



AIR TRANSPORTATION ADVISORY COMMITTEE AUGUST 3, 2017



Airport Funding
UAS Regulations
North Texas Aviation Education Initiative

Topics

- Airport Funding
- UAS Ordinance
- North Texas Aviation Education Initiative

Airport Funding

Improvements

- Increased Texas Aviation Advisory Committee membership from 6 to 10
 - More “transparency” with more detailed funding disclosures in the funding announcements
 - Discretionary spending has returned to Texas!
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Additional Needs

- “Transparency” with the project selection process
- More Federal funding to the State
- More State funding allocated to airports

Airport Funding *continued*

Next Steps

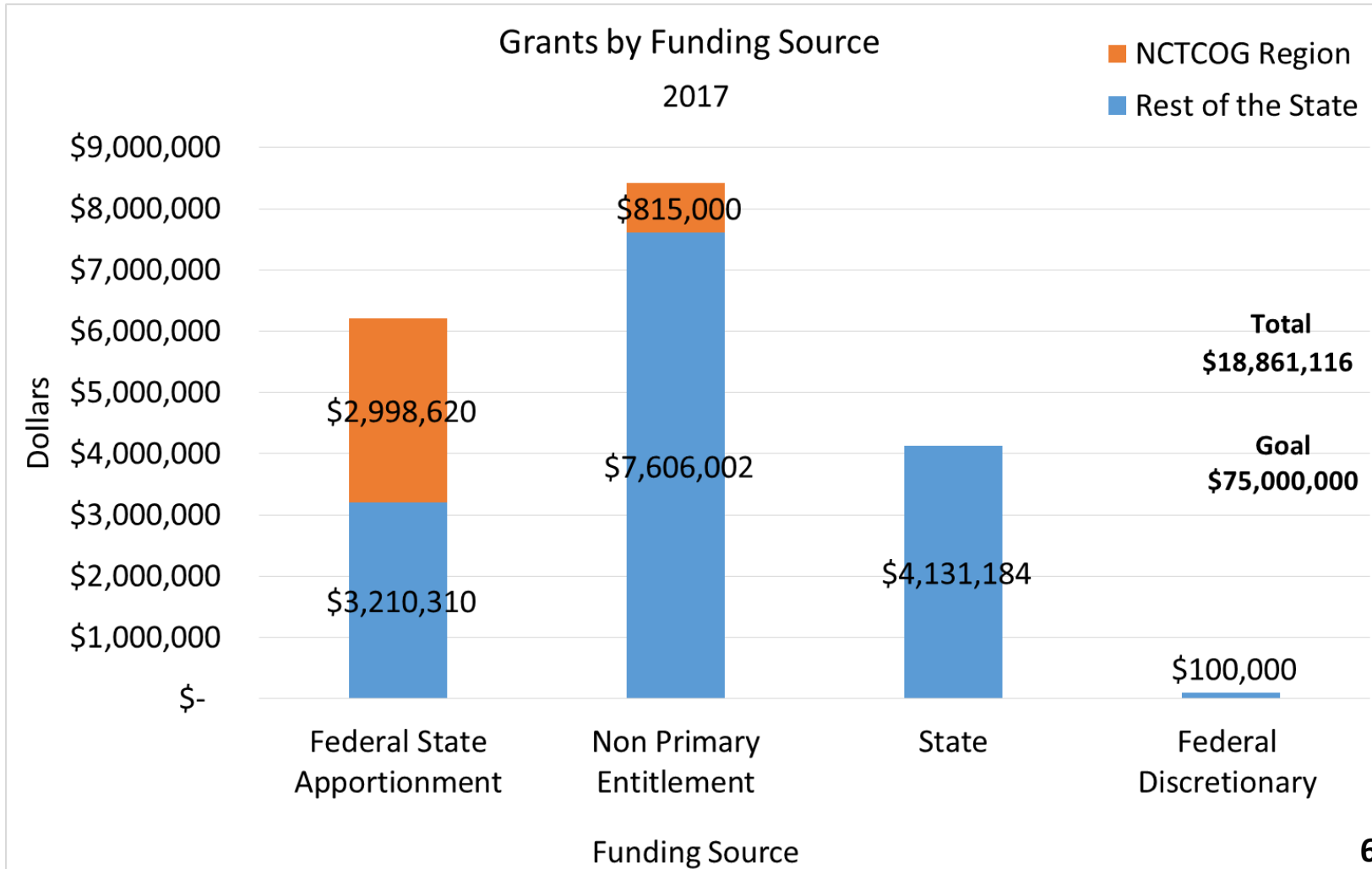
- Continuously track funding for the State/Region
- Set funding level goals
- Request additional clarification on the project selection process



