

MEETING SUMMARY

Air Transportation Advisory Committee February 1, 2018

The Air Transportation Advisory Committee (ATAC) convened at 1:00 p.m. on February 1, 2018, at NCTCOG Offices.

Voting Members in Attendance

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

Non-Voting Members in Attendance

Aaron Barth, City of Fort Worth, Aviation
Steve Hadley, NBAA
Jeff Kloska, City of Fort Worth, Aviation
Bobby Waddle, Past NCTCOG
Executive Board President
Darrell Phillips, Dallas Executive Airport

Others in Attendance

Keith Graf, Office of the Governor
Leandre Johns, Uber Technology
Russell Julian, RMS Aerospace
Michael Mallonee, KSA Engineering
Rob Parrish, TSA DFW Airport
Chase Patterson, Denton Enterprise
Airport
Michael Smith, Bell Helicopter
Mark Sutton, RMG Aviation
Mike Weatherford, TSA, Dallas Love
Field

NCTCOG Staff in Attendance

Natalie Bettger
David Dean
Ernest Huffman
Dan Kessler
Lisa Key

Meeting Summary Outline

1. Welcome and Introductions
2. Orientation to Agenda
3. Approval of November 2, 2017
Meeting Summary
4. Airport Funding Update
5. Transportation Security
Administration Update
6. Unmanned Aircraft Systems (UAS)
Integration Pilot Study
7. Texas Airport Economic Impact
Study Briefing
8. Touch and Goes and Other Business

1. Welcome and Introductions: Karen VanWinkle, Chair

Karen welcomed all attendees and everyone introduced themselves.

2. Orientation to Agenda: Natalie Bettger, NCTCOG

Natalie provided an orientation to the agenda noting the state funding and local surface access projects, recognizing Keith Graf with the Governor's Office and Transportation Security Administration in attendance.

3. Approval of November 2, 2017 Meeting Summary, Karen VanWinkle, Chair

The Committee was asked to approve a summary of the previous ATAC meeting. There were no comments and the summary was approved as submitted. Joel Jenkinson (M); Judy Demoney (S). The motion passed unanimously.

4. Airport Funding Update, Ernest Huffman, NCTCOG

Ernest provided an update on surface access funding and reviewed the updated airport funding dashboard. The Committee was commended for their efforts in reaching out to federal and state officials to voice concerns over past General Aviation (GA) funding inadequacies. From 2016 to 2017, statewide funding grew 12%. In 2017, Non-Primary Entitlement (NPE) funding increased and discretionary and federal funding decreased. The decrease in these two funding sources was likely due in part to the types of projects for which funding was requested. Regional funding increased from \$4 million in 2016 to \$26 million in 2017.

At a previous ATAC meeting, staff briefed the Committee on surface access funding which could possibly be available for certain projects near our regional airports. Projects eligible for surface access funding must be publicly-used facilities that would improve surface access. Examples of improved surface access include safety improvements, increased roadway capacity, and sidewalks. Multiple factors are taken into consideration for safety-related projects including the number of crashes and crash severity at a specific location. Several of the airports submitted projects for consideration. Of the projects submitted, quite a few are being recommended and will be brought before the Surface Transportation Technical Committee and the Regional Transportation Council in the next few months. Approved projects should have funding available in early 2019.

5. Transportation Security Administration Update, Rob Parrish, TSA

Rob Parrish briefed the Committee on unclassified information related to regional aviation safety, from a law enforcement perspective. Terroristic threats over the last several years have come from a diverse demographic, with continued interest in aviation assets. International terrorism has been bolstered by sophisticated propaganda fueling extremist radicalization. Due to increased terroristic technology, in March 2017, the U.S. Government banned carry-on devices larger than a cell phone.

Homegrown violent extremists present a growing concern for law enforcement. Multiple terroristic attacks and attempts have been carried out by extremists using GA aircraft, including ultralights. "The FBI considers the 'insider threat' one of the most pressing current concerns for aviation security." Terrorists monitor aviation security and may exploit airport insiders for vulnerabilities and attempt to circumvent security. Several members of the Committee expressed concern about people in a public domain recording tail numbers of departing aircraft. While this causes concern, it is a legal activity and provides opportunity for airport staff and security to approach individuals and request the nature of their interest.

