

Airports and Advanced Air Mobility: Integrating the Third Dimension into Metropolitan Transportation Systems

NCTCOG Air Transportation Advisory Committee September 3, 2020

Yolanka Wulff, J.D. Co-Executive Director Community Air Mobility Initiative yolanka@communityairmobility.org





Supporting the responsible integration of the third dimension into our daily transportation needs through education and advocacy. CAMI is a 501(c)(3) nonprofit organization dedicated to the responsible integration of advanced air mobility into communities by providing education, communication, collaboration and advocacy.

CAMI understands the importance of connecting communities and industry by working with all stakeholders to develop advanced air mobility that integrates with existing and future urban and regional transportation systems.

CAMI educates and equips state and local decision makers, planners, and the public with the information they need to set policies and design infrastructure and systems to successfully integrate aviation into daily transportation options.





What is Advanced Air Mobility?



Nothing new: regional airline travel and helicopter service (e.g., Blade) are current/historical forms of AAM in service today.

Everything new: electric aircraft make AAM safer, quieter, greener, and more economical than ever before.

Urban Air Mobility, or UAM, refers to shorter distance urban use cases. Regional Air Mobility, or RAM refers to travel over longer distances away from the urban core.

AAM may share airspace with UAS* but is not UAS: autonomy helps pilot operators but (in most concepts) doesn't replace them in initial operations.

*UAS = unmanned aircraft systems

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Zones of Operation:

City Center
Suburbs to City
Edge City to (Edge) City
Rural Access
Hub Airport Access

Types of Operation:

- •Airline (micro haul)
- •Air Metro
- •On Demand (air taxi)
- •Airport Shuttle
- •Emergency Services





Today's aviation industry operates separately from other forms of urban transportation

- Passengers leave behind the urban environment when they enter airport premises
- Ground traffic is restricted and controlled

Advanced Air Mobility requires aviation to integrate into an existing urban transportation system that has its own challenges

- Traffic Congestion
- Urban Sprawl
- Environmental Impacts
- Transit under/over use
- Noise
- ... and others





AAM also requires the aviation industry to interact with new jurisdictions and players

- FAA certification, airspace management
- Federal code & preemption
- State and local regulations e.g., land use, zoning, transportation regulation
- State common law liability, property rights, nuisance







Trust



Safe Vehicles

- Safe Infrastructure
- Secure Operations

Public Benefit

- Increased travel options

Emergency Services

Economic opportunities

Integration

Existing transit & roads



- Grid capacity
- Social Equity

Limited Adverse Impacts

- **•**)
- Noise and visual impact
- Emissions and environment
- Privacy





Reduced need for vehicle traffic within urban core



Reduced emergency response times



Increased range of access to the urban core



Additional transportation demand management options



Urgency-trip pairing with commuter transit

Some potential public benefits may be surprising



Stronger connection of rural areas to urban opportunities



Increased utility of GA airport infrastructure



Additional disaster response capabilities



Increased electrification for lower in situ emissions



Elimination of transportation deserts



Workforce development and economic opportunities



There will be some level of undesirable impacts. Being transparent about this will help minimize them and build trust with the public.

- Electric vehicles are only as green as their grid and battery disposal
- Visual impact
- Congestion may just shift
- Risk of urban sprawl
- Noise





Integration needs to consider the existing transportation landscape, accessibility, social equity, and secondary impacts.

- Integrate with transit options to provide « urgency travel »
- AAM can address transportation deserts in underserved areas
- Social equity and broad public benefit are important, not just the most profitable locations
- Use zoning advantageously
- Ensure grid capacity



UAM Infrastructure Considerations



- What is the built environment we are trying to serve?
- Are we building new or repurposing existing infrastructure?
- What types of land uses/infrastructure need to be repurposed, renovated, or redeveloped to support UAM?
- What first- and last- mile connections are needed?
- How do we prioritize public transportation, pooled vehicles, and active transportation?
- How do we integrate vertiports into nearby land uses?
- What are the adverse impacts and how do we mitigate them?