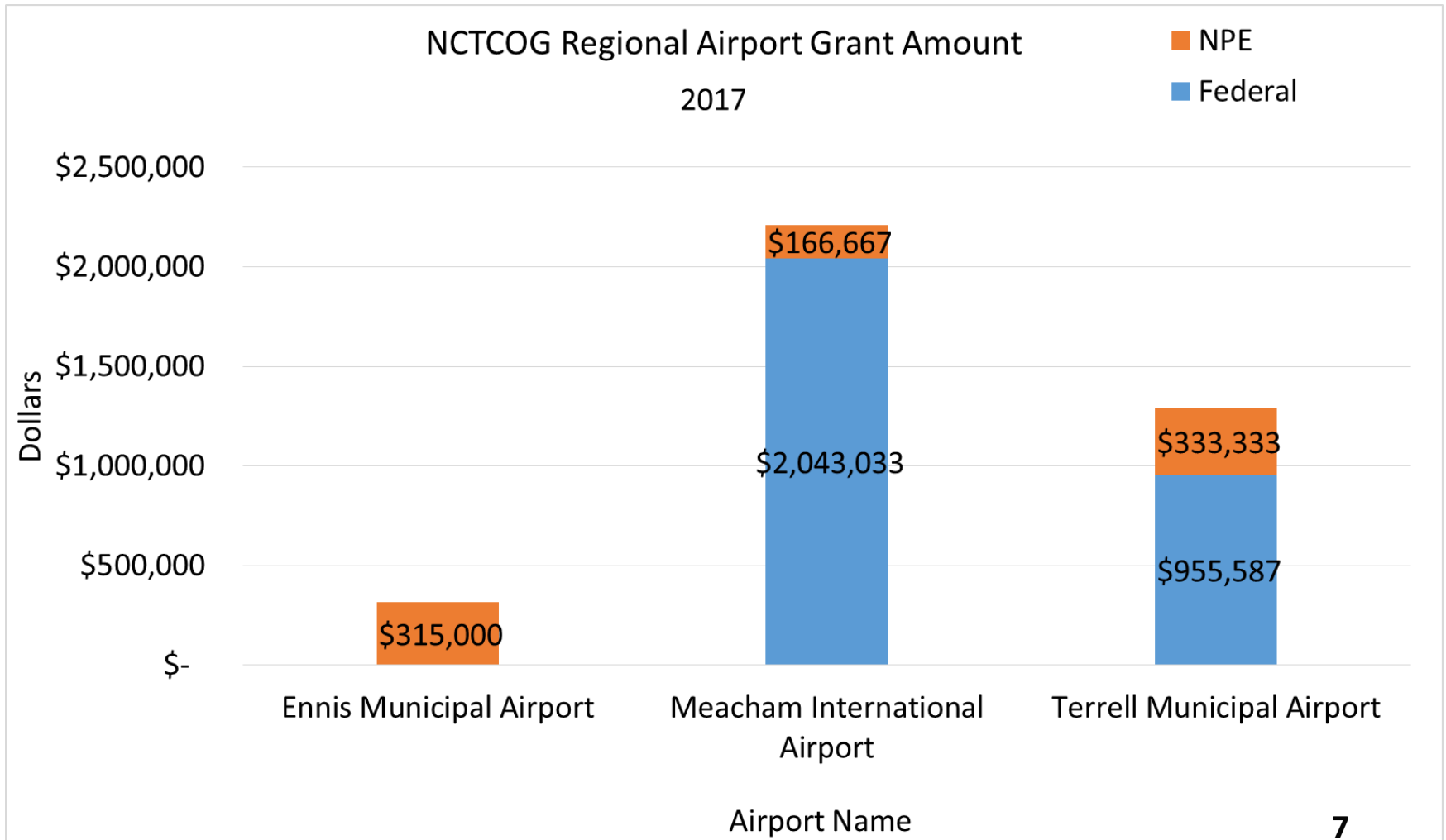
Airport Funding Tracking Dashboard

- Grants by Funding Source
- Grants by Airport Name (NCTCOG's Region)
- NCTCOG's Region Vs. State (Pie Chart)
- Grant Funding Release by Month

Airport Funding Tracking Dashboard (2017)



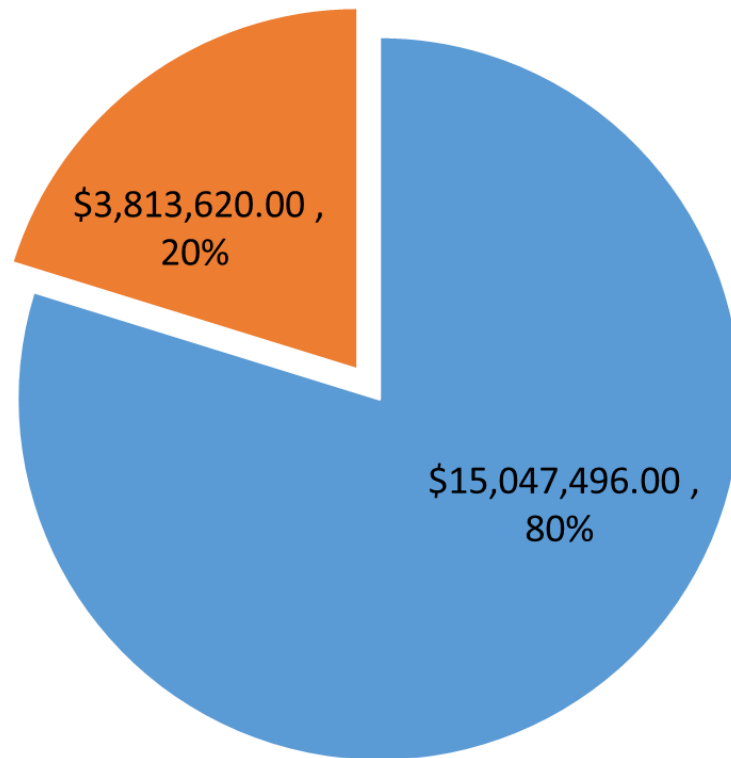
Airport Funding Tracking Dashboard (2017)



