resolution
- Roughly 45 minutes to scan an entire airport
- Has its own GPS



Zero-Speed Inertial Profiler



- Used to evaluate pavement **smoothness/roughness**
- Generates **profile** and **the Boeing Bump Index**

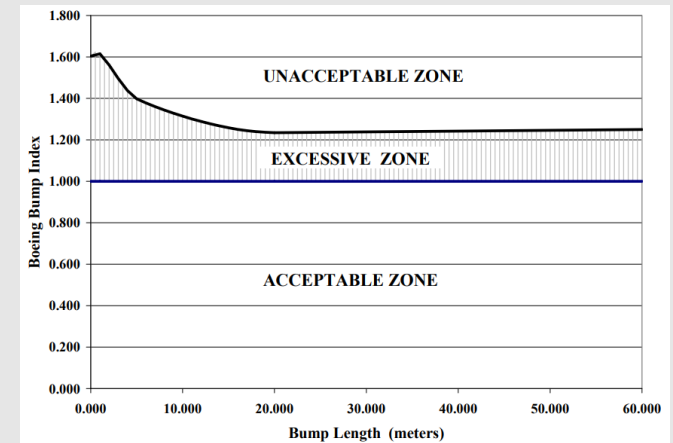
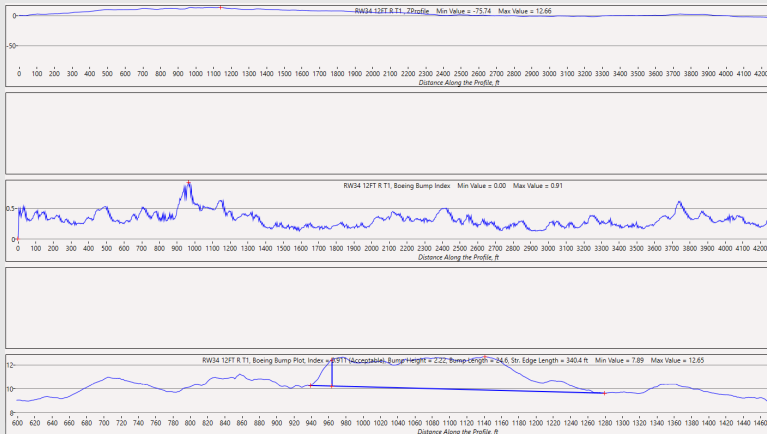
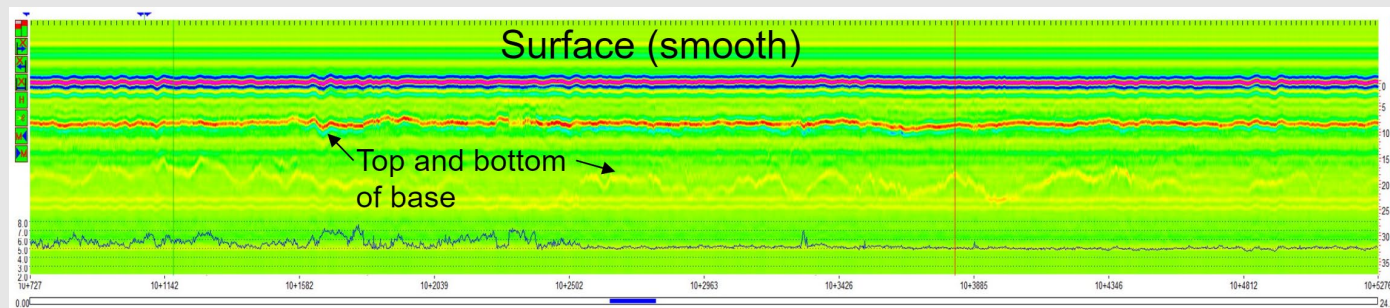
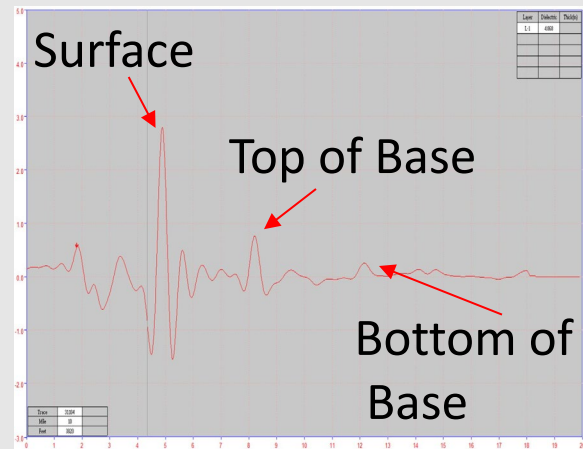


FIGURE 2-4 BOEING BUMP INDEX - ROUGHNESS ACCEPTANCE CRITERIA

Ground Penetrating Radar

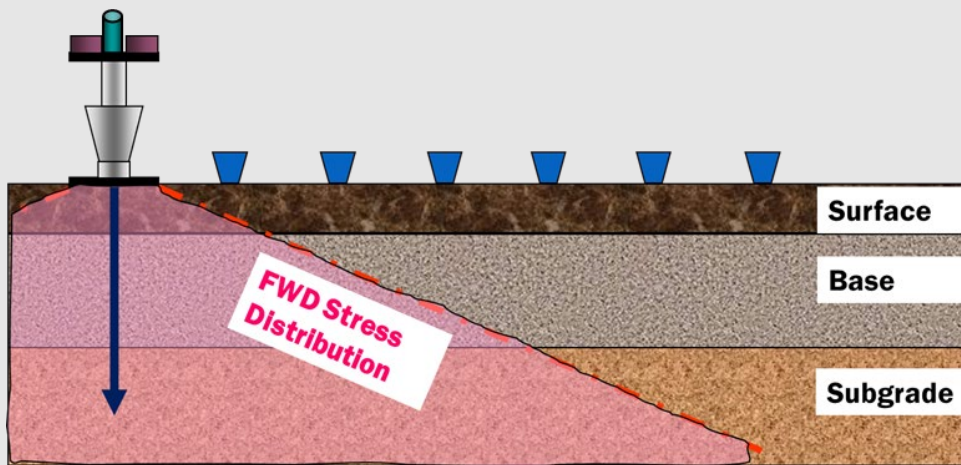
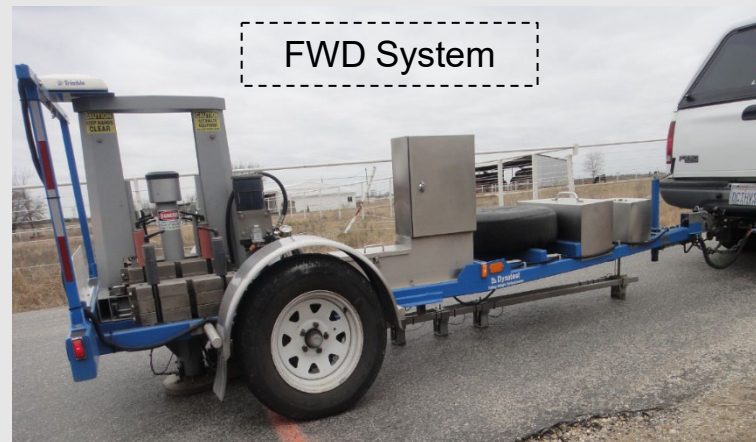


- To determine **layer thicknesses**
 - Surface
 - Base
 - Subbase
- Can find **problem areas** within **subsurface**

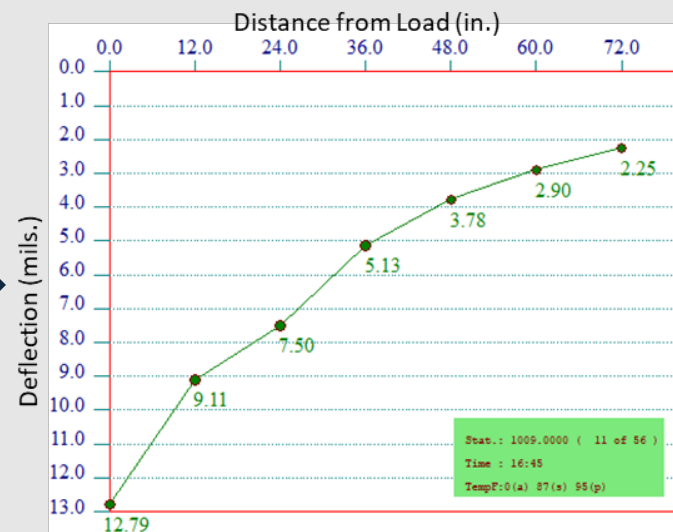
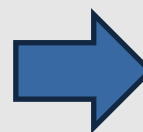


Falling Weight Deflectometer

- to determine the **strength** of the pavement layers.
- measures the resulting pavement **deflections** (deflection bowl).
- Backcalculates** the **strengths** of different layers from the resulting deflection data.