UAM and the Role of the Built Environment



EXURBAN EDGE CITY CITY CENTER SUBURBAN RURAL

- Context in the built environment matters
- One size does not fit all
- Strategies must be tailored to meet a diverse array of needs, use cases, and urban contexts
 - Small and rural communities
 - Auto-oriented mega regions
 - Transit-oriented mega regions

Thank you to Adam Cohen at UC Berkeley for this and the previous two slides.

UAM Mobility Hubs

MOBILITY AREAS

CATCHMENT AREA

The area from which a major destination or transit service attracts people to use its service. The size of a catchment area may vary based on the type of destination/focal point at the core (e.g., a high-speed rail station will have a larger catchment area than a light rail stop).

ZONE

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Transportation Modes

- Shared mobility, micromobility, public transportation, AVs, UAM
- Last mile delivery, UAS, robots, courier services

Transportation Services

- EV charging, AV parking, Battery swapping
- Aircraft parking and airspace access
- Open access to accommodate a variety of aircraft types, operators, and users

Amenities

- Dining, retail, entertainment, fitness
 Land Use
 - Residential, hospitality, retail, mixed-use, public spaces

Cohen 2020



- Are communities prepared to adopt AAM and successfully integrate it?
- Is industry prepared to support communities and make long-term beneficial decisions?





Crawl – Walk – Run Adoption Approach

- Public engagement, safety, and legislation
- Pilot projects, demonstrations and data gathering
- Repurpose existing infrastructure
- Develop new regulations
- Build and scale new infrastructure
- Streamline new regulations, permitting and licensing
- Develop data management practices for privacy and efficiency
- Advocate and safeguard public safety © CAMI 2020
 Community



CAMI's Online Resources

- **UAM 101 videos**
- Why We Need Advanced Air Mobility for our Cities (coming soon)
- **Resource Library:**
 - What is Urban Air Mobility? а.
 - **Community Benefits of Urban Air** Mobility
 - eVTOL Aircraft: What they are & why they matter
 - **Urban Air Mobility Operations Overview**
 - Legal Considerations for Urban Air **Mobility Part 1: Aviation Law**
 - **Components of Public Acceptance** for AAM & UAM





Integration of the third circulated level.

Q12020 A M District

An introduction to Urban Air Mobility for state and local decision makers March 16, 2020 13:00 - 17:00 EDT **An online event!** CAM

Student and Government rates available

communityairmobility.org/events

eVTOL Aircraft:

What they are & why they matter

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A resource prepared by The Community Air Mobility

Initiative (CAMI) your ing the responsible obestation of the third cirrens

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CAMI's 2020 Activities: Executing on our mission one year after our founding



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- Online resource library
- UAM 101 half day workshop for state and local transportation leaders
- Over a dozen presentations at other symposia, conferences, working groups and meetings
- Participation in industry groups including UAM Coordinating Council, NASA AAM Working Groups, NASA / VFS TVF Working Groups, Cascadia Urban Air Mobility Group, WEF UAM Working Group
- Targeted audience webinars APA, NASAO, etc.
- Topical deep dive webinars (coming soon)



Urban Air Policy Collaborative Kickoff







VISION

GOALS

The Urban Air Policy Collaborative aims to unify local governments on policy issues pertaining to the integration and operation of UAM technologies into existing transportation networks.

To provide a forum for local governments to **anticipate and integrate** this important and emerging mode of transportation into our existing transportation network in a way that is safe, sustainable, equitable, and noise-free.

To give a **voice to local governments** that can feed into adjacent efforts such as the NASA AAM National Campaign, USCM, OMF etc. © CAMI 2020

URBAN AIR POLICY COLLABORATIVE | Participants







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Yolanka Wulff yolanka@communityairmobility.org www.communityairmobility.org





ACRP 07-18: Airfield Design Guidelines for Large UAS

TELROY AM

September 3, 2020



Topics for Today

- Project Summary & Objectives
- Research Plan Review
- Collaboration & Partners



Areas of Expertise



Woolpert at a glance.