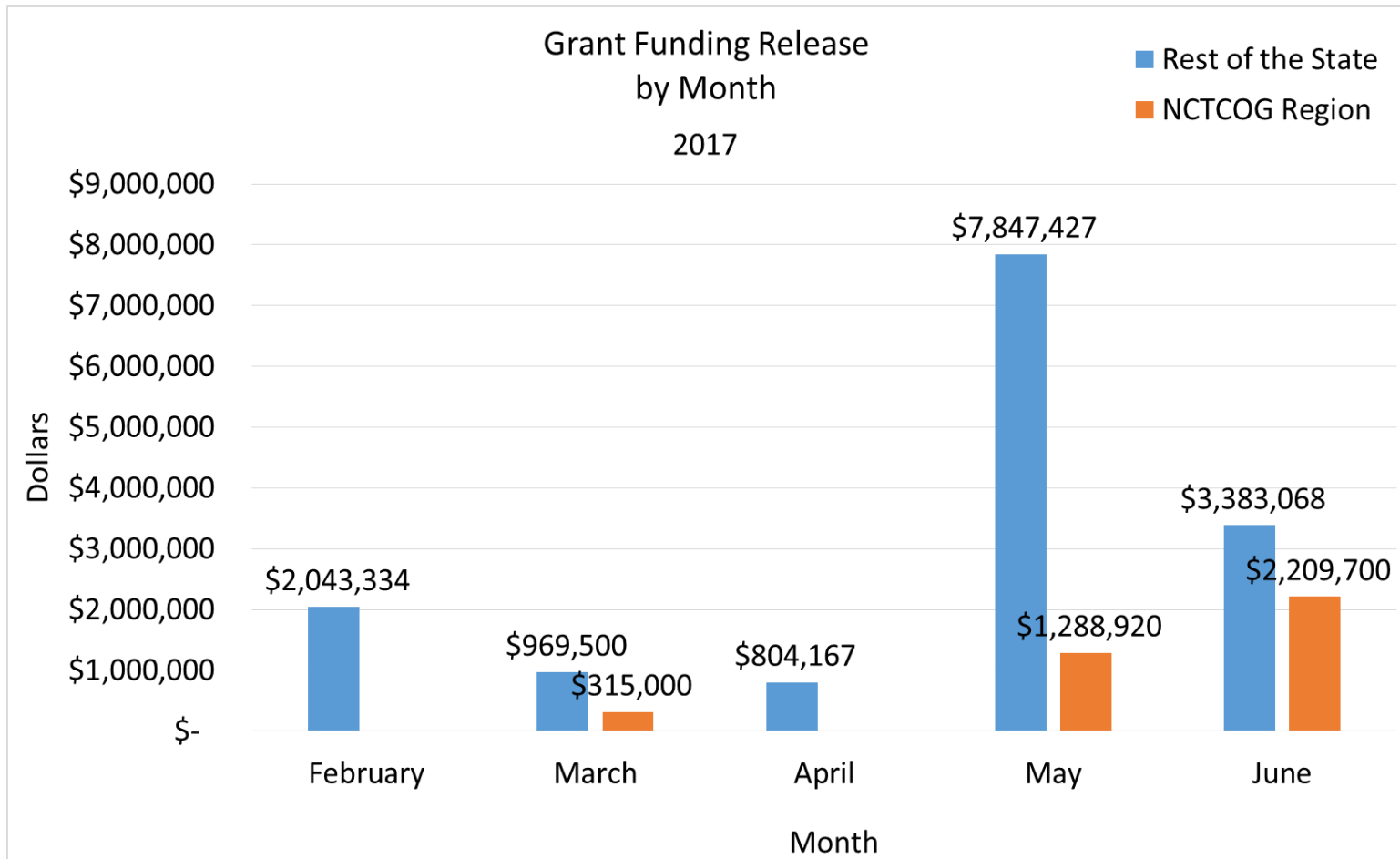
Airport Funding Tracking Dashboard (2017)

Grant Funding
NCTCOG Region Vs. Non Regional Funding
2017

■ Rest of the State
■ NCTCOG REGION



Airport Funding Tracking Dashboard (2017)



*Note - No money allocated in January or July

UAS Regulations

DFW Regional Ordinance on Hold

House Bill 1643

Drone Federalism Act of 2017

Next Steps

- Letters of support for Drone Federalism Act of 2017
- Gain confirmation of statewide ordinance



North Texas Aviation Education Initiative Survey Facts

Survey Requests

- 95

Survey Responses

- 20 (21% response rate)

Number of Survey Questions

- 14

Schools with Aviation Programs (5 new)

- High Schools – 10
- 2 Year Colleges – 4
- 4 Year Colleges – 6

North Texas Aviation Education Initiative Aviation Programs in the Region



North Texas Aviation Education Initiative Program Cuts

Letourneau University

Eliminating Air Traffic Control programs due to low enrollment caused by change in hiring practices with the FAA



North Texas Aviation Education Initiative Opportunities for Growth

University of North Texas

- Plans to create an Aeronautical Engineering Technology (ET) track under the ABET-accredited BS degree in Mechanical Engineering Technology
- Have similar tracks in Manufacturing ET and Nuclear ET - Certificate in partnership with A&M
- Need a faculty member or an industry expert to assist us with the plan

Aviation Institute of Maintenance

- Exploring options to enhance the Avionics program



North Texas Aviation Education Initiative Opportunities for Growth *continued*

Fort Worth Independent School District

- Plan to add flight and logistics in the future
- Increase in enrollment determines growth of programs
- Enrollment based on student interest through marketing and community partnerships



Collin College

- Considering programs in aviation/aerospace
- Limited number of aviation job opportunities in service area
- Job placement after graduation must be a consideration prior to starting an aviation/aerospace program



