

MEETING SUMMARY

Air Transportation Advisory Committee August 3, 2017

The Air Transportation Advisory Committee (ATAC) convened at 1:00 p.m. on August 3, 2017, at NCTCOG Offices.

Voting Members in Attendance

Judy Demoney, Chair, Mid-Way Regional Airport
Karen VanWinkle Vice Chair, Arlington Municipal Airport
Keith Barrett, Caddo Mills Airport
Joey Boyd (Remote)
Scott Gray, Denton Enterprise Airport (Remote)
Gary Hawkins, Granbury Airport
Ty Helton, Greenville Municipal Airport
Joel Jenkinson, Addison Airport
Linda Pavlik, Ennis Municipal Airport
Ken Pyatt, SKY Helicopters
Wayne Sanderson, Mineral Wells Airport
Bill Welstead, City of Fort Worth Aviation
Sharlette Wright, Cleburne Regional Airport

Non-Voting Members in Attendance

Aaron Barth, City of Fort Worth, Spinks Airport
CDR Patrick Coffey, NAS Fort Worth, JRB
Chase Patterson, Denton Enterprise Airport (Remote)
Bobby Waddle, Chair Emeritus, Past NCTCOG Executive Board President

Others in Attendance

Perry Havenar, H.W., Lochner Associates
Capt. Russell Julian, U.S. Army (Ret.) RMS Aviation
Chris Kendrick
Michael Mallonee, KSA Engineering
Mitchell McAnally, Garver
Ferdinand Mehrlich, City of Dallas
Mark Sutton, RMS Aviation
Chris Whitfield, H.W., Lochner Associates

NCTCOG Staff in Attendance

Natalie Bettger
Ernest Huffman
Lisa Key

Meeting Summary Outline

1. Welcome and Introductions
2. Orientation to Agenda
3. Officer Rotation
4. Approval of April 26, 2017 ATAC Meeting Summary
5. Aviation Update
6. Why Your Project Isn't Getting Funded
7. UAS Training for Local Independent School Districts
8. Touch and Goes
9. Other Business

1. Welcome and Introductions: Judy Demoney, Chair

Judy welcomed all attendees and everyone introduced themselves.

2. Orientation to Agenda: Natalie Bettger

Natalie provided an orientation to the agenda noting that this month would include officer rotations as previous Chair and Vice Chair had served for one full year.

3. Officer Rotation: Natalie Bettger

Judy Demoney and Karen VanWinkle were recognized for their leadership, hard work, and commitment as Chair and Vice Chair over the past year. As outgoing Chair, Judy was presented with a Certificate of Appreciation. She expressed her gratitude for NCTCOG staff and Committee support over the past year, highlighting the efforts of the Funding and Unmanned Aircraft Systems (UAS) Subcommittees.

4. Approval of April 26, 2017 ATAC Meeting Summary: Karen VanWinkle

As the Chair, Karen requested comments or approval of the meeting summary of April 26, 2017. There were no comments and the summary was approved as submitted. Joel Jenkinson (M); Jeff Kloska (S). The motion passed unanimously.

5. Aviation Update: Ernest Huffman

Ernest briefed the Committee on ongoing aviation initiatives including Airport Funding, a status on the UAS Ordinance, and North Texas Aviation Education progress.

The Funding Subcommittee has been vigorously engaged in efforts to increase funding for regional airports. Some notable improvements include the increase in membership of the Texas Aviation Advisory Committee from 6 to 10. Additionally, there has been more transparency with more detailed funding disclosures included in the funding announcements. Discretionary spending has returned to Texas with \$12 million going to one project last year, however more federal and state funding is still needed. The Funding Subcommittee continues efforts to achieve even more transparency. To enhance the ability to track funding, staff created an Airport Funding Tracking Dashboard to track grants by funding source, regional airport name, and regional vs. state funding. This information will be updated monthly and posted on NCTCOG's aviation web page.

The Dallas-Fort Worth UAS regional ordinance is currently on hold with the passing of House Bill 1643. This Bill states that no local municipality can "adopt or enforce any ordinance, order, or other similar measure regarding the operation of an unmanned aircraft" unless approved by the Federal Aviation Administration (FAA). The FAA currently has no approval process in place. However, the Drone Federalism Act of 2017 was proposed in May 2017 and would "affirm state regulatory authority regarding the operation of unmanned aerial systems (UAS), or drones." If passed, it would provide a means for local governments to work with the state and federal governments to create regionally-specific UAS regulations. All those in support of the Drone Federalism Act of 2017 are encouraged to write their Congressmen.

The aviation education initiative is ongoing. NCTCOG recently surveyed the region to take inventory of aviation-related educational institutions. In addition to previous ISD and College programs, five new aviation-related programs have been developed and implemented since the initiative began in 2012. Staff encouraged the Committee to

consider reaching out to these schools for job placement opportunities and internships. One aviation education loss occurred at Le Tourneau University where the Air Traffic Control program is discontinued as a result of low enrollment after the FAA modified its hiring practices. Aviation education opportunities are expanding at the University of North Texas with plans to create a new Aeronautical Engineering track. The University is seeking a faculty member or industry expert to assist. The Fort Worth ISD continues to expand its aviation programs and continues to increase interest through marketing and community partnerships. Collin County College is considering adding aviation programs however job placement post-graduation is a concern.