900+ Global employees



Woolpert Office Locations

Arlington, VA Atlanta, GA Austin, TX Calgary, Canada Charleston, SC

Charlotte, NC Chesapeake, VA Chicago, IL Cincinnati, OH Cleveland, OH

Columbia, SC Columbus, OH Dayton, OH Denver, CO Fairview Heights, IL

Greenville, SC Houston, TX Indianapolis, IN Johannesburg, RSA Lexington, KY

Miami, FL Orlando, FL Pensacola, FL Pittsburgh, PA Portland, OR

Richmond, VA San Francisco, CA St. Louis, MO Stennis, MS Tampa, FL

Toledo, OH Virginia Beach, VA



Our UAS Experience

- Operating since 2012
- Conducted hundreds of UAS missions
- Multiple full-scale implementations
- Flown in all classes of airspace (including on major Class B airfields)
- Expansive internal research and development group
- Crossed-trained field pilots and surveyors
- Evaluates multiple LiDAR and niche sensors
- Participants in higher education research projects
- Collaborates with regulators and technology partners











The National Academies



The National Academies of SCIENCES - ENGINEERING - MEDICINE

TRANSPORTATION RESEARCH BOARD



Private, Nonprofit Institution ...with a mission of national service



The National Academies of SCIENCES - ENGINEERING - MEDICINE

TO THE REAL PROVIDENCE AND A REAL PROVIDENCE





The National Academies of SCIENCES - ENGINEERING - MEDICINE

TRANSPORTATION RESEARCH INCOME



Airport Cooperative Research Program

- Research ideas come from industry practitioners.
- Projects are selected by the ACRP Oversight Committee.
- · Projects focus on applied research.
- Volunteer panels develop scope, select contractors, oversee research, and review results.
- Research contractors selected on a competitive proposal basis.

The National Academies of CIENCES - ENGINEERING - MEDICINE

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ACRP 07-18: Airport Design Standards from Large UAS Guidelines

The objective of this research is to develop guidelines for airfield design challenges, issues, and considerations for the unique operational needs of large UAS (currently greater than 55 lbs), considering safety and capacity at existing airfields of different types and sizes. The primary audience for this research consists of airport managers, planners, UAS operators, and other stakeholders.

The guidelines should address, but not be limited to the following:

- Integration vs. segregation of operational areas at airfields;
- Considerations for different UAS categories and capabilities;
- Integration of technology (e.g., command and control systems (C2), detect and avoid (DAA) systems, cybersecurity,
- infrastructure and utilities, etc.);
- Airport master planning, including economic and cost considerations;
- UAS support infrastructure (e.g., maintenance facilities, hangars, terminal, fueling, etc.);
- Environmental impacts (e.g., hazmat, noise, battery storage); and
- Approach surfaces and terminal airspace.



Boiled Down...Areas of Impact

- Airfield configuration
- Air traffic blind spots
- Pavement design
- Lighting, markings, and signage
- Surveillance technology
- Navigation aids
- Hangar and maintenance facilities
- Communications and data systems
- Energy/fuel requirements and cost
- Obstacles and airspace protection
- Airport facility and operational capacity
- Noise and environmental impacts
- Hazardous material and/or battery storage

- UAS operator facilities
- Airport systems and facility master planning
- Radio frequency concerns
- Emergency response and containment
- Public relations and education



Group & Existing Criteria

- 1. Airfield Surface Infrastructure
- 2. Airfield Nav/Comm/Technology
- 3. Environmental (Noise/Fuel/Materials/etc.)
- 4. Support Facilities (Hangars/Utilities/etc.)
- 5. Airspace and Air Traffic
- 6. Emergency Response (Police/Fire/etc.)