North Texas Aviation Education Initiative

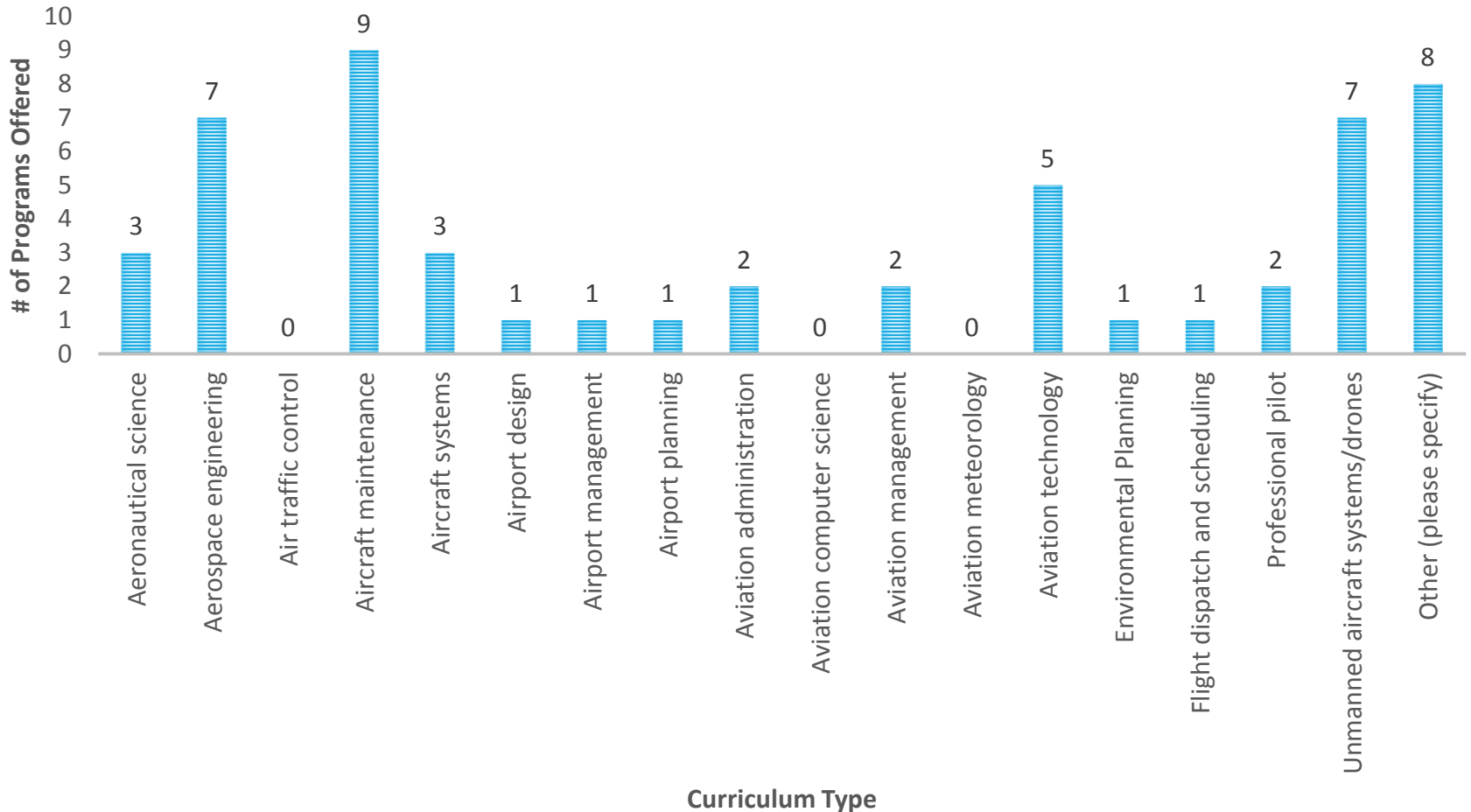
Top 5 Barriers to Entry

1. Salaries and benefits for additional staff difficult to secure
2. Lack of funding
3. Little to no indication of student/community interest in offering aviation
4. Lack of local aviation-related internship opportunities
5. Lack of localized employment opportunities for post graduation



North Texas Aviation Education Initiative

Number of Available Regional Aviation-Related Programs



North Texas Aviation Education Initiative

Major Events

- Workforce Solutions for Tarrant County Career Fair, September 29
- Wings Over Dallas, October 6–8
- STEAM Carnival, October 23–25
- Harambee Festival, October 28
- Alliance Air Show, October 28–29

Questions?

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Planner

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Basics of Texas GA Airport Grant Funding or “Why Your Project Is Not Being Funded”

Presented at NCTCOG-ATAC Meeting

August 3, 2017

by

Joel P. Jenkinson, A.A.E.

Director, Addison Airport

About This Presentation

- Brief version of a more in-depth presentation being developed for an “Airport 101” session for the Texas Airports Council (TAC)
- Seeking input from ATAC members on what to include
- Topics to Cover:
 - Airports – NPIAS, TASP, ASSET, Texas GA airports
 - Funding sources: Federal, State, Local
 - Historical funding levels for Texas GA airports
 - Allocation of AIP funding to GA Airports in FAA Southwest Region
 - What we need to ask for: more AIP discretionary and State funding