FWD in Operation



FWD Output



TxDOT's TPAD (Rolling Dynamic Deflectometer)



- Used to measure deflections continuously (**Strength Profiling**)
- Measures **load transfer efficiency** on jointed concrete pavement
- Can **locate voids** under concrete

High Deflections in spall repair area

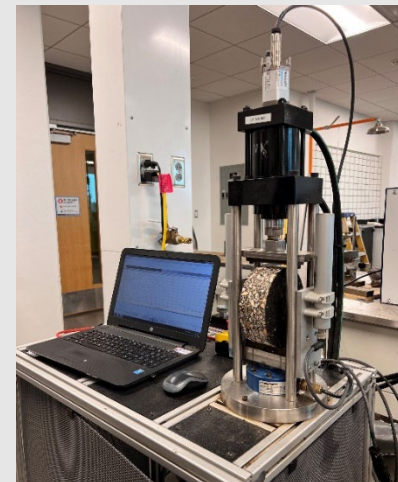


Joint Movement under TPAD loading



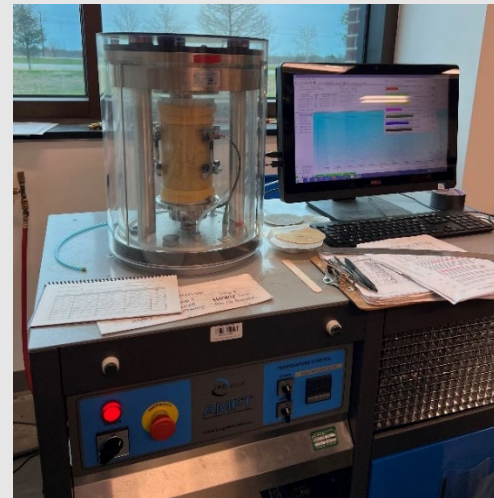
Coring Rig

- Used to take **core samples** of the pavement
- Can **verify depth** of the pavement
- Core samples can be brought back to The CIR Lab for **various test**



Auger Truck

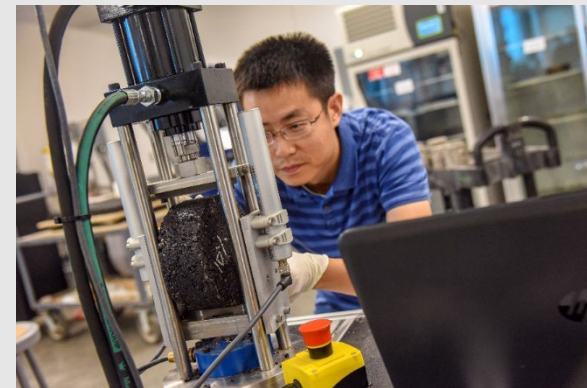
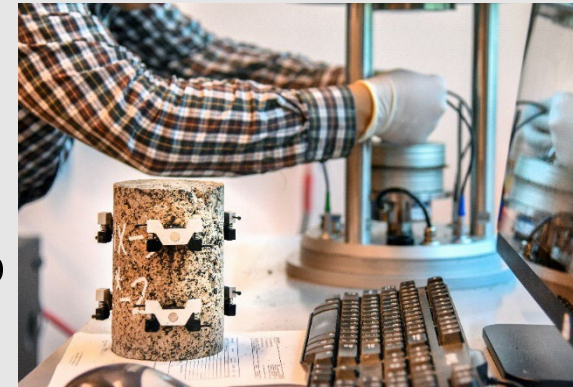
- Used to take samples of the **surface**, **base**, and **subgrade**
- Samples are then brought back to The CIR Lab for **various testing**





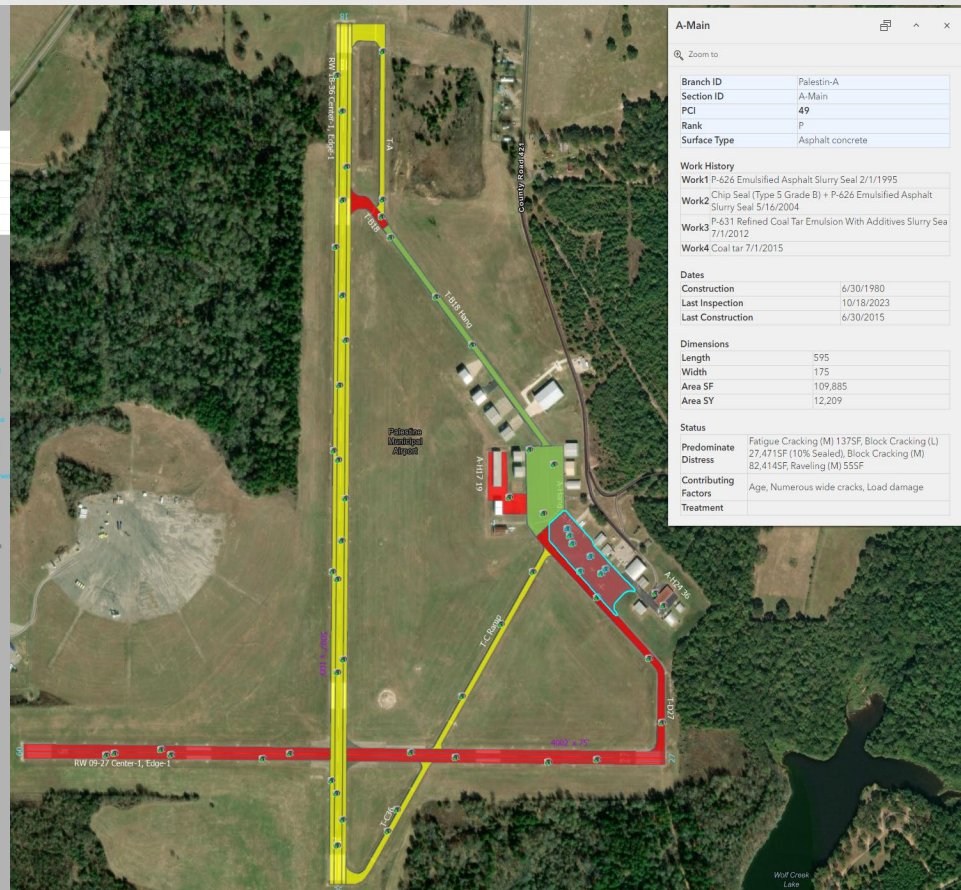
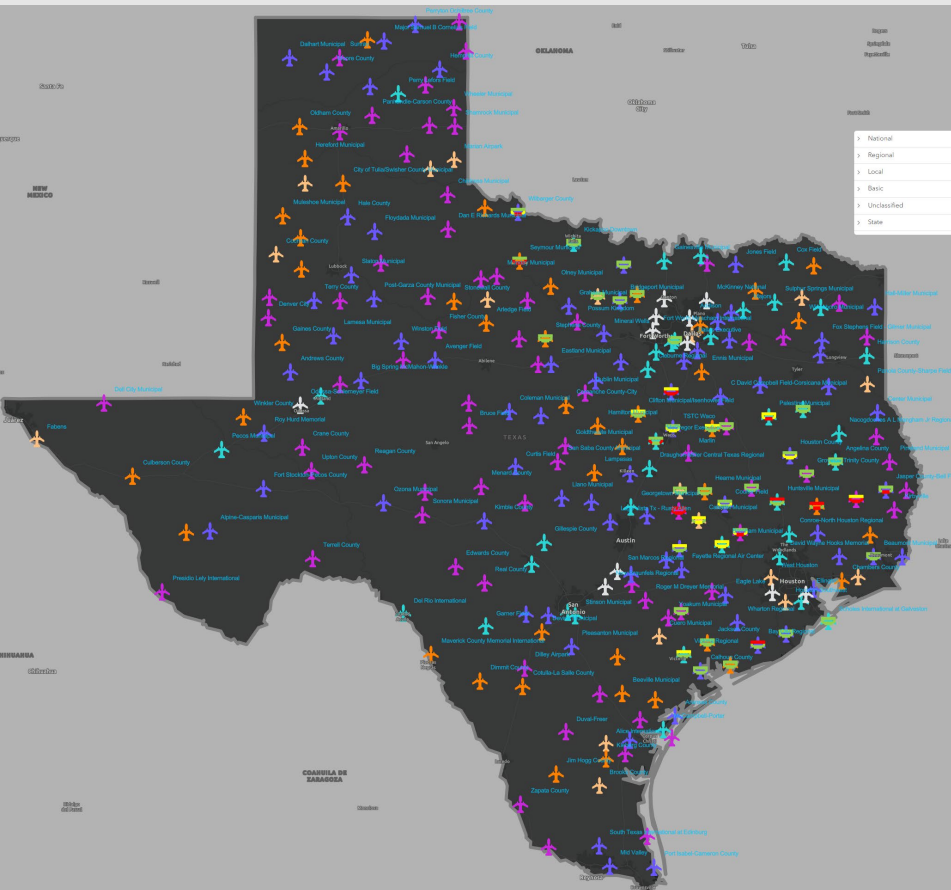
Center for Infrastructure Renewal (CIR)

- Hi-Bay/Mid-Bay/**Structural Materials Testing** Lab
- **Concrete** Innovation Lab
- **Soil/Unbound Materials** Innovation Lab
- **Asphalt** Innovation Lab
- Connected Infrastructure Lab
- Intelligent Infrastructure Lab
- Advanced Infrastructure **Materials & Manufacturing** Lab
- Advanced **Characterization of Infrastructure Materials** Lab
- National Corrosion and **Materials Reliability** Lab





GIS Tool



Dallas-Ft Worth World Cup 2026

<https://qr.codes/zHQPkY>



6/2/2026



FIFA Men's World Cup 2026

ZFW-D10 Temp LOA and Planning Efforts



Federal Aviation Administration

Ongoing ATFM (ATSCC) planning areas, to balance demand with capacity

- ✈ Arrival and Departure routes/procedures for each game site
- ✈ NOTAMs (including Pointer NOTAMs) for the arrival/departure procedures
- ✈ Parking at FBOs
- ✈ Possible Technical Operations moratoriums on maintenance activities
- ✈ Security initiatives - Temporary Flight Restrictions (TFR), including UAS TFRs.
- ✈ VIPs– Head of state attendance is expected at multiple game sites and will be individually coordinated with impacted FAA facilities.
- ✈ 261 Charter Flights for team movement