Item	Reference
Airspace Protection	14 CFR Part 77
Operational Safety – Construction	AC 150/5370-2
Snow Removal Operations	AC 150/5200-30
SMGCS	AC 150/5340-30

Airspace and Operations

Emergency Response/Operations		
Item	Reference	
ARFF Building	AC 150/5210-15	
ARFF Equipment – DEVS	AC 150/5220-10	
ARFF Equipment – Clothing	AC 150/5210-14	
ARFF Vehicle – Small Dual Agent	AC 150/5220-10	
ARFF Vehicle	AC 150/5220-10	

Group & Existing Criteria

Airfield Surface Infrastructure

Item	Reference
Airport Design	AC 150/5300-13A
Airport Marking	AC 150/5340-1
Airport Signage	AC 150/5340-18
Apron	AC 150/5300-13 (Appendix 5)
Deicing Facilities	AC 150/5300-14
EMAS Arresting System	AC 150/5220-22
Geospatial Data Submissions	AC 150/5300-18B
Pavement Design	AC 150/5320-6
Pavement Management System	AC 150/5380-7
Runway Length Requirements	AC 150/5325-4
Runway Thresholds	AC 150/5300-13 (Appendix 2)
Wind Analysis	AC 150/5300-13 (Appendix 1)
Wind Cones	AC 150/5340-30
Windrose	AC 150/5300-13 (Appendices 1, 11)



Group & Existing Criteria

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ARFF Vehicle – Small Dual Agent	AC 150/5220-10
ARFF Vehicle	AC 150/5220-10

Airfield Navigation/Comm/Technology		
Item	Reference	
ADS-B Squitters	AC 150/5220-26	
Airport Lighting - Runway/Taxiway	AC 150/5340-30	
irport Lighting - Runway Centerline	AC 150/5340-30	
Airport Lighting - Radio Control	AC 150/5340-30	
AWOS	AC 150/5220-16	
Beacons	AC 150/5340-30	
Land and Hold Short Lighting	AC 150/5340-30	
PAPI	AC 150/5345-28	
REIL	AC 150/5340-30	
Runway Surface Monitors	AC 150/5200-30	
VASI	AC 150/5340-30	

Syracuse Hancock International Airport (SYR)



Approach Outline & Deliverables

Phase 1 +2 weeks / +1.5 months Task 1: Project Kick-off lune 2020 Task 2: Data Collection and Research Reviews . Literature and Existing Research 0 **Technology Studies** 0 Stakeholder Engagements +5 months Sept 2020 0 Task 3: Interim Report +7 months Nov 2020 Phase2 Task 4: Design Standard Comparison & Gap Analysis -+10 months Feb 2021 ٠ Task 5: Large UAS Airport Impacts Analysis +10 months Feb 2021 . Task 6a: Draft Final Deliverable +13 months May 2021 Task 6b: Final Deliverable Development +16 months August 2021

Collaboration is Key



Faith Group

















GAMA

Thomas Mackie, PS Vice President Aviation Program Director thomas.mackie@woolpert.com 937.531.1877



Addison Airport Update Presentation to the NCTCOG – Air Transportation Advisory Committee September 3, 2020

Addison Airport Update - Overview

- Southeast Quadrant Redevelopment: Galaxy FBO
- Associated Infrastructure Improvements
- New U.S. Customs and Airport Administration Facility
- Other Airport-Funded Projects
- New ARFF Vehicle
- Pending AIP Projects



- Approximately 16 acres, fronting Addison Road
- Direct access to primary parallel taxiway (Alpha)
- Adjacent to the airport's fuel farm

- Oldest part of the airport area developed circa 1958, many structures original to airport
- Three rows of T-hangars (62 units) framed with used drill pipe, served by Taxilane Papa
- One ~6,000sf box hangar, two large ~30,000 sf hangars; fuel farm access via Taxilane Quebec





Above: an early conceptual layout for the Galaxy FBO development.

