

MEETING SUMMARY

Air Transportation Advisory Committee April 26, 2017

The Air Transportation Advisory Committee (ATAC) convened at 1:00 p.m. on April 26, 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
Christian Childs, Alliance Airport
Gary Hawkins, Granbury Airport
Wayne Sanderson, Mineral Wells Airport
Ken Wiegand, McKinney National Airport (Remote)
Sharlette Wright, Cleburne Regional Airport (Remote)

Non-Voting Members in Attendance

Aaron Barth, City of Fort Worth, Spinks Airport
Jeff Kloska, Meacham Airport
Chase Patterson, Denton Enterprise Airport
Darrell Phillips, Dallas Executive Airport

Others in Attendance

Trent Ballard, Arlington Municipal Airport
Juan Carlos Baltazar
Jerry Dennis, DFW Airport
Charles Edmonds, Charles Edmonds Consulting
Cynthia Jeborh, Sunshine Realty
Loh-Sze Leung, DFW Aerospace Consortium
Michael Mitchell, KSA Engineering
Linda Pavlik, Pavlik and Associates
Eric Pratt, McKinney National Airport
Samuel Tan, DFW Airport
Karen Ulferts, AUVSI
Chris Whitfield, H.W., Lochner Associates

NCTCOG Staff in Attendance

Natalie Bettger
Lori Clark
Rebekah Hernandez
Ernest Huffman
Lisa Key
Dan Kessler

Meeting Summary Outline

1. Welcome and Introductions
2. Orientation to Agenda
3. Approval of February 2, 2017 Meeting Summary
4. An Overview of the Talent Pipeline Study for the DFW Aerospace and Aviation Sectors
5. Energy Benchmarking for Airport Terminal Buildings
6. Airport Funding Update
7. UAS Subcommittee Update
8. Other Business

1. Welcome and Introductions: Judy Demoney, Chair

Judy welcomed all attendees and everyone introduced themselves.

2. Approval of February 2, 2017 Meeting Summary: Judy Demoney, Chair

The meeting summary of February 2, 2017, was approved as submitted. Karen VanWinkle (M); Gary Hawkins (S). The motion passed unanimously.

3. Orientation to Agenda: Natalie Bettger, NCTCOG

Natalie Bettger gave an orientation to the agenda.

4. An Overview of the Talent Pipeline Study for the DFW Aerospace and Aviation

Sectors: Loh-Sze Leung

Loh-Sze Leung of Leung Consulting presented an analysis of the workforce supply and demand in the regional aerospace and aviation sectors. The DFW Aerospace Consortium requested the study, funded by JP Morgan Chase, in partnership with Workforce Solutions of Tarrant County and the Fort Worth Chamber of Commerce. The analysis included current labor market information as well as retrospective and projections, for aerospace parts manufacturing and aviation transportation. The primary audience for the study is the aviation and aerospace employers.

Based on current industry and regional occupational data, North Texas comprises more than half of the statewide employment in the aviation and aerospace sector, with the majority in Tarrant County. Consistent employment growth is projected in the Air Transportation industry over the next 10 years, however 70% of the current workforce is age 45 or older. Aerospace industry employment projects only minor growth over the next 10 years with about 65% of the current workforce age 45 or older. People trained in the aerospace sector may find employment in many sectors. Nine of the top 10 aerospace job postings are for Engineers. About half of the top 10 Air Transportation occupations are technical and there is some crossover to Aerospace jobs. Although Air Transportation available jobs are growing, they are not hard to fill, with aircraft mechanics and service technicians leading the job postings. Employee networks and referrals are helpful to employers in filling those job openings. Both Air Transportation and Aerospace parts and products manufacturing are economic engines for North Texas.

In Aerospace parts and manufacturing, technician and repair positions are not extremely hard to fill yet programmers and machinist skills are not so easy to find. Employers place a high value on military experience in addition to software engineers and developers. Employers would like to partner strategically more with local educational institutions, to include internships and cooperative programs. Ms. Leung will be continuing her study with employer interviews and local ISD Career and Technical Education Directors and would be happy to meet with Committee members who would like to offer suggestions or ideas.

There were several suggestions from the Committee that the study consider particular individual disciplines that are highly sought after, combined with the needed skills. Others noted pilot shortage and pointed out that the study does not mention airport or operations management, jobs are hard to fill.

5. Energy Benchmarking for Airport Terminal Buildings: Juan-Carlos Baltazar
Mr. Baltazar, with Texas A&M, presented **ACRP 09-10, Benchmarking and Profiling Airport Terminal Energy End Uses** Airport Cooperative Research Program that was prepared for the Transportation Research Board (TRB). The project team consisted of the Energy Systems Laboratory at Texas A&M, North Carolina State University, and the Energy Commissioning Group. The objective was to create Energy Use Intensity (EUI) benchmarks and develop EUI profiles for energy end uses, for representative airport terminals. As a result of this study, this team created a tool for developing EUI profiles of airport terminal buildings (ATB) to assist airports in managing their energy usage. The performance metrics were developed using quantitative criteria designed to specify, track, and maintain energy-efficiency and create a global reference of the energy consumption in an ATB.