TCFW (LOCAL) FIFA CWG Planning Efforts

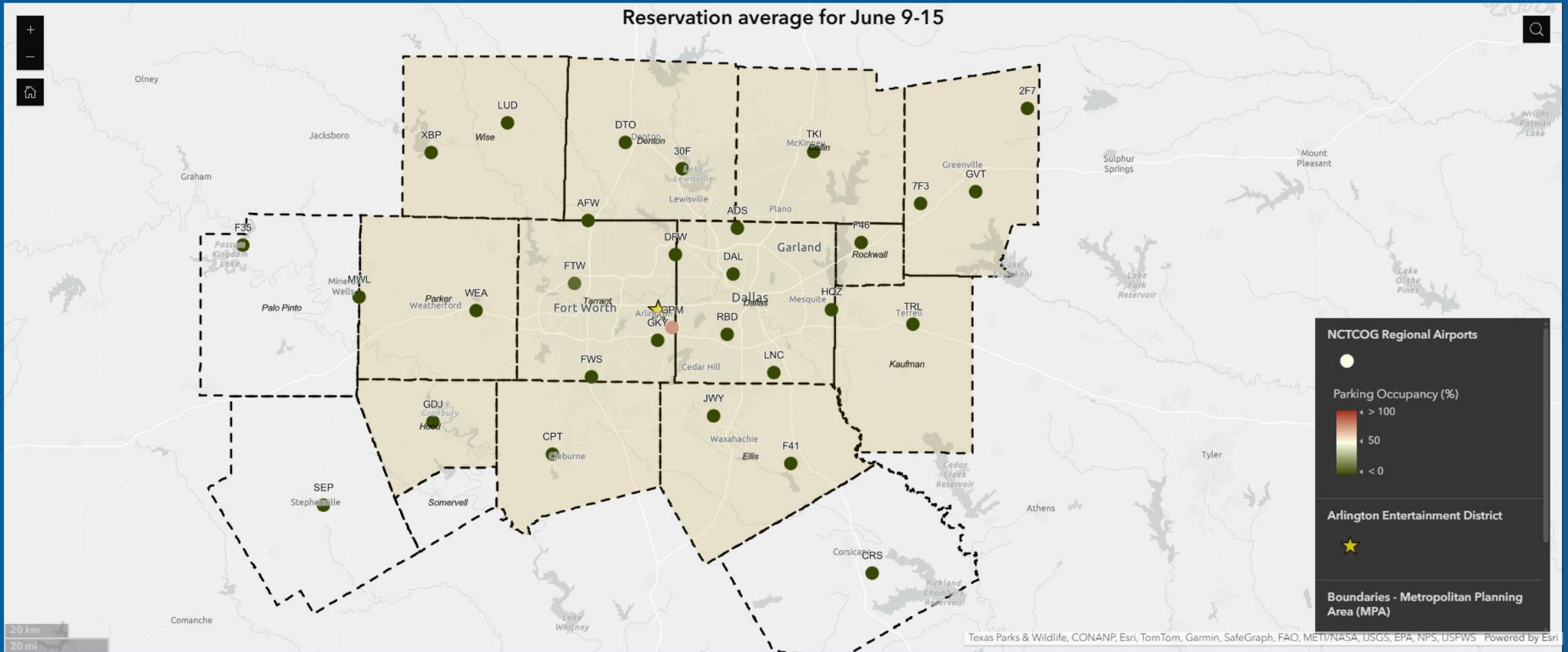
- North Central Texas Council of Governments Aviation Subcommittee: Airport Capacity MAP: [Dallas 2026 WC Airport Capacity](#)
- Airport Capacity/Parking Spreadsheet and POC list complete.
- FEA design/development and monitoring complete.
- Predetermined volume triggers developed and included in temp LOA.
- Signed Temp LOA with ZFW.
- TMO Draft FIFA WC2026 DFW Notice submit to DDSO.



Dallas 2026 WC Airport Capacity



Reservation average for June 9-15



June 14 | Netherlands vs Japan

June 17 | England vs Croatia

June 22 | Argentina vs Austria

June 25 | Japan vs Sweden

June 27 | Jordan vs Argentina

June 30 | Round of 32

July 3 | Round of 32

July 6 | Round of 16

July 14 | Semi-Final



Airport Capacities

Airport / FBO	Approx Capacity	Aircraft Class Suitability	FBO Point(s) of Contact	POC Email	POC Phone
<i>DFW – Corporate Aviation</i>	55–70 GA aircraft	Midsize / Large / ADG V	Kip Simanek	csimanek@dfwairport.com	972-973-3700
<i>DAL - Dallas Love Field</i>	260–290 mixed size aircraft	Business jets → narrowbody	Javier Centeno	javier.centeno@dallas.gov	972-269-6539
<i>DAL – Signature Aviation</i>	80–90 mixed size aircraft	Business jets → narrowbody	Brett Langsdorf	brett.langsdorf@signatureaviation.com	214-353-7000/214-956-1000
<i>DAL – Atlantic Aviation</i>	85–95 mixed size aircraft	Business jets → narrowbody	Atlantic Aviation DAL Operations		214-654-0994
<i>DAL – Jet Aviation</i>	12–15 aircraft	Business jets → narrowbody	Michael Kelso	michael.kelso@jetaviation.com	214-502-5083
<i>DAL – Business Jet Center</i>	80–90 mixed size aircraft	Business jets → narrowbody	Hannah Vincent	hannah.vincent@businessjet.com	214-654-1507
<i>FTW - Fort Worth Meachum</i>	60–75 Mixed Transient GA a	ADG I-IV	Konner Young	Konner.Young@fortworthtexas.gov	817-392-5407/817-988-6779
<i>FTW – Texas Jet</i>	45–55 mixed transients	ADG I–IV	Matt Nelson	mnelson@texasjet.com	817-624-8438
<i>FTW – Modern Aviation</i>	15–20 mixed transients	ADG I–IV	Harold Manning / Glenn Rack	mkindred@modern-aviation.com	817-289-8000
<i>ADS- Addison</i>	70–90 Total Balanced Mix	Light → Large jet	Jaime Edrosa	jedrosa@addisontx.gov	(972)-392-4855
<i>ADS – Million Air</i>	45–60 Balanced Mix	Light → Large jet	Jeff Zimmerman	jzimmerman@millionairdallas.com	972-248-1600/1-800-248-1602
<i>ADS – Atlantic Aviation</i>	20–25 Balanced Mix	Light → Large jet	Dallas Beaty	dallas.beaty@atlanticaviation.com	972-713-7000
<i>ADS – Galaxy FBO</i>	25–30 Balanced Mix	Light → Large jet	Jamie Munoz	jmunoz@galaxyfbo.com	972-214-2002
<i>RBD – Dallas Executive</i>	Up to 127 Total aircraft	Light–Midsize	Rafael Garza/Javier Centeno	rafael.garza@dallas.gov	972-269-6539
<i>RBD - Jet Access</i>	Up to 127 Total aircraft	Light - Midsize		RBDinfo@flyjetaccess.com	817-532-5080
<i>GKY – Arlington Municipal</i>	Up to 120 Total aircraft	Light–Midsize	Airport	Trent.Ballard@arlingtontx.gov	817-459-5571
<i>GKY- Arlington Air Center</i>	Up to 120 Total aircraft	Light–Midsize Jet	FBO		817-557-0350
<i>AFW – Fort Worth Alliance</i>	60-80 mid-large business jets	Midsize / Large	Christian Childs	christian.childs@hillwood.com	817-890-1000
<i>FWS – Fort Worth Spinks</i>	70-75 jets	Small / Midsize Jets	Airport	joe.hammond@fortworthtexas.gov	817-392-5430
<i>FWS – Vesper Aviation</i>	70-75 Jets	Small / Midsize Jets	FBO: GM: Tyler Action	gm.fws@vesperaviation.com	817-447-8016
<i>DTO – Sheltair Aviation</i>	15 midsize	Midsize	James Tucker	jgtucker@sheltairaviation.com	940-297-6411/940-367-4453
<i>HQZ – Mesquite Metro</i>	16-20 mid-sized aircraft	Light–Midsize	Airport Manager: Eric Pratt	epratt@cityofmesquite.com	972-216-4130/32
<i>TKI – McKinney National</i>	12 medium/large	Light–Midsize / Large	Airport	kcarley@flyTKI.com	972-547-3401
<i>LNC - Lancaster Retional</i>	25 jets-75 Props	Props-Midsize Jets	Airport	kbenbrook@lancaster-tx.com	972-218-1273/972-227-5721
<i>F46 – Rockwall Municipal</i>	≈30 light–midsize	ADG I / Turboprops	Airport	jboyd@rockwall.com	972-771-0151/972-835-5395
<i>JWY - Midway/Midlothian</i>	10 Mid Size Jets	Small / Midsize Jets	Airport	sharlette.wright@waxahachie.com	972-923-0080/972-937-5515
<i>GPM- Grand Prarrie M</i>	30-40 props/small jets	turbo props/pistons and light	Airport	mdivita@GPTX.org	972-237-7591/972-237-7592
<i>TRL – Terrell Municipal</i>	18-20 small/mid-sized jets	Small / Midsize Jets	Airport	gcaldwell@cityofterrell.org	972-551-6614/972-767-8944
<i>GVT – Greenville Majors</i>	10–12 large + GA	Large corporate	Airport	thelton@ci.greenville.tx.us	903-457-3168/903-457-2960
<i>SEP – Stephenville Clark</i>	8-9 jets	Light GA / VLJ	Airport	sclemmons@stephenvilletx.gov	254-964-6804/254-965-2795