- Black Forest Ventures / Galaxy FBO chosen through an RFQ process
- Development proposal includes three large hangars (two 40,000sf, one 30,000sf), a 20,000sf terminal, and more than 300,000sf of ramp
- Estimated construction value of ~\$20,000,000
- Initial annual ground lease rate of \$0.715/sf (payments commence when temporary CO obtained)
- Statutory maximum 40-year term
- Expected opening: August 2021



Demolition of T-hangars, January 2018. **Demolition cost: \$111,253.** (Airport expense)







ADDISON



Demolition of Collins hangars, February-March 2020. (Black Forest Ventures/Galaxy FBO cost).



Galaxy FBO construction, January 2020



February 2020



April 2020



June 2020









Reconstructed and relocated vehicle service road east of Taxiway Alpha to allow for additional ramp space for Galaxy FBO (airport-funded project, completed January 2020)



Miscellaneous Supporting Projects







Left: perimeter road repairs. **Above**: pavement repair at east end of Taxilane Tango. **Below**: fuel farm landside exit/gate relocation (used by delivery tankers).



Fuel Farm Access Road and Turnaround Area



Older pavements deteriorated quickly under loads imposed by larger fuel trucks (5,000-gallon Jet-A trucks) being operated by Addison's FBOs. New pavements are designed to support these vehicles. The airport has spent roughly **\$1.5 Million** on service road and fuel farm area pavement improvements over the past year and a half.



Fuel Farm Access Road Reconstruction



Base Bid: reconstruction of George Haddaway Road (airside) from west of Gate 3 to east vehicle service road

ADDISON

Alternate 1: reconstruction of pavement west and south of the fuel farm

Change Order 1:

reconstruction of landside fuel farm entry area from Addison Road (785 s.y. of concrete paving)

Total Construction Cost: ~\$752,000

Fuel Farm Access Road and Turnaround Area















- TAIMAT
 - Territorial Control of Control of
- Site Selection (2017): midfield location near Taxiway Foxtrot selected
- **Design (2018):** decision made to add Airport Administration offices as second floor of facility
- Site Preparation (2018-19): demolition of existing hangar and pavements (shown above)
- **Construction:** began in Fall 2019. Construction cost for landside and airside totals approximately **\$9,000,000**







Left: hangar and pavement demolition, November 2018. Below: construction begins, October 2019.





U.S. Customs / Airport Administration facility construction progress by month. **Top row:** March, April, May. **Bottom row:** June, July, August. Expected completion date: January 2021.





Airside Project Scope:

construction of a new concrete ramp to serve the U.S. Customs facility; reconstruction of the west end of Taxilane Tango with two connectors to the Customs ramp; and construction (relocation) of the connector from Taxiway Alpha to the Customs ramp to avoid direct alignment with Taxiway Foxtrot. Low bid: \$1,707,457.58 (Fluor) Funding: \$600,000 NPE funds with the balance provided by the airport.

Other Airport-Funded Projects









Reconstruction of ramp (spring 2020) serving a hangar on Taxilane Uniform. The hangar and an adjacent hangar were acquired by the airport in 2013-14. The existing ramp was 40-year-old 1.5-inch to 2-inch thick asphalt over what might have been a cement-treated base. This project expanded and replaced the old ramp with 10-inch concrete at a cost of \$370,000.

In 2019, another project in the same area installed underground storm drainage along the south side of Taxilane Uniform (eliminating an open drainage ditch in the safety area) and constructed a concrete connector to the taxilane from the ramp serving the adjacent hangar. Access to the taxilane from the adjacent hangar had been through the ramp shown here.