Data samplings were gathered from airports across the U.S. and Canada throughout all climate zones, taking into consideration a variety of ATB systems such as ground support equipment, baggage handling systems, etc. Mr. Baltazar explained the data collection and analysis process in great detail that eventually resulted in the Airport Terminal Building EUI Benchmarking Tool. Comments from the Committee noted the high quality and usefulness of this project. The ACRP CD can be purchased online from the TRB and includes the data used to develop the tool.

6. Airport Funding Update: Karen VanWinkle
Karen briefed the Committee on the status and recent findings of the ATAC Funding Subcommittee. The purpose of the subcommittee is to explore the inadequate General Aviation airport funding in recent years. She reminded attendees that Commissioner Victor Vandergriff, of the Texas Transportation Commission (TTC), had become aware of the ATAC Funding Subcommittee efforts and had attended the April meeting. The Commissioner spoke to the Committee about the airport funding issues of concern with a focus on what can be done going forward to increase funding for Texas airports.

At the Texas Aviation Conference, there were presentations from the Texas Department of Transportation (TxDOT) Aviation Department on the current state of funding and the methods used to select projects. The Funding Subcommittee felt there was progress demonstrated but felt more needed to be done going forward, particularly relating to transparency. In his presentation at the conference, TxDOT Aviation Director of Planning and Programming, Gregg Miller, confirmed that there has been little increase in funding over the past several years and the state's funding, at approximately \$15-16 million is insufficient and should be closer to \$50 million annually to effectively fund the projects needed to maintain Texas airports. Ben Guttery, Sr. Program Manager at the Federal Aviation Administration's Office of Airports Southwest Region, also presented at the conference. He stated that discretionary funding has been restored to the state. The ATAC Funding Subcommittee agrees that progress has been made but there is more needed.

Going forward at the state level, it may be beneficial to engage with the Texas General Aviation caucus and push toward the FY19 Legislature to increase funding from TxDOT Aviation. The Funding Subcommittee has discussed the need for a method for Non-Primary Entitlement (NPE) funding that would provide the state with more flexibility in using these funds while protecting the smaller airports who rely on those funds for critical infrastructure projects. It is incumbent on the Funding Subcommittee, in collaboration with all our regional airports, to determine the most effective method going forward to present a unified voice to federal officials and work toward a more effective process for NPE funding.

As the Funding Subcommittee has demonstrated that Texas is not receiving its fair share of discretionary funding and more work is needed, staff suggested that future funding could be a recurring item on ATAC meeting agendas and that staff would share any information related to TTC project approval activity that occurs between ATAC meetings. Anyone interested in participating on the Funding Subcommittee was encouraged to do so. There was a recommendation to invite Commissioner Vandergriff to a follow up ATAC meeting. Staff noted that we provide updates to the Commissioner as needed.

7. UAS Subcommittee Update, Ernest Huffman

The UAS Subcommittee continues to meet to draft the model ordinance. New developments include a recommendation that a designated Airpark Zone will be developed for each municipality with the location to be determined by that municipality. It is recommended that existing parks/infrastructure be utilized for this purpose, if possible. Training should be provided for law enforcement.

To be eligible to receive permission to take off or land outside of a designated Airpark Zone, specific requirements may require the UAS operator be Part 107 certified, a 333 exempted operator, Part 101 certified, or have been issued a Certificate of Authorization by the FAA. Other key recommendations are listed in the [UAS Model Ordinance presentation](#). The DRAFT model ordinance will be presented to the Surface Transportation Technical Committee and the Regional Transportation Council for approval this fall. Staff will continue to track HB 1643 that would prohibit the adoption of a local ordinance to restrict UAS.

8. Touch and Goes: NCTCOG Staff

Natalie Bettger, Airport GIS Layers – NCTCOG produces a GIS airport layer that was published most recently in 2012. NCTCOG allows public access to those layers which currently include just the perimeter outline of the airport. If there are other layers that the Committee would like to be included for their airport, please send those to staff. Those aerials will be delivered to NCTCOG in the fall and a revised airport layer updated by December 2017.

Rebekah Hernandez, Legislation – Rebekah reviewed legislative dates of interest related to aviation. Bills of interest include Unmanned Aircraft bills SB 838 and 840 allowing/prohibiting certain images captured from UAS have passed the Senate. SB 838 would allow images taken by unmanned aircraft for delivery of consumer goods and public safety while SB 840 would prohibit images within 25 miles of the US Border and Mexico. Other House and Senate bills through the Senate are related to the operation of UAS over correctional facilities, sporting events, and animal feeding areas.

TxDOT aviation-related bills include SB 1522 that would allow the Texas Transportation Commission to increase the number of Texas Aviation Advisory Committee members from six to ten. HB 3951 addresses functions of TxDOT relating to aircraft owned or leased by the state. Other important bills are related to land use near military installations.

9. Other Business, Judy Demoney

NCTCOG staff reminded the Committee of the Air Quality funding available for diesel-powered airport equipment and encouraged anyone interested to apply.

As there was no other business, the meeting was adjourned.