Temporary LOA between ZFW & D10

FEDERAL AVIATION ADMINISTRATION
CENTRAL SERVICE AREA

FORT WORTH AIR ROUTE TRAFFIC CONTROL CENTER AND DALLAS/ FORT WORTH
TERMINAL RADAR APPROACH CONTROL

LETTER OF AGREEMENT

EFFECTIVE: June 1, 2026
CANCELLATION: July 31, 2026

SUBJECT: FIFA WORLD CUP D10 ARRIVAL ROUTING STRUCTURE

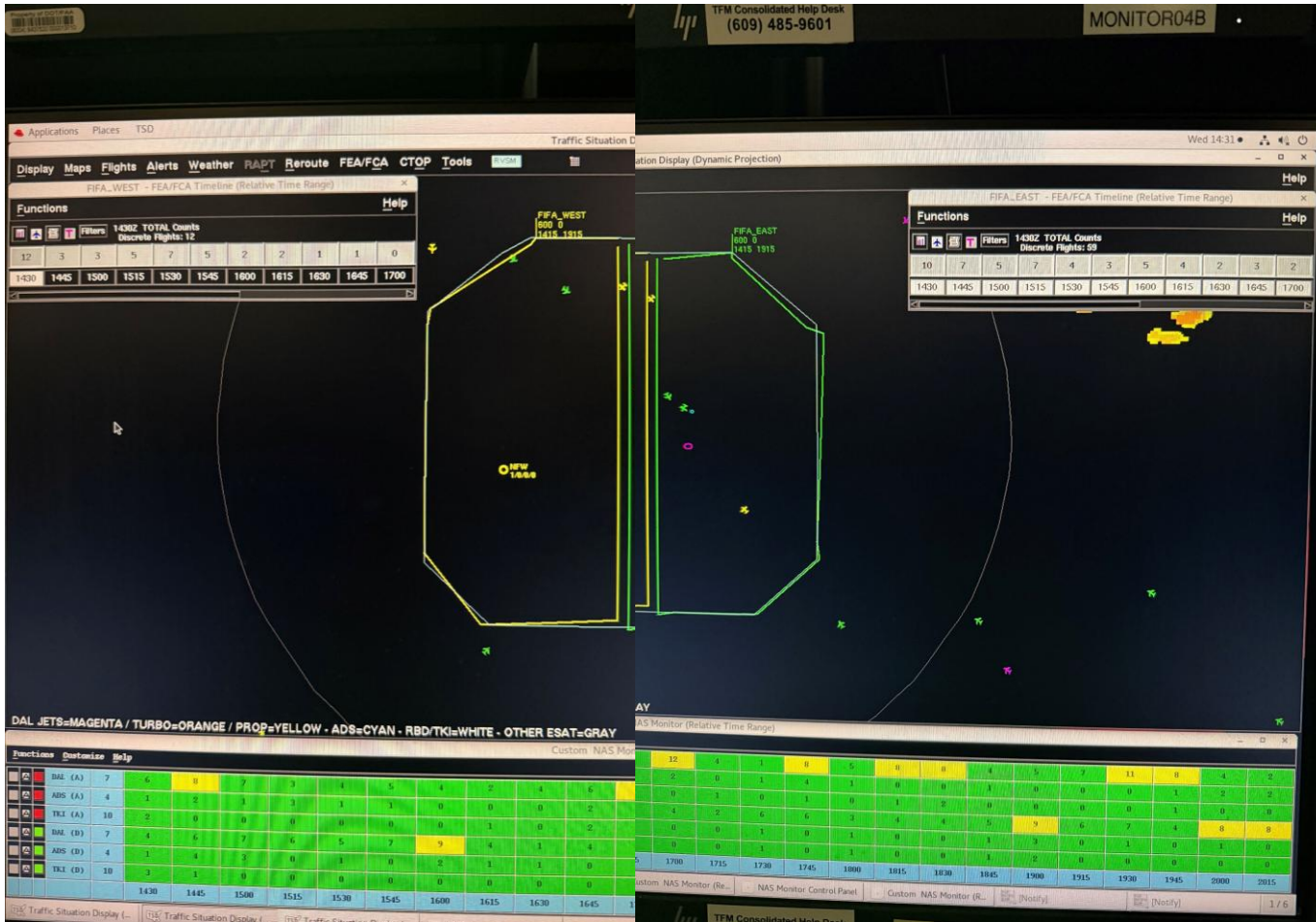
1. PURPOSE. This agreement between the Fort Worth Air Route Traffic Control Center (ZFW) and the Dallas/Fort Worth Terminal Radar Approach Control (D10) covers FIFA routing structures to be used during the 2026 FIFA World Cup events. It is supplementary to the procedures contained in the FORT WORTH AIR ROUTE TRAFFIC CONTROL CENTER AND DALLAS/ FORT WORTH TERMINAL RADAR APPROACH CONTROL Letter of agreement, Subject: APPROACH CONTROL.

FIFA Flight Evaluation Areas (FEAs)/Triggers

Temp LOA includes language for the implementation of FIFA Route structure that states they shall implement based on predetermined FEA value and/or sector volume.

- Two FEA's have been created shared and evaluated
 - FIFA East
 - FIFA West
- Target numbers being considered for FIFA Route: 15 aircraft in a 15-minute bucket.
- Sustained periods of 13 aircraft over 2 or more consecutive buckets
 - Once FIFA Routings are activated for the arrival period, it may be in everyone's benefit to keep them in place until the start of the game, for consistency and to avoid confusion.





FIFA 2026 - Flight Evaluation Areas (FEAs) Traffic Modeling & Activation Triggers

2026 FIFA WORLD CUP DALLAS/FORT WORTH METROPLEX

AT&T STADIUM – ARLINGTON, TEXAS

June & July, 2026

SPECIAL AIR TRAFFIC PROCEDURES

In anticipation of a large number of aircraft operating to and from the Dallas/Fort Worth (DFW) Metroplex during the 2026 FIFA World Cup, the following Special Air Traffic procedures will be used to enhance safety and minimize air traffic delays. These procedures will be in effect the date of each match and possibly one (1) to two (2) days preceding or following the match date. Refer to the table below for match dates and expected volume.

Please refer to: www.faa.gov/fifaworldcup2026

FIFA 2026 DALLAS/FORT WORTH MATCH SCHEDULE

SPECIAL AIR TRAFFIC PROCEDURE AND SAFETY PROGRAM

For additional information, review the airport's NOTAM, and as directed in the NOTAM contact your preferred FBO at that airport, or the Airport Authority.

All pilots/operators are strongly encouraged to contact their servicing FBO prior to departure, to ensure availability for both overnight parking and passenger pickup/drop-off.

VFR PILOT CLARIFICATION: The 2026 FIFA World Cup Special Air Traffic Procedures will apply to VFR air traffic; however, an airport may have more stringent requirements for itinerants due to constrained ramp space and resources. Please contact the FBO or Airport Authority where you are based and at those locations where you intend to arrive/depart for additional information.

In addition, many other airports, especially those within a 60 NM radius of KDFW, are projecting a substantial increase in operations, and parking at surrounding airports may be unavailable. These airports may have more stringent requirements for itinerants due to constrained ramp space and resources. Please contact the FBO or Airport Authority where you are based, and at those locations where you intend to arrive/depart for additional information.

SECURITY PROVISIONS

Special security provisions will be in effect for this event including (but not limited to) Temporary Flight Restrictions (TFRs), two-way communication, and discrete transponder requirements. Specific procedures contained in this notice may be revised. Access to some airports may be restricted. Pilots are encouraged to check NOTAMs frequently to verify they have the most current information.

TFR information is normally disseminated via FDC NOTAM 3 to 5 days prior to the event. Once published, text and graphic depictions of restrictions may be found at: <http://tfr.faa.gov>.

VFR TRAFFIC

Due to the high volume of traffic in the DFW Metroplex, VFR arrivals can expect lengthy delays during peak traffic periods. In addition, VFR departures from the DFW Metroplex should not expect to obtain an airborne pickup of IFR clearance within 200 NM of their point of departure.

Practice approaches, touch-and-goes, flight following services, and pilot training operations at airports in the DFW Metroplex will be extremely limited and possibly curtailed during this time period, due to the high volume of traffic associated with the 2026 FIFA World Cup.

TRAFFIC MANAGEMENT

Traffic management initiatives will be utilized when arrival rates exceed airport capacity. Pilots should be prepared for potential airborne holding, reroutes, or Expect Departure Clearance Times (EDCTs) that may be issued for all domestic IFR arrivals to the airports listed above.

AIRFILES AND CHANGE OF DESTINATION

Traffic management initiatives for this event will be utilized to provide equitable airspace access. To maintain program integrity and minimize delays, no airborne IFR filing or airborne changes of destination will be accepted within 200 NM of the DFW Metroplex, except in emergency situations. Duplicate flight plans (same time/call sign) to multiple airport destinations are subject to removal from the system.

ARRIVAL CORNER MANAGEMENT

To ensure orderly flow into the DFW Metroplex during FIFA World Cup match events, Fort Worth ARTCC (ZFW) and Dallas/Fort Worth TRACON (D10) will utilize the following arrival corner management procedures. IFR aircraft arriving into the Metroplex should file and expect to be routed via the designated corner fixes. Certain destination airports may be restricted at specific corners as detailed below.

REQUIRED ROUTES

IFR aircraft arriving and departing the DFW Metroplex should file and expect to be routed via the published RNAV arrival and departure procedures. If weather or other impacts preclude the use of these routes, refer to the FAA Air Traffic Control System Command Center (ATCSCC) Advisory page for the most current route information:

<https://www.fly.faa.gov/adv/advAdvisoryForm>

AIRPORT INFORMATION

Airport diagrams are available at: http://www.faa.gov/air_traffic/flight_info/aeronav/

FLIGHT PLANS AND WEATHER INFORMATION

To ensure proper processing, flight plans should be filed at least 4 hours prior to departure.