New ARFF Vehicle



Addison Fire Department "Rescue 101" in service August 28, 2020

- Addison Fire Department acquired a new ARFF Vehicle, funded by Addison Airport
- Acquisition cost ~\$700,000 funded without any grant assistance
- Vehicle is a 2020 Rosenbauer Panther 4x4
- Index B vehicle, carries 1,600 gallons of water, 220 gallons of AFFF concentrate, and 500 pounds of dry chemical agent
- "Push-in" ceremony held August 28, 2020
- Replaces a 2001 Oshkosh TI-1500





Pending AIP Projects





Project Scope:

- Surface treatment and new markings, Runway 15-33 (asphalt, grooved)
- Surface treatment and new markings, Taxiway Alpha and asphalt connector taxiways
- Runway re-designation to 16-34 to account for Magnetic
 Variation changes (includes new guidance signs)
- Programmed cost: **\$1,475,200**
- CARES Act, 100% federal funding

Pending AIP Projects





Extension of Taxiway Bravo (west side parallel taxiway)

- Ultimate: extension to full-length parallel taxiway, meeting Design Group III standards (per 2016 Master Plan)
- Construction pending for FY22: partial extension north to Taxiway Golf, south to south end of runway
- Project includes construction of vehicle service road to address ongoing airfield incursion problems (surface incidents) occurring on Taxiway Bravo

Questions? Comments?





North Texas Aviation Sustainability Initiatives Survey Results

AIR TRANSPORTATION ADVISORY COMMITTEE SEPTEMBER 3, 2020

Bailey Muller Senior Air Quality Planner North Central Texas Council of Governments (NCTCOG)

Survey Purpose

The North Central Texas Council of Governments (NCTCOG) surveyed airports across the region to gather feedback on sustainability initiatives.

Who Participated?

Arlington Municipal (GKY), Mid-Way Regional (JMY), Denton Enterprise Airport, Lancaster Regional Airport, 7F3, Mesquite Metro Airport, Mineral Wells Regional Airport and Garland Heliport, and Two Others

All feedback received will be used to facilitate and advance airport priorities to integrate regional planning for comprehensive air quality improvement and attaining the federal ozone standards.



Consecutive Three-Year Periods

Source: NCTCOG TR Dept

NITROGEN OXIDES (NO_x) EMISSION SOURCES

2020 Total Nitrogen Oxides (NO_x) = 234.75 tons per day (tpd)



Point (Oil & Gas) 6.04 tpd, 2%

Source: Dallas-Fort Worth Serious Classification Attainment Demonstration State Implementation Plan Revision for the 2008 Eight-Hour Ozone National Ambient Air Quality Standard, September, 2019

Status of Energy Efficiency Initiatives at the Airport



Status of Water Efficiency Initiatives at the Airport


Does the Airport Have a Waste Reduction Goal or Commitment (Internal or Published)?



Airport Waste Reduction Goal or Commitment

Yes

No but Interested

Not Interested

 Not Interested Due to Management Opposition
 Not Sure



3

Airports **do not** have a waste reduction goal but are **interested** in pursuing or learning more

Non-Road and On-Road Registered Vehicle Composition of Airports

Dallas-Fort Worth

Type of Non-Road Unregistered Vehicles/Equipment Owned and Operated at Airport

- Landscape
- Ground Support
 Equipment
- Heavy Construction
 Equipment
- Heavy Non-Road Trucks
- Other



Type of On-Road Registered Vehicles Owned and Operated at the Airport

- Light-duty on-road (street legal) vehicles
- Heavy-duty on-road (street legal) vehicles
- Other



Top Fuel Types Used by Airports

- 1. Gasoline and Diesel
- 2. Electricity
- 3. Propane (LPG)

For interest in clean vehicle funding opportunities and fleet assistance, contact <u>cleancities@nctcog.org</u> or visit <u>www.dfwcleancities.org</u>

Interest in Other Airport Sustainability Initiatives

Clean Air Action Plan

10% Has Policy/Direction from City Council and/or Airport Management

Airport Carbon Accreditation (ACA) Program

- Carbon management certification standard for airports
- **10%** Not Certified but Interested

Plans to Pursue Carbon Neutral Accreditation

10% Maybe, Interested in Learning More

Emissions Inventory

• An inventory of air emissions generated on-site by aircraft, ground operations, etc.