Airport Classifications and Systems

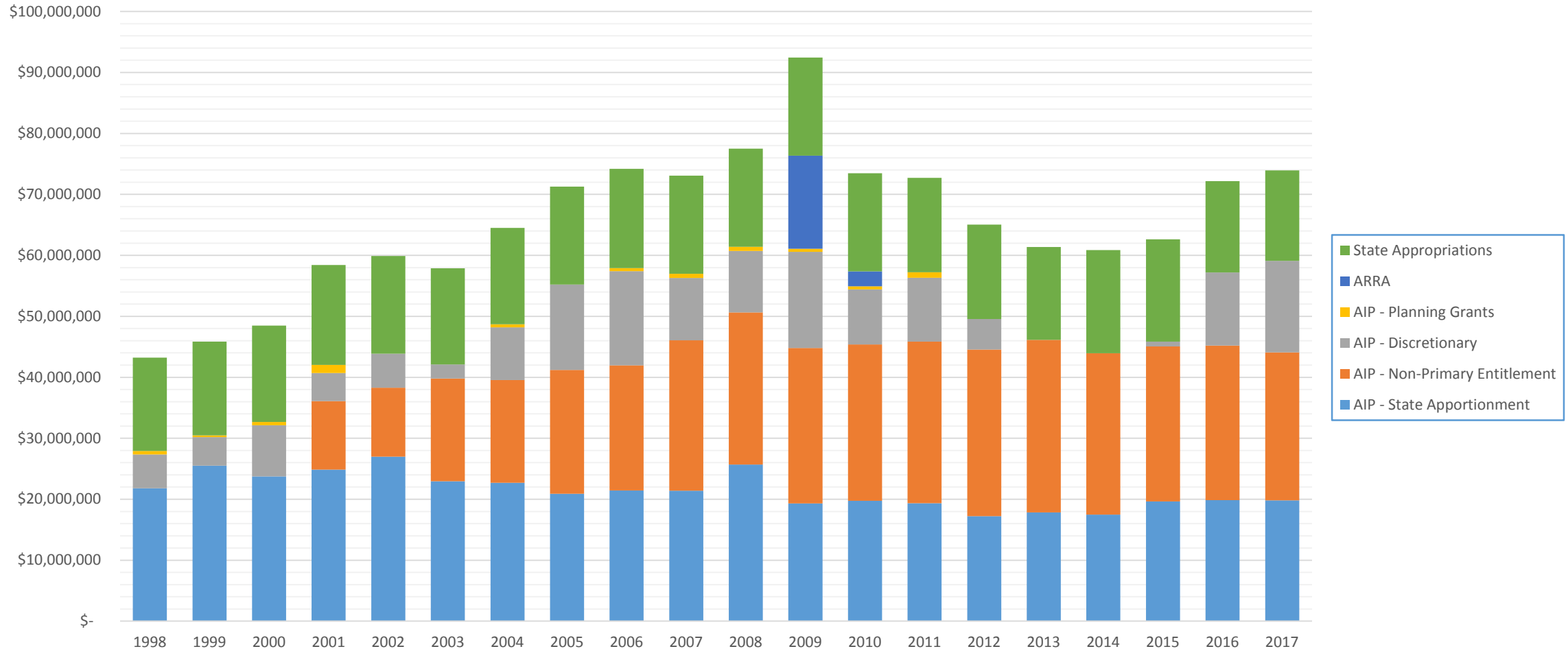
- NPIAS – National Plan of Integrated Airport Systems
 - 3,332 existing and 8 proposed public-use airports
 - Generally divided into Commercial Service and GA
 - Existing: 382 Primary, 127 Commercial Service; 2,823 GA and Relievers
- ASSET – FAA Classification of GA Airports
 - 2012 study, updated in 2014 (ASSET 2)
 - National, Regional, Local, Basic, and Unclassified
- TASP – Texas Airports System Plan (last updated 2010)
 - 27 Commercial Service
 - 265 GA airports plus 2 heliports

Funding Sources for GA Airports

- Federal – AIP
 - State Apportionment (population and land area formula)
 - Non-Primary Entitlement (up to \$150,000 per eligible airport)
 - Discretionary (typically used for high-priority projects – competitive)
- State
 - State appropriations for TX-DOT Aviation (about \$15 Million annually)
 - RAMP Grants (50% match / reimbursement) about 20% of total available
 - Only source for non-NPIAS and Unclassified airports
- Local

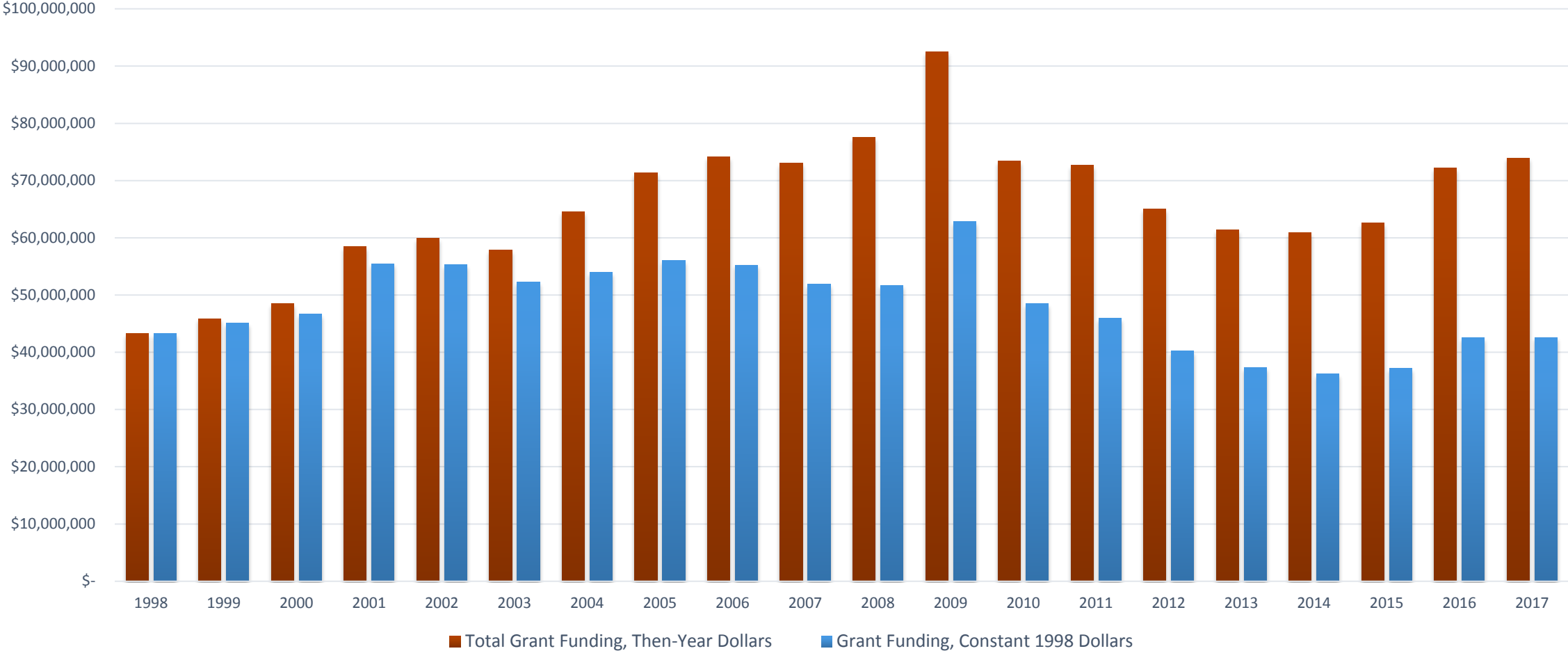
Historical Funding Levels – Texas GA Airports