FOR FURTHER INFORMATION CONTACT

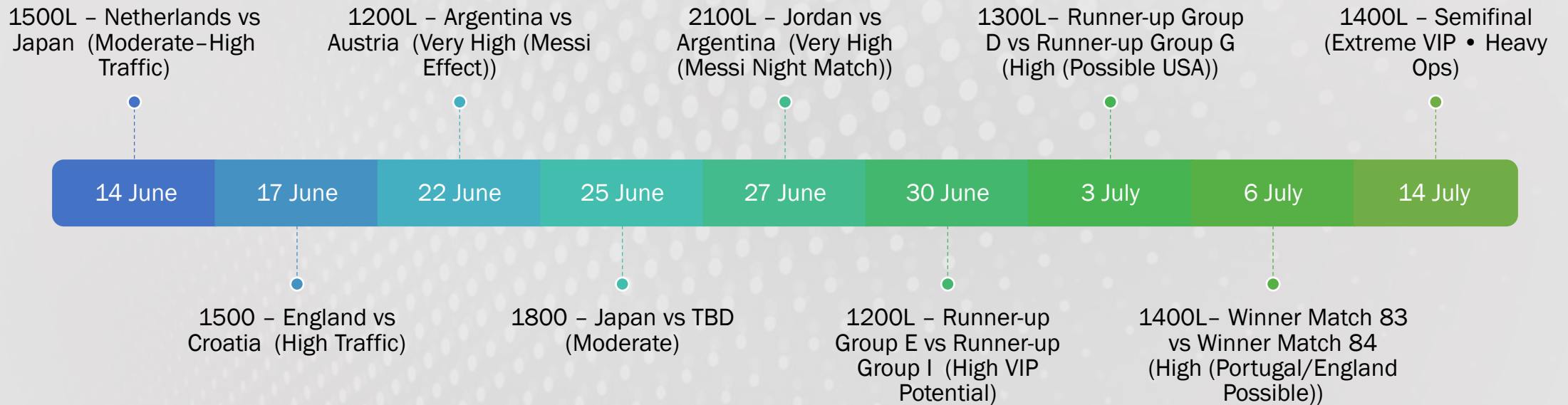
FAA Fort Worth ARTCC (ZFW) / Dallas/Fort Worth TRACON (D10)

Traffic Management Units

[ZFW TMU Phone 817-858-7537] / [D10 TMU Phone 972-615-2541]



Confirmed FIFA 2026 Match Schedule – DFW Metroplex



FAA Updates For Parking Capacity

- To support operational planning and traffic management coordination, please provide notification to the following email address when your facility reaches the thresholds below:
- AJT-TCFW-FIFA@faa.gov
- This distribution will include the affected FAA Air Traffic Control facilities and FIFA CWG members to support shared situational awareness and coordination throughout the event period.
- The CWG and relevant ATC Facilities will be monitoring the World Cup 26 Airport Reservations website established through NCTCOG on a daily basis. Because of this, routine parking updates are not necessary unless:
- Actual parking availability is significantly different than what is reflected on the website, or
- Your facility reaches one of the operational thresholds listed below.
 - When your facility reaches approximately 75% parking capacity
 - When your facility is nearing full capacity
 - When your facility has reached 100% capacity / no remaining parking availability



Email AJT-TCFW-FIFA@faa.gov

Information Updates:

- If possible, please include:
- Airport/FBO name
- Estimated remaining parking availability
- Any operational limitations or restrictions
- Whether “drop-and-go” operations will still be permitted once parking capacity has been reached
- Anticipated duration of saturation, if known

This information will assist the FAA and participating facilities in maintaining situational awareness across the metroplex and help support safe and efficient traffic management during FIFA operations.

We appreciate your continued coordination and support during this planning effort.

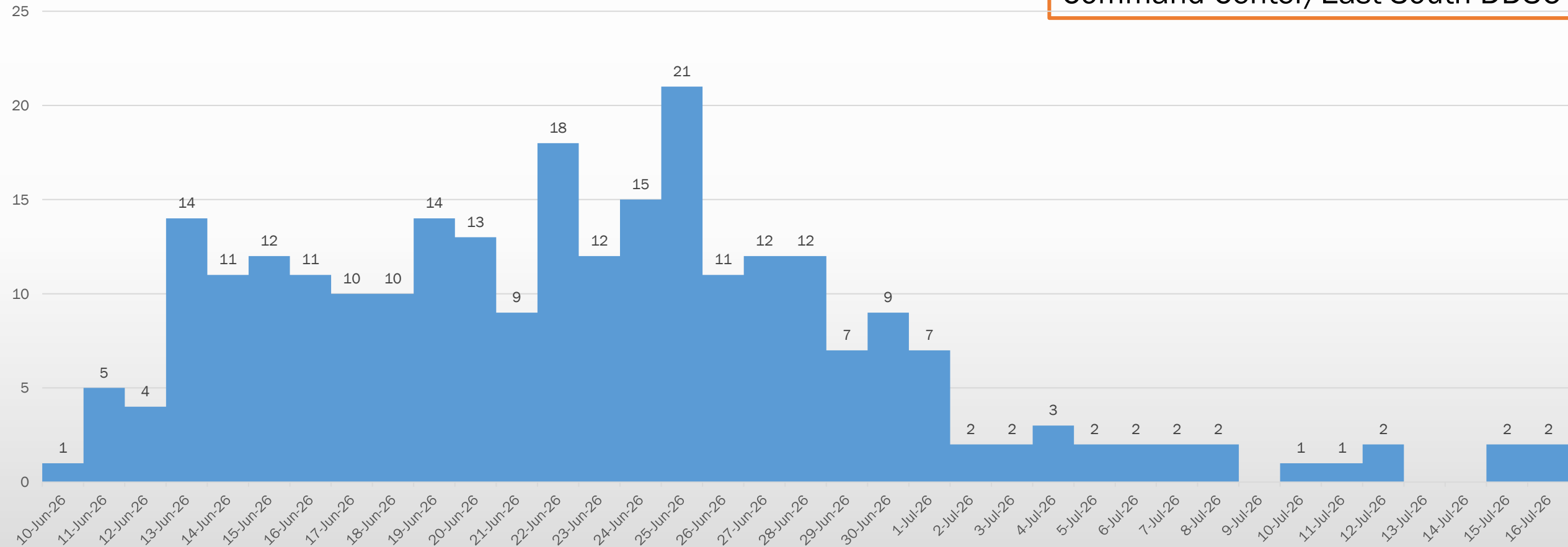
- **For urgent or time-sensitive operational coordination during active FIFA operations, facilities may also coordinate directly with the Dallas/Fort Worth TRACON Traffic Management Unit (TMU):**
- **D10 TMU: 972-615-2541 or D10 Operations Manager: 972-615-2569**



Charter Flights Analysis – 261 flights to move teams

Realtime coordination between FIFA
North America HQ and FAA
Command Center/East-South DDSO

Charters Flights by Day



Charter Flights Analysis – 261 flights to move teams

FIFA WC2026 Planned Charter Flight Summary

Realtime coordination between FIFA
North America HQ and FAA
Command Center/ CSA DDSO

Planned Charter Arrivals to DFW Area Airports

Date	Team	Arrival Airport	Origin Airport
2026-06-12	Czechia	DAL	GDL
2026-06-12	Japan	DAL	BNA
2026-06-13	Netherlands	DAL	MKC
2026-06-15	Croatia	DAL	IAD
2026-06-15	Sweden	DAL	MTY
2026-06-16	England	DAL	MKC
2026-06-18	Czechia	DAL	ATL
2026-06-20	Austria	DAL	SBA
2026-06-20	Sweden	DAL	HOU
2026-06-21	Argentina	DAL	MKC
2026-06-23	Japan	DAL	BNA
2026-06-25	Czechia	DAL	NLU
2026-06-25	Jordan	DAL	PDX
2026-06-26	Argentina	DAL	MKC
2026-07-03	W83	DFW	YYZ
2026-07-03	W84	DFW	LAX
2026-07-10	W97	DFW	BOS
2026-07-11	W98	DFW	LAX

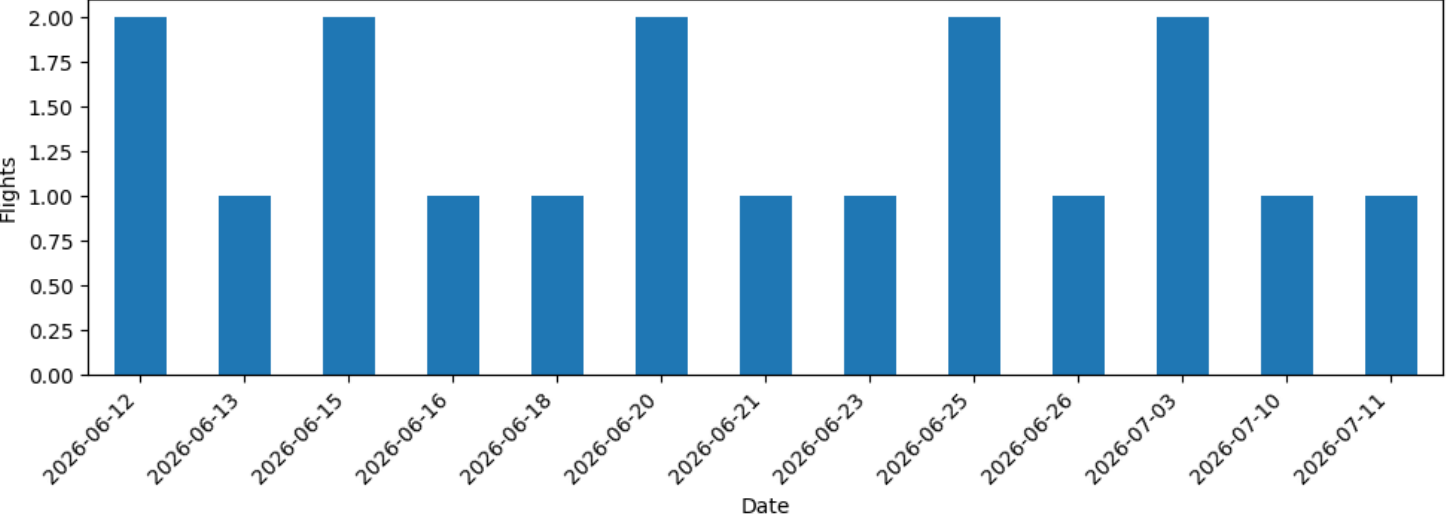
Planned Charter Departures from DFW Area Airports