20% No Emissions Inventory, but Interested in Learning More

→ **30%** No Emissions Inventory, but Interested in Learning More if NCTCOG Assisted



NCTCOG RISE Coalition Working on a regional emissions inventory For more information visit the <u>RISE Coalition webpage</u>

Key Takeaways



NCTCOG will continue to accept responses to the North Texas Aviation Sustainability Initiatives Survey from now until **September 30, 2020**. Represent your Airport and fill out the survey <u>here</u>!



Based off survey interest in waste reduction goals, NCTCOG hopes to provide actionable information to those interested in pursuing a waste reduction goal or commitment.



NCTCOG plans to bring back information to the group on available clean vehicle funding opportunities and programs.



For those airports who do not have an emissions inventory, are your airports interested? If so, NCTCOG will bring more information to a future meeting related to emission inventories.

FOR MORE INFORMATION

Bailey Muller Senior Air Quality Planner bmuller@nctcog.org

Lori Clark

Air Quality Program Manager & DFW Clean Cities Coordinator Iclark@nctcog.org

Chris Klaus

Senior Program Manager cklaus@nctcog.org



Air Transportation Advisory Committee

September 3, 2020



NCTCOG Aviation Planning Program Area Update

Air Transportation Advisory Committee

Airport Planning



North Central Texas Council of Governments



Planning Update

Regional Aviation System Plan

• Submitting application soon

NCTCOG Fire Code Amendment

- Regional Codes Advisory Boards Call for Nominations

 Fire Advisory Board
- Pat Stewart

Open Position

North Texas UAS Safety and Integration Task Force Update







North Central Texas Council of Governments

Task Force Composition





Topics Discussed

- Alliance Texas Mobility Innovation Zone
- UAS Workforce Steering Committee
- UAS Real Estate Inventory
- Public Safety Unmanned Response Team (PSURT)
- Texas Disaster Emergency Management Update
- Know Before You Fly Workshops
- NASA Grand Design Challenge Update
- Urban Air Mobility Market Study





Council of Governments

Topics Discussed

- Mineral Wells Innovation Zone Update
- COVID 19 UAS Use Cases and Disaster Relief
- Giant Drones in Texas: AVA Winged X8 Flying Robotic Platform
- UNT and NASA Grand Design
- sUAS and Professional Services
- Women in Drones Job Board
- FAA Survey of Unmanned Aircraft Systems RFC





Current Initiatives

- Know Before You Fly Your Drone Workshops
- Game of Drones Competition
- UAS Educator Conference (SMU)
- Resolution Supporting the Safe and Efficient Integration of Unmanned Aircraft Systems (UAS) into the DFW Metropolitan Area's Existing Transportation Ecosystem
- 2021 Legislative Agenda

 a. HB 3164 911 Services
 b. SB 2299 Military critical infrastructure bill





Council of Governments

Current Initiatives

UAS Workforce Steering Group

Surveys

- Interlink Labor Market Survey
- Interlink Skills Survey
- North Texas Aviation Education Inventory Survey

National Collaboration

- NASA Working Groups
 - NASA Community Integration Working Group: Urban Aviation Weather Testbed
- Urban Air Policy Collaborative





How You Can Help

- 1. If you represent a municipality that is interested in hosting testing, please let me know.
- 2. Join Task Force!
- 3. Task Force Meeting September 29, 2020
- 4. Working Group Meetings October 6, 2020





Council of Governments

Contacts

Natalie Bettger

Sr. Program Manager nbettger@nctcog.org (817) 695-9280

Ernest Huffman

Principal Transportation Planner ehuffman@nctcog.org (817) 704-5612