Federal and State Grant Funding for Texas GA Airports, 1998-2017

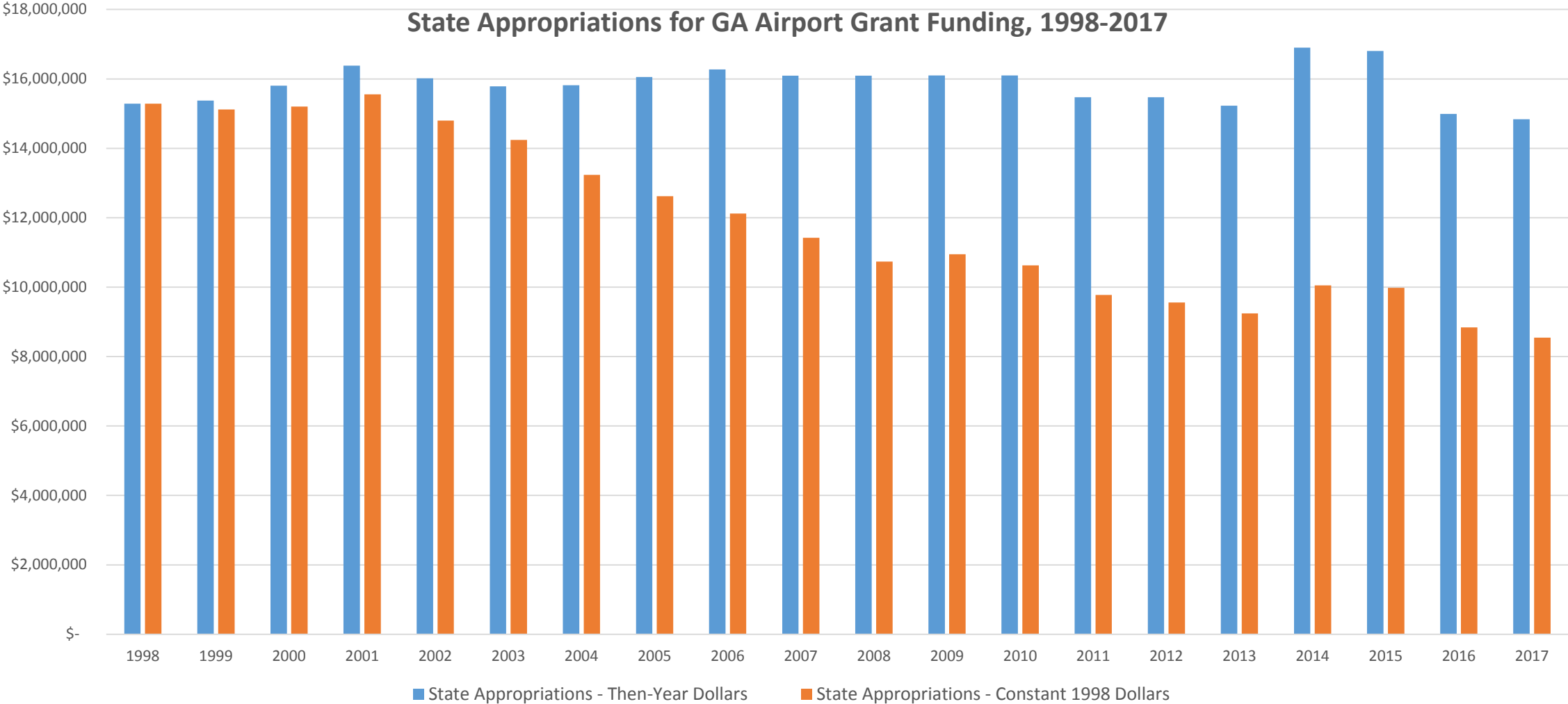


Historical Funding Levels – Texas GA Airports

Federal and State Grant Funding for Texas GA Airports, 1998-2017