6. Unmanned Aircraft Systems (UAS) Integration Pilot Study, Keith Graf, Office of the Governor of the State of Texas

Keith Graf briefed the Committee on the status of the Unmanned Aircraft Systems (UAS) Integration Pilot Study. In October of 2017, President Trump announced his intent to create a UAS test pilot project with five designations to help safely integrate UAS into national airspace. Currently, operations of UAS are restricted from flying beyond visual line of sight, over large crowds of people, or nighttime operations. This pilot project will allow the Federal Aviation Administration (FAA) to design rules and regulations governing UAS operations. The Governor's Office is the lead for the State of Texas and Mr. Graf is the lead for the Governor's Office. The Lone Star UAS Center of Excellence and Innovation in Corpus Christi was appointed as the program manager on behalf of Mr. Graf. Lone Star UAS is now one of six FAA designated test sites. The project has been named TALON as an acronym for the states of Texas, Arkansas, Louisiana, Oklahoma, and New Mexico, and these states also represent the southwest FAA region and FEMA Region 6.

There are currently 134 TALON project partners including some of the largest aviation manufacturers, NCTCOG, Alamo COG, DFW Airport, Houston Airports, San Antonio Airport, several GA airports, Texas Parks and Wildlife, the Texas Department of Transportation, universities across the five-state region, tribal governments, and others representing government and industry. The FAA test pilot project cannot have any federal partners, including the military, as a partner on the team. However, in the interest of safe base operations near military installations, the Texas Commanders Council participates on quarterly conference calls to discuss common issues. A working group will also be formed which will include military personnel.

The FAA could make an announcement sometime in May as to the final awardees who will participate in the UAS Integration Pilot Study. Mr. Graf encouraged attendees to visit the test site at Texas A&M Corpus Christi.

7. Texas Airport Economic Impact Study Briefing, Michael Mallonee, KSA Engineering
Michael Mallonee presented on the status of the Texas Airport Economic Impact Study commissioned by the Texas Department of Transportation (TxDOT) Aviation Division and the Texas Transportation Institute (TTI). The study includes the majority of GA airports in the region. In 2011, a statewide study was conducted by the University of North Texas and TxDOT Aviation. That study determined that approximately \$15 billion in economic impact was generated by GA airports and over \$55 billion was generated by all aviation in the State of Texas.

The current study originated in late 2017 and is being conducted by CDM Smith, the primary consultant hired by TxDOT Aviation and TTI. KSA Engineering is a team member assisting with distribution of survey instruments to collect data for the study. Data will be collected at least through the end of March. A critical component of the study is the collection of data from three types of surveys. The airport management survey solicits general information such as the number of staff, capital expenditures, and capital improvements. The airport tenant survey requests information from business tenants such as fixed-base operators (FBO), aircraft maintenance, and flight instruction. The response rate from tenants is generally not as vigorous as airport managers and Michael encouraged members to support the tenant survey response effort.

The transient pilot survey is the most difficult to accomplish as the FBOs will need to work to obtain the requested information from the transient pilots. This data is extremely important as it will reflect induced or non-direct impact. The combined information from these surveys will impact public perception of airport community value as GA airports support jobs and contribute to the local economy. Accurate representation of an airport's economic impact can help educate local officials on the importance of local match funding for GA airport improvement projects. KSA continues to conduct visits to airports to help facilitate the completion of these surveys and anyone needing assistance should contact KSA or Michael directly.

Michael provided a website that includes the tracking list of the airports that have been contacted or visited. Gary Hawkins shared contact information from CDM Smith staff who had previously contacted him. Michael encouraged airport managers to share information about the survey process with airport boards. Any airports who are not on the list are welcome to complete the surveys.

8. Touch and Goes and Other Business, Committee and Staff

Dianely Luis presented a recent bill introduced to the Commerce, Science, and Transportation Senate Committees; Promoting Women in the Aviation Workforce Act. This bill is designed to create more opportunities for women in aviation industry. While women make up more than half of the workforce, a very small disproportionate number of women are employed in jobs such as airline mechanics, flight engineers, and air traffic controllers. This bill aims to create a Women in Aviation Advisory Board that will identify discouraging industry trends, coordinate functions to facilitate support for women, create scholarship opportunities for women in aviation and enhance aviation training, mentorship, education, and outreach programs

Dan Kessler noted the Joining Forces initiative had recently been completed. This effort was a joint land use study to identify and recommend land-use strategies to preserve a military installation's ability to operate. Multiple installations were included in this study and final reports have been completed and are available on NCTCOG's website and at www.joiningforcesntx.org.