Creation of new aviation/aerospace education programs may be hindered by the difficulty in securing salaries and benefits for additional staff, lack of funding, lack of student/community interest, few internship opportunities and post-graduation employment outlook.

Multiple local aviation-related events are scheduled in the coming months including Workforce Solutions for Tarrant County Career Fair, Wings over Dallas, the Alliance Air Show, and the South Dallas Drone Festival.

6. Why Your Project Isn't Getting Funded: Joel Jenkinson

Joel noted that Addison Airport hired an intern from Baylor University for the summer who exhibited outstanding skills, had exposure to a wide array of airport operations, and is highly recommended. Joel presented the "Basics of Texas General Aviation (GA) Airport Grant Funding" and is seeking input from the Committee to frame the inadequate funding issues, for future presentations to a broad audience.

The National Plan of Integrated Airport Systems (NPIAS) is comprised of 3,332 existing and 8 proposed public-use airports and the Texas Airports System Plan includes 27 commercial service airports along with 265 GA airports and 2 heliports. Current funding is provided at the federal level by way of the Airport Improvement Program (AIP) through state apportionment, non-primary entitlement (NPE), and discretionary funds. In addition to state appropriations allocated through the Texas Department of Transportation (TxDOT), Routine Airport Maintenance Program (RAMP) Grants are the only other state source for funding non-NPIAS and unclassified airports.

Joel illustrated the federal and state funding for Texas GA airports between 1998 and 2017, along with the state appropriations funding for the same time period. This data indicates that state funding has changed very little in the last 20 years. Additionally, the FAA Southwest region has short-changed Texas GA Airports as illustrated by these facts:

- Texas has ~70% of National/Reliever airports in the Southwest region
- Texas has 2/3 the GA flight activity and based aircraft in the Southwest region
- Texas receives only 1/3 of available discretionary funding in the Southwest region

With the average annual total available funding between \$70-\$74 Million for 265 Texas GA Airports, each airport would receive on average, about \$270,000 annually; considered to be an inadequate amount to sustain and improve Texas GA airports.

Working to increase regional airport funding, Committee members have established the following funding goals:

1. Minimum annual funding of \$100 Million
2. Insist on fair share of discretionary funds from FAA Southwest region
 - Needs to average about 2/3 of available = ~\$25 Million
 - Competitive projects –TxDOT Aviation is innate to FAA meetings on project funding
3. Ask State legislators to support more funding for TxDOT Aviation
 - At least \$30 Million (double current level) in annual funding
 - Focus on Texas GA Caucus members
 - Support additional staffing for TxDOT Aviation

7. UAS Training for Local Independent School Districts: Captain Russell Julian, U.S. Army (Ret.)

Captain Julian is involved in an initiative to provide UAS training to local students. Trends show that providing early exposure to drone technology can give students a head start in drone education and training. The program partners with school districts to draft and implement appropriate policy and procedures based on current law, FAA Regulations, and safety practices district-wide. The standardized program incorporates drone technology into existing Science, Technology, Engineering, and Math and Career Technical Education curriculum to provide students and staff the training necessary to safely operate drones in appropriate environments.

In addition to teaching airman skills, students also receive flight training. Upon successful completion of the required courses, students may receive the FAA remote pilot license, FAA advanced ground instructor certificate, and/or FAA instrument ground instructor certificate. The intent is to help develop a “structured pipeline for students to enter the emerging drone industry via apprenticeships and specialized work experience.” Interested school districts should contact Captain Julian directly.

8. Touch and Goes, Committee and NCTCOG Staff
Surface Access Needs – Natalie Bettger

Surface transportation funding is available for improvements to surface access to airport facilities. Eligible examples include turn lanes, additional lanes, traffic signal improvements, technology to better operate the system around the airport, etc. Staff will send an email follow up with more information and encourages ATAC members to consider this funding if needed. NCTCOG staff would work with other departments within the community to facilitate these improvements.

Rotorcraft Business & Tech. Summit, September 20-21, Ken Pyatt

Mark Moore, Director of Aviation for UBER Technologies, will be a featured speaker at the Rotorcraft Business & Technology Summit and will present the UBER Elevate mission. Dallas has been selected as one of the launch cities for autonomous piloted electric vehicles. More information is available at www.rotorcraftsummit.com.

Smart Sale Technology, Karen VanWinkle

Karen briefed the Committee on new legislation, HB 2838. This legislation preempts a city’s ability to regulate right-of-way and regulates permit fees on devices that will be attached to telephone and power poles. These devices will emit signals. The airport is proposing to the

City of Arlington to update the unified development code to require documentation of the blanket operation, if devices are installed in an airport overlay district, including a list of cell phone signals. Companies installing this equipment will be required to prove that the signal being emitted is compliant with current FAA and FCC regulations. If they exceed the vertical height of the structure by additional equipment or poles in the right-of-way, companies will be required to complete the 7460 process.

9. Other Business

Gary Hawkins recommended airport overlays, aviation easements, and disclosure to potential home buyers to help prevent airport encroachment, as a future agenda topic.

Having heard no other business, the meeting was adjourned.