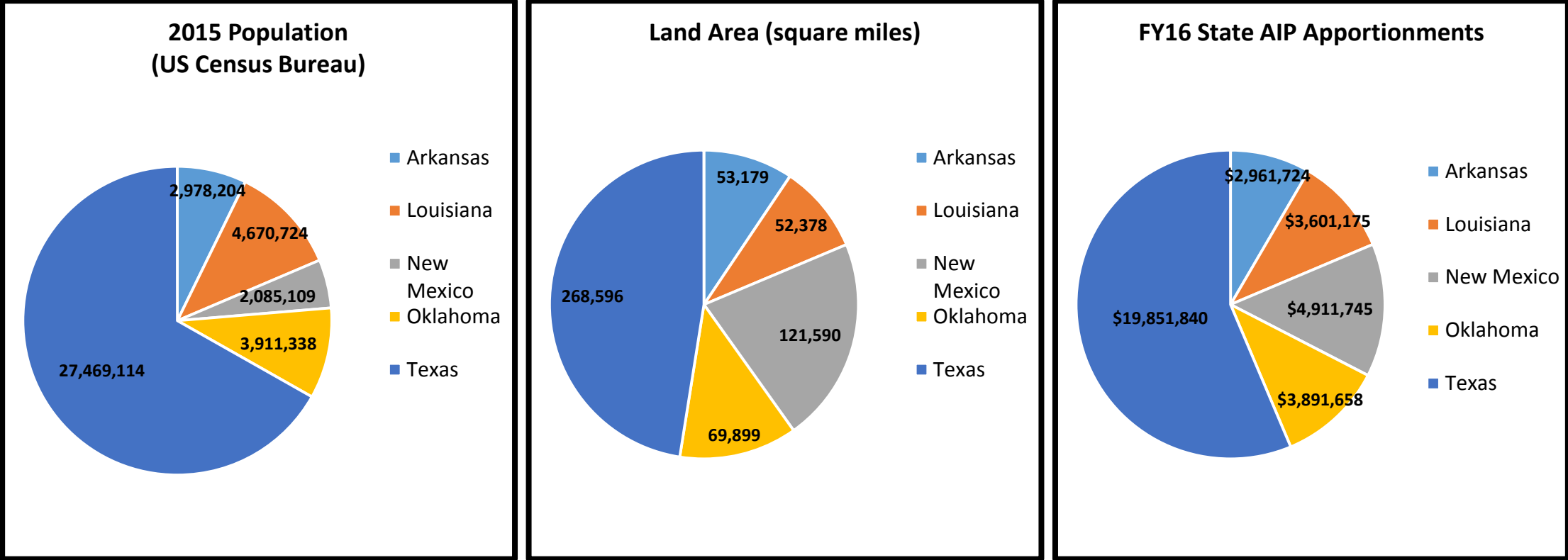


Historical Funding Levels – State Funding



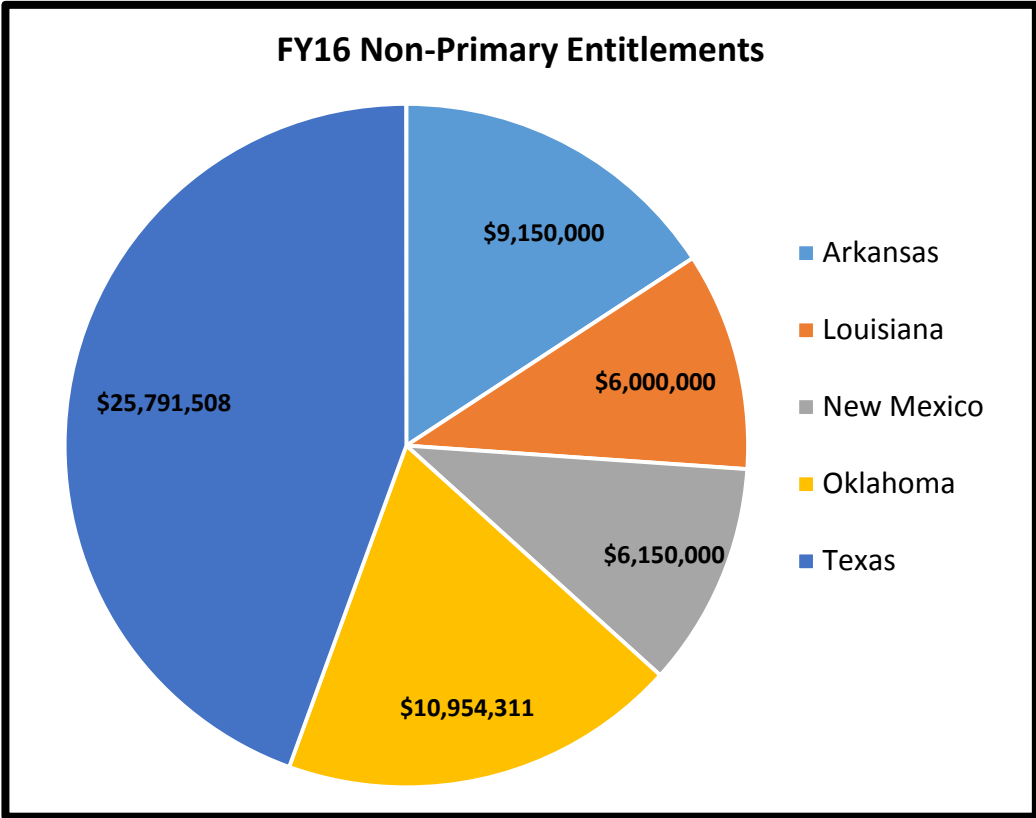
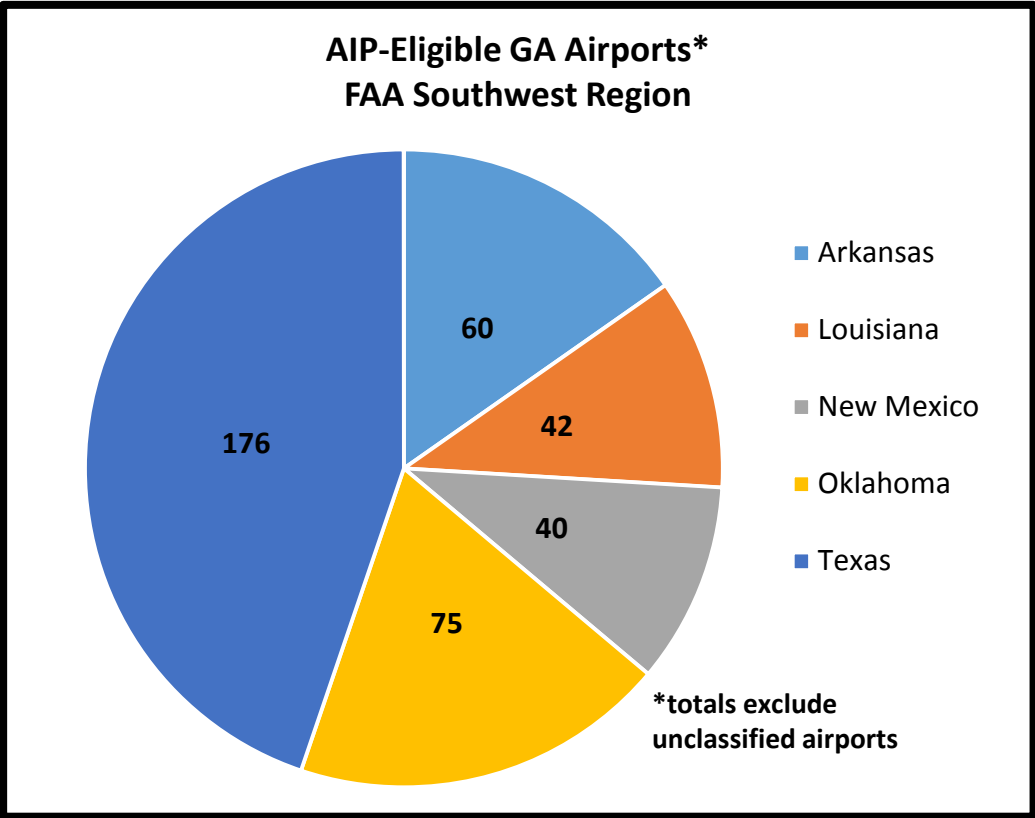
AIP GA Funding Allocation in FAA SW Region