Date	Team	Departure Airport	Destination Airport
2026-06-13	Sweden	DAL	MTY
2026-06-14	Netherlands	DAL	MKC
2026-06-15	I101	DFW	FLL
2026-06-17	Croatia	DAL	IAD
2026-06-17	England	DAL	MKC
2026-06-18	Sweden	DAL	HOU
2026-06-22	Argentina	DAL	MKC
2026-06-22	Austria	DAL	SBA
2026-06-23	Czechia	DAL	NLU
2026-06-25	Japan	DAL	BNA
2026-06-27	Jordan	DAL	PDX
2026-06-28	Argentina	DAL	MKC
2026-07-01	W78	DFW	EWR
2026-07-04	W88	DFW	ATL
2026-07-07	W93	DFW	LAX
2026-07-15	W101	DFW	EWR

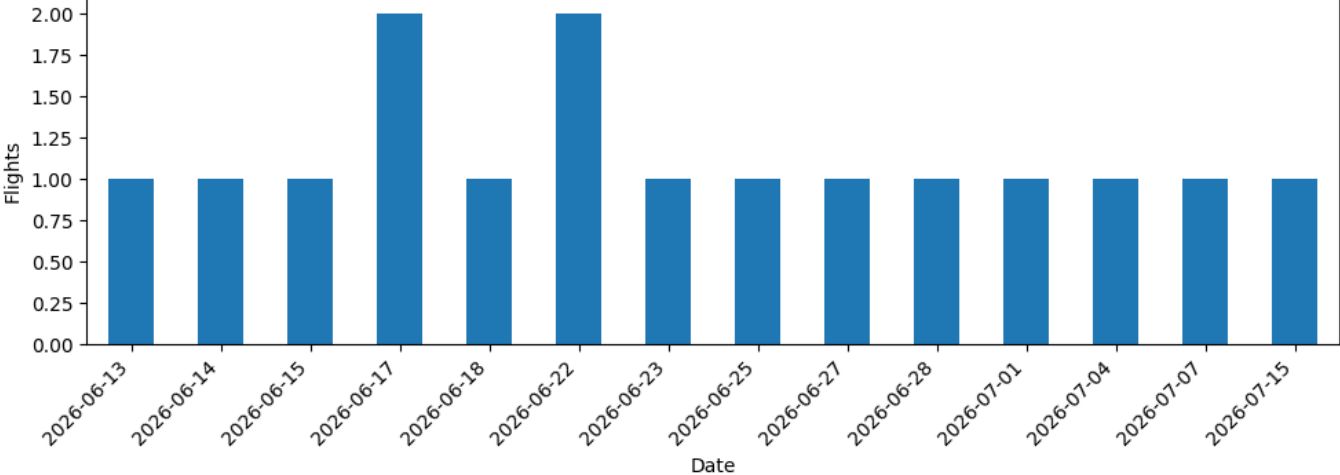


Planned FIFA Charter Arrivals / Departures by Day

Planned Charter Arrivals by Day



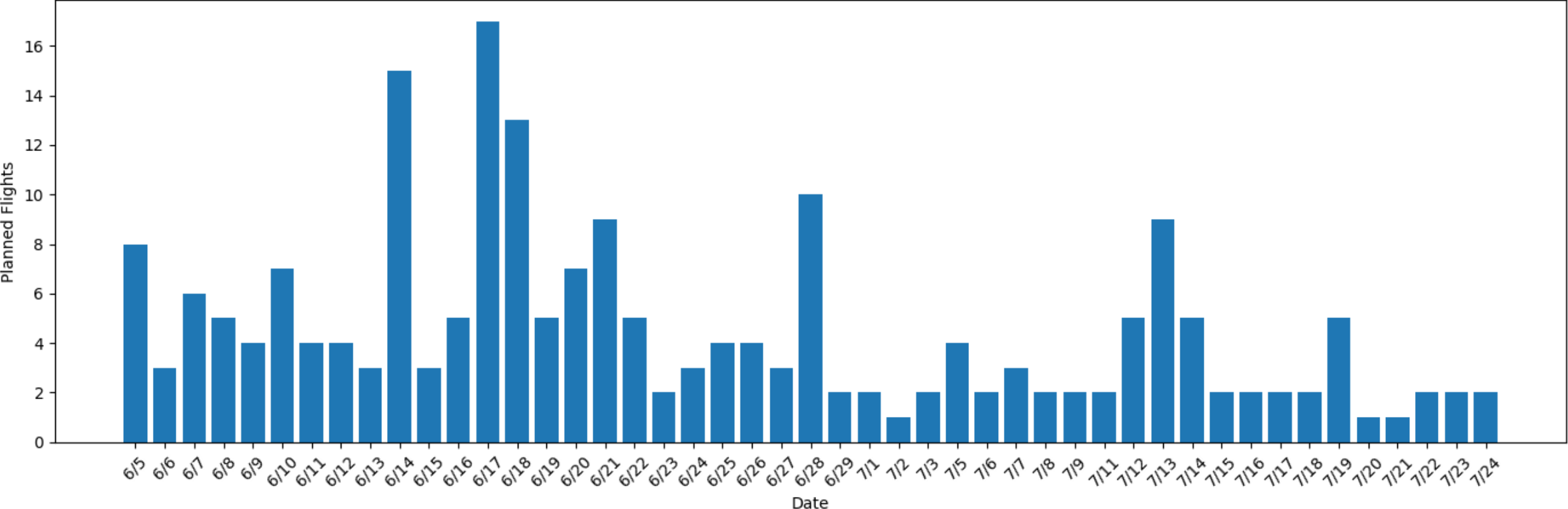
Planned Charter Departures by Day



NetJets Planned FIFA WC2026 Flights – Dallas Stadium


Bar chart showing planned NetJets flight activity associated with the Dallas Stadium during the FIFA World Cup 2026 period.

NetJets Planned FIFA WC2026 Flights - Dallas Stadium



Addition Questions/Concerns





FIFA World Cup 2026

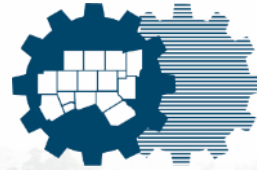
AVIATION SUBCOMMITTEE



AGENDA

- 1** Capacity Map: Daily updates starting June 9
- 2** Human Trafficking Workshop Training Videos
- 3** DFW TRACON update