- State Apportionment – population and land area



AIP GA Funding Allocation in FAA SW Region

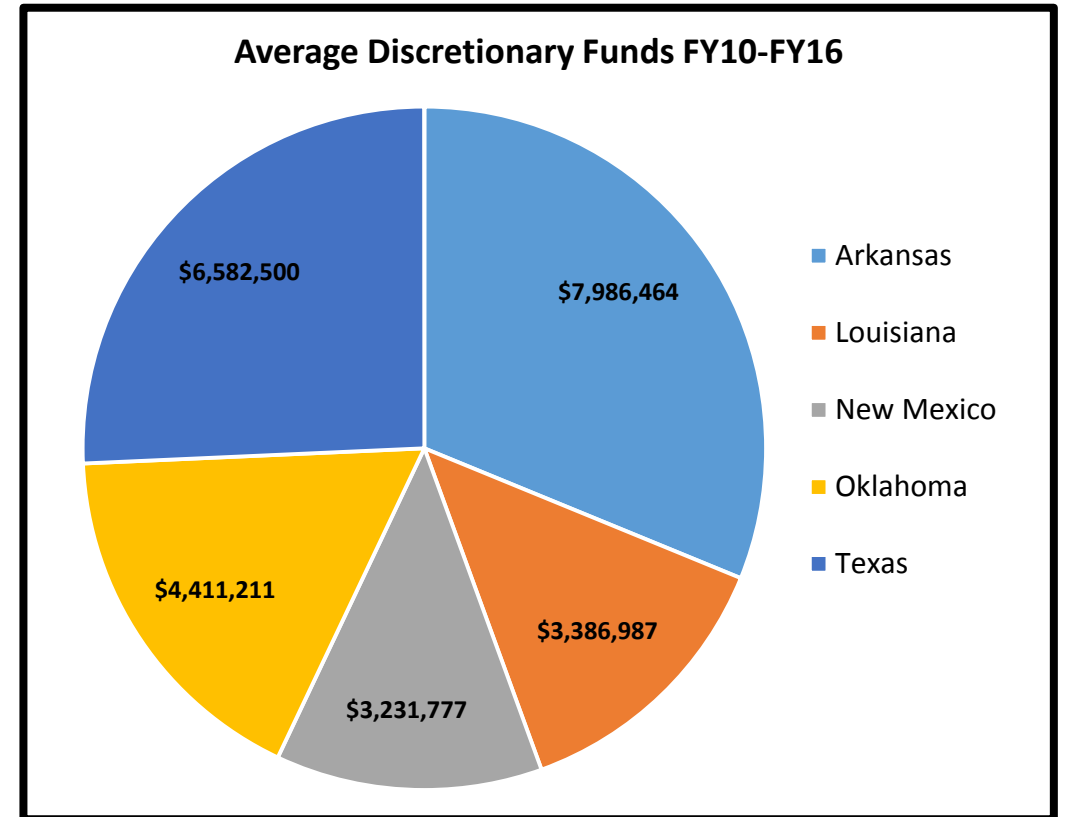
- Non-Primary Entitlement (NPE) – up to \$150,000 per eligible airport



AIP GA Funding Allocation in FAA SW Region

- Discretionary – competitive, high-priority projects and airports

FAA Southwest Region GA Airports							
by ASSET Classification						Total GA*	
State Code	National	Regional	Local	Basic			
AR	1	11	29	19	60	15.27%	
LA	0	9	19	14	42	10.69%	
NM	0	8	11	21	40	10.18%	
OK	2	5	40	28	75	19.08%	
TX	8	31	90	47	176	44.78%	
Total	11	64	189	129	393		



Conclusions

- State funding has been stagnant for 20 years – lost purchasing power
- FAA SWR has chronically short-changed Texas GA Airports
 - Texas has ~70% of National / Reliever airports in SWR
 - Texas has 2/3 the GA flight activity and based aircraft in SWR
 - Texas gets only 1/3 of available discretionary funding in SWR
- Annual total of \$70 Million to \$74 Million for 265 Texas GA Airports
- Average annual grant funding is ~\$270,000 per airport
- Funding is inadequate to sustain and improve Texas GA airports

THE GOAL AND THE ASK

- **Minimum annual funding of \$100 Million +**
- Insist on fair share of discretionary funds from FAA SWR
 - Needs to average about 2/3 of available = ~\$25 Million
 - Competitive projects – TX-DOT Aviation is “in the room” now
- Ask State legislators to support more funding for TX-DOT Aviation
 - At least \$30 Million (double current level) in annual funding
 - Focus on Texas GA Caucus members
 - Support additional staffing for TX-DOT Aviation