Countdown: 12 days

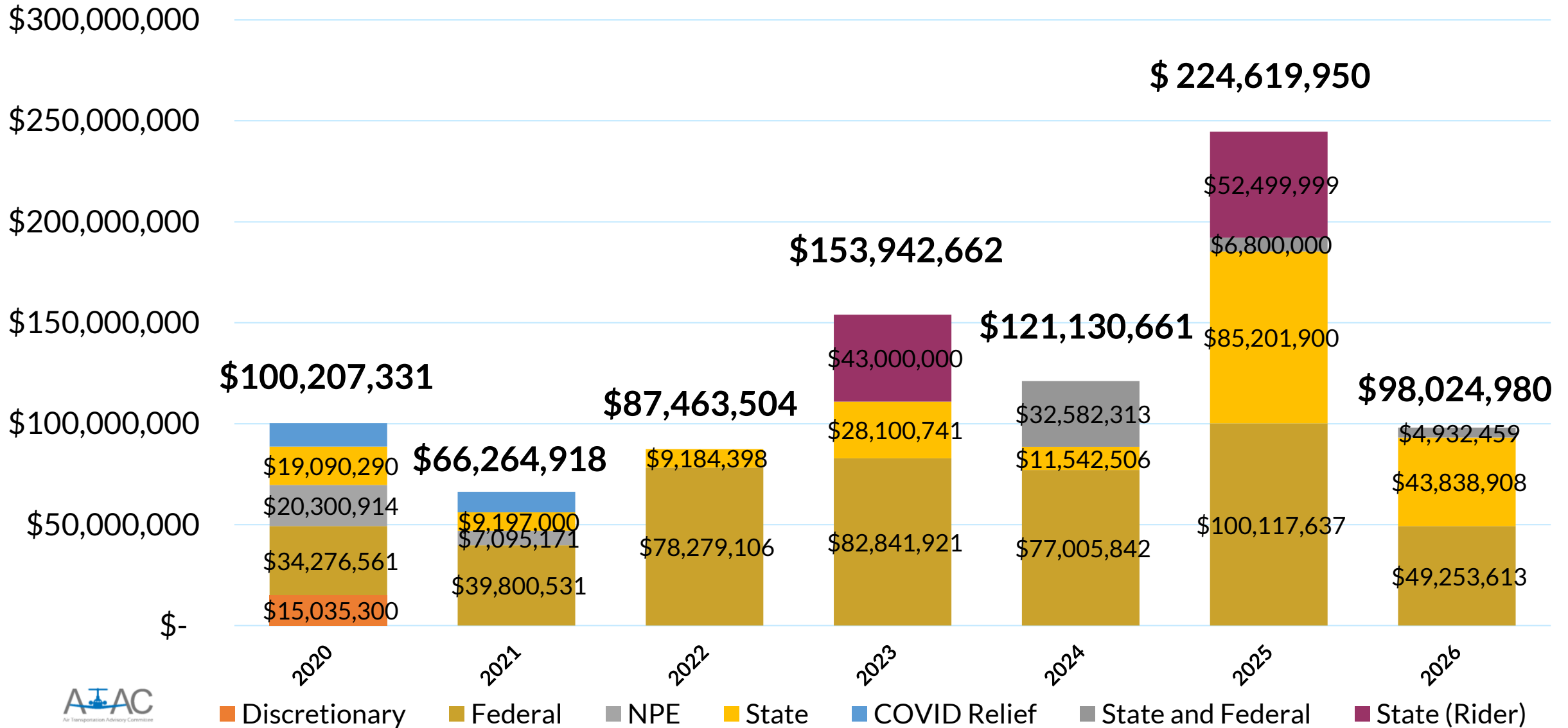


NCTCOG PRESENTATION

AIRPORT FUNDING DASHBOARD UPDATE

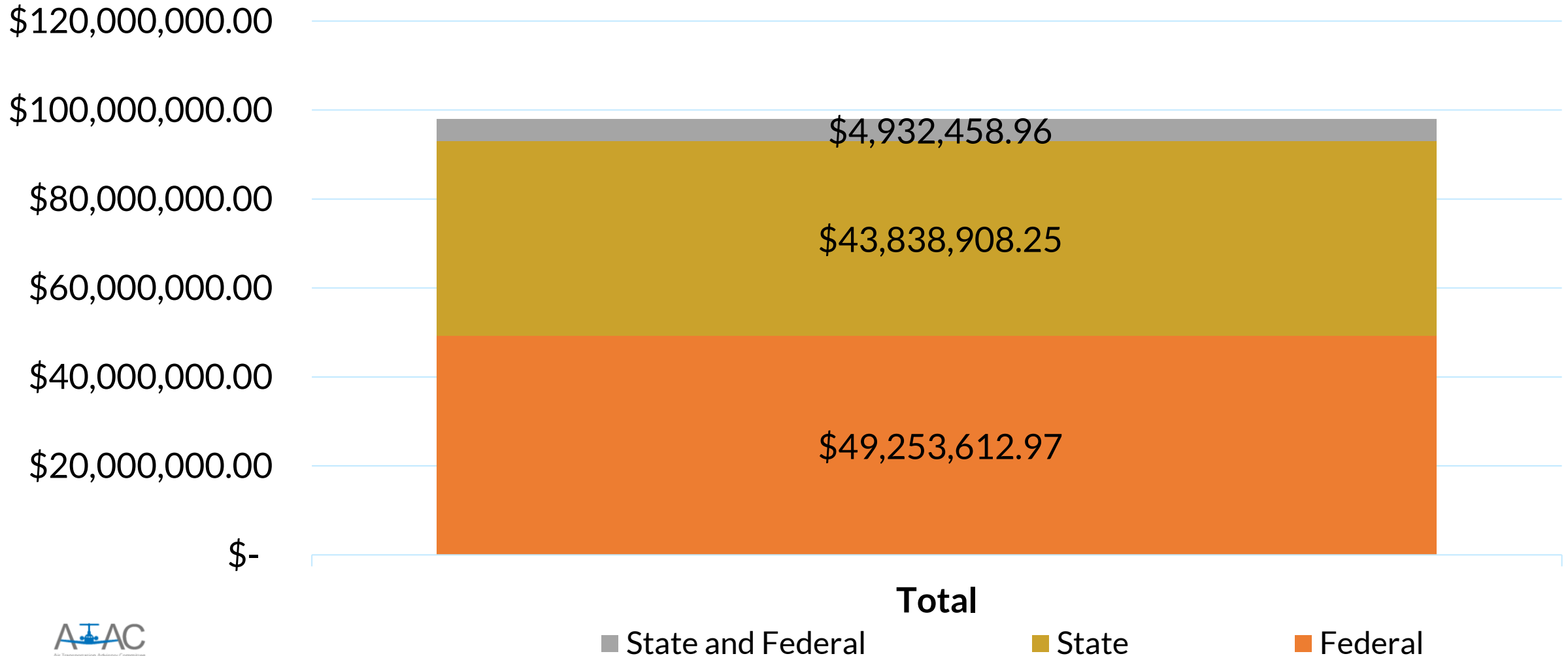
NICOLE JOHNSON | AIR TRANSPORTATION ADVISORY COMMITTEE
05.29.2026

Texas Annual Funding Comparison



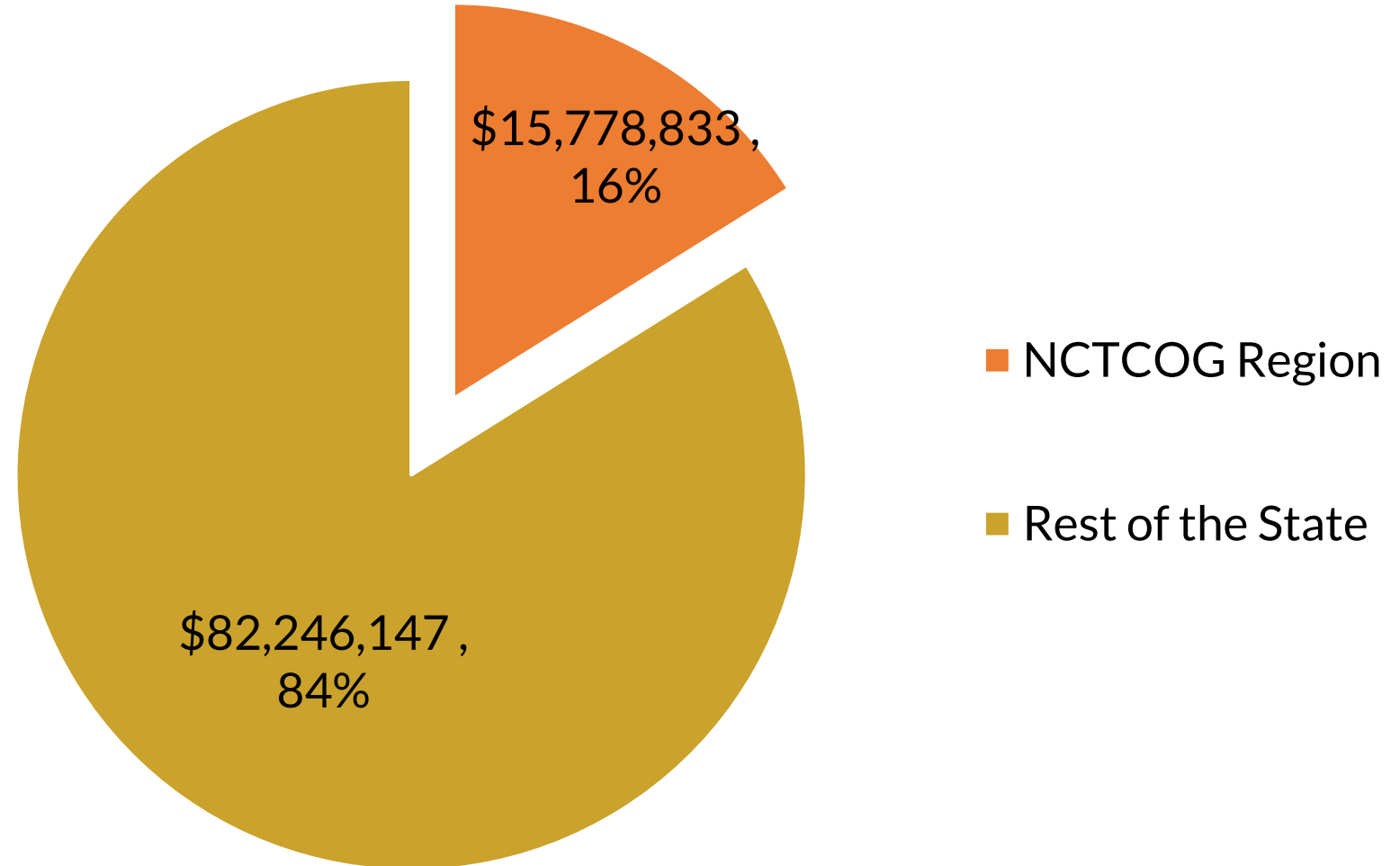
Texas Grants by Funding Source 2026

\$ 98,024,980

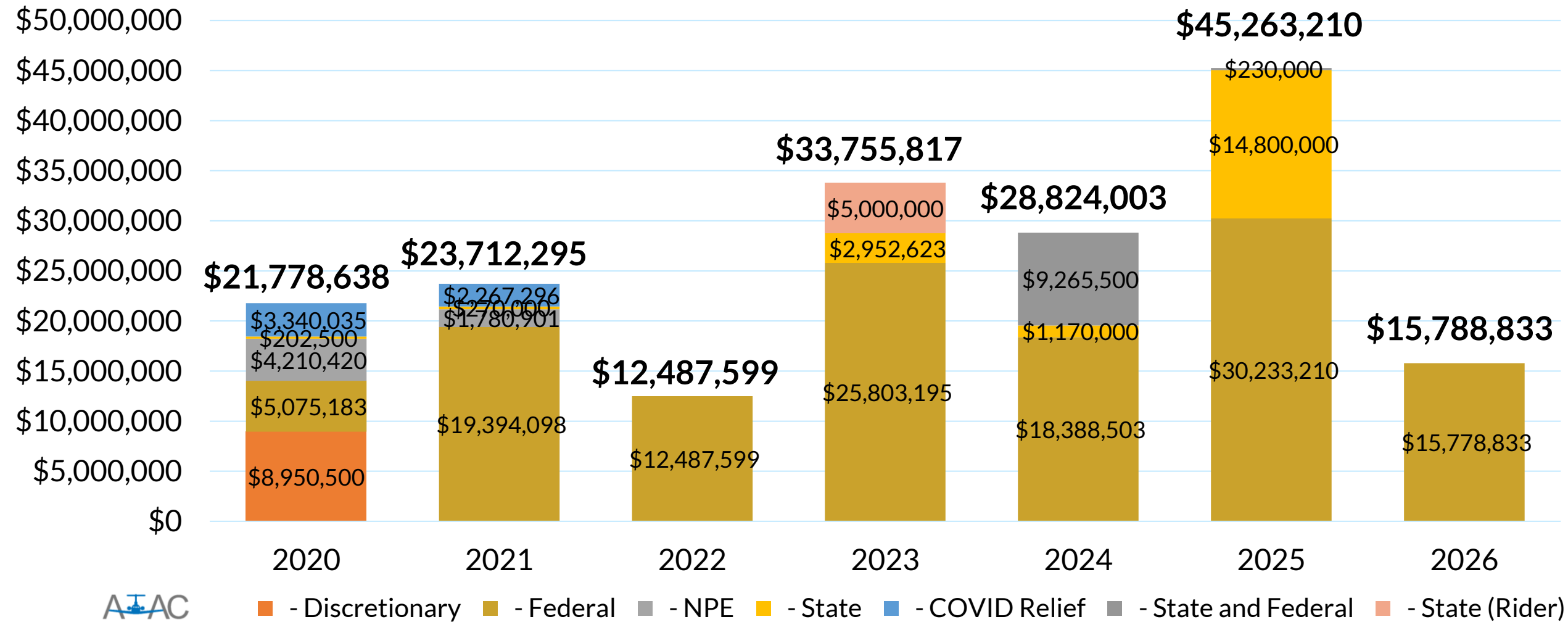


NCTCOG Region vs. Non-Region Funding 2026

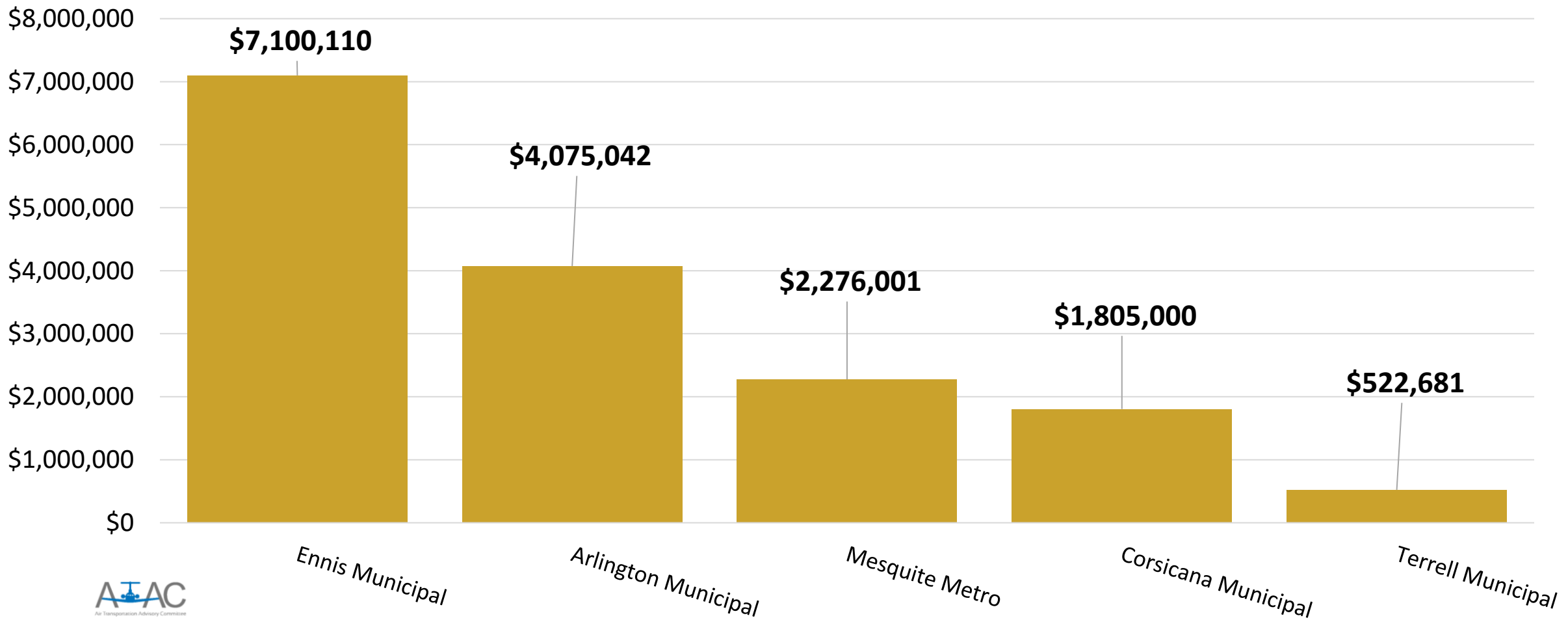
\$ 98,024,980

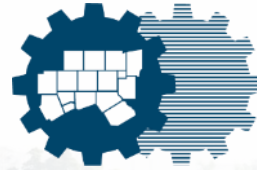


NCTCOG Region Annual Funding Comparison 2026



NCTCOG Region Airport Grant Amount 2026





NCTCOG PRESENTATION

AVIATION PROGRAM AREA UPDATE

ERNEST HUFFMAN | AIR TRANSPORTATION ADVISORY COMMITTEE
05.29.2026

NORTH TEXAS AAM AIRPORT CHARGING INFRASTRUCTURE CFP

The proposed Call for Action reflects an updated approach to previously approved AAM funding and is intended to better align regional investments with the near-term needs of North Texas airports and broader statewide AAM efforts.

- In **September 2024**, NCTCOG took initial AAM funding to the Regional Transportation Council for approval to support a potential World Cup-related demonstration effort
- The scope has since been revised to focus on the near-term needs of regional airports, particularly charging infrastructure and airport readiness for future eVTOL operations
- NCTCOG has partnered with **TxDOT** on the **Texas eIPP Pilot Program**, and this effort helps position regional airports to better align with and support that work
- North Texas airports are also pivotal to the success of the **Center for Advanced Air Mobility Technologies (CAAT)** and will play an important role in supporting future demonstrations, deployments, and long-term AAM growth in the region

FUNDING AVAILABLE - NORTH TEXAS ADVANCED AIR MOBILITY READINESS

Aviation Planning and Education

\$1,000,000 Regional Transportation Council (RTC) local funding

Funding Cap:

Each eligible airport may submit one project proposal for funding under this Call for Projects. Funding is limited to one charger per airport and is subject to the established dollar funding cap. Funding is competitive and not guaranteed.

PROPOSED PROCESS

1. Selection of Project Type

eVTOL Charging Systems

2. Project Description

Provide a brief project description of the project selected and how the airport will prepare for the next generation of aircraft.

3. An estimated project schedule

Provide a schedule for the project with no completion date prescribed.

4. Cost estimate and supporting documentation

Submit a quote with cost.

5. Regional benefit

Demonstrate how the award of this project will provide regional benefit to North Texas.

6. Documentation demonstrating consistency with Airport Layout Plan and/or Airport Master Plan

Upload ALP or Master Plan documents.

PROPOSED ELIGIBILITY

Eligibility	Description
Charging Systems for eVTOL Aircraft	Compatible charging infrastructure for Advanced Air Mobility (AAM). Maximum Award: \$200,000
Public Use Airport	Be a public-use airport located within the 12-county NCTCOG region (Entities located in Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties)
Airport Operator	If an airport operator, be sponsored by a public partner agency (i.e. city, county, state, etc.)
Airport Plans	Demonstrate project need consistent with the Airport Master Plan and/or Airport Layout Plan
Regional Benefit	Projects should align with NCTCOG regional transportation plans, innovation priorities, and demonstrate measurable readiness.

PROPOSED CRITERIA

Criteria	Score
Consistent with Advanced Air Mobility within the Airport Layout Plan and/or the Airport Master Plan	30%
Demonstrated understanding of AAM technologies and infrastructure requirements	40%
Demonstrated potential to attract AAM operators or private investment	5%
Strength of partnerships and implementation timeline	25%
Total Score	100%

DRAFT SCHEDULE

Date	Action
April 24, 2026	STTC Action
June 11, 2026	RTC Action
June 12, 2026	Open Call for Ideas (45 Days)
July 25, 2026	Close Call for Ideas
August 2026	Public Meeting
August 13, 2026	STTC Action – Recommended Ideas
September 10, 2026	RTC Action – Final Ideas
September 2026	Executive Board
Fall 2026	Execute Interlocal Agreements and Begin Projects

OTHER UPDATES



**FAA
EIPP**



**FAA
CENTER FOR ADVANCED
AVIATION TECHNOLOGIES**



**REGIONAL AVIATION
SYSTEM PLAN
FUNDING**



**AIRSPACE
AWARENESS
PILOT PROGRAM**

QUESTIONS?



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Manager

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Nicole Johnson

Transportation
(Aviation) Planner

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(817) 704-5690

ATAC CHAIR CHANGEOVER



Haley Cuevas

Outgoing Chair

Term 2024-26



Ty Helton

Incoming Chair

Term 2026-28



Joe Hammond

Incoming Vice-Chair

Term 2026-28