

MEETING SUMMARY

Air Transportation Advisory Committee November 7, 2019

The Air Transportation Advisory Committee (ATAC) convened at 1 p.m. on November 7, 2019, at NCTCOG Offices.

Voting Members in Attendance

Keith Barrett, Chair, Caddo Mills Airport
Christian Childs, Alliance Airport
Mark Divita, Grand Prairie Municipal
Airport
Scott Gray, Denton Enterprise Airport
(Remote)
Joel Jenkinson, Addison Airport
Linda Pavlik, Ennis Municipal Airport
Eric Pratt, Mesquite Metro Airport
Wayne Sanderson, Mineral Wells Airport
Pat Stewart, Granbury Regional Airport
Karen VanWinkle, Arlington Municipal
Airport
Sharlette Wright, City of Cleburne

Non-Voting Members in Attendance

Joe Hammond, Spinks Airport

Others in Attendance

Trent Ballard, Arlington Municipal
Airport
Ed Isham, American Fire Protection
Group
Steve Kimball, The Beck Group
Bill Macke, TxDOT
Franklin McIntosh, FAA
Mike Murdock, American Fire Protection
Group
Ed Spurlin, NAS Fort Worth, JRB
Joe Tortorici, American Fire Protection
Group
Chris Whitfield, H W Lochner

NCTCOG Staff in Attendance

Ernest Huffman
Dan Kessler
Lisa Key

Meeting Summary Outline

1. Welcome and Introductions
2. Orientation to Agenda
3. Officer Rotation
4. Approval of August 1, 2019 ATAC
Meeting Summary
5. Aircraft Hangar Fire Protection
6. FAA Contract Tower Program
7. Airport Spotlight, Arlington Municipal

1. Welcome and Introductions, Keith Barrett, Chair

Keith welcomed all attendees, and everyone introduced themselves.

2. Orientation to Agenda, Ernest Huffman, NCTCOG

Ernest provided an orientation to the agenda noting he would include a comprehensive airport funding update at the next meeting in February 2020.

3. Approval of August 1, 2019, ATAC Meeting Summary, Keith Barrett, 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. Karen VanWinkle (M); Sharlette Wright (S). The motion passed unanimously.

4. Airport Hangar Fire Protection, Michael Murdoch and Joe Tortorici, American Fire Protection Group (AFPG) – Joe Tortorici and Michael Murdoch presented aircraft hangar fire protection requirements and standards as required by the federal government’s International Building Code. Joe spoke about applications for foam fire retardant noting that foam is not recommended for electrical equipment or combustible metal fires. The primary protection focus for airport hangars is flammable liquids contained within the aircraft. Joe illustrated common foam systems, discharge devices, and balanced pressure proportioning. He explained that to identify proper fire protection options, the classification or group of the hangar must be determined. Hangar size, access door height, and ability to house an aircraft with a tail height over 28 feet are some of the criteria used in hangar classification. Each hangar classification has separate fire safety requirements. They explained that hangar fire safety requirements are jurisdictional. Dan Kessler shared that the regional Codes Committee is a collection of regional fire marshals and experts that meet and establish codes for fire safety and public works. NCTCOG staff will contact that committee and follow up with ATAC with more information and further clarification. Detailed descriptions and more information can be found in the presentation on NCTCOG’s website at www.nctcog.org/atac.

5. FAA Contract Tower Program, Franklin McIntosh, Federal Aviation Administration

Franklin explained that the FAA contract tower (FCT) program came about during the 1981 Air Traffic Controller (ATC) strike. As ATC resources were strained, the FAA began to allocate resources to locations with the greatest need. A pilot program began for low activity visual flight rule towers that would be staffed with contract air traffic controllers. Franklin illustrated a map showing all US FCT locations.

FCTs represent 49 percent% of all the Federal air traffic control towers in the United States. There are approximately 1,400 contract controllers, all of whom meet the same qualification and training requirements as FAA controllers. FCTs provide service for more than 16 million operations in CY18 (48% of U.S. general aviation traffic and 29% of total U.S. air traffic, including 2.2% of commercial passengers). The total number of FAA and FCT Control Towers is 520 with 16 in the FAA’s Fort Worth District.

There was a question about airport drone activity being included in airport operations counts. Franklin did not believe those operations were included but will confirm and follow up with NCTCOG staff. Franklin provided contact information for the FAA's primary point of contact for anyone needing additional information or clarification.

6. Airport Spotlight, Karen VanWinkle, Arlington Municipal Airport

Karen presented highlights of the current projects underway at Arlington Municipal Airport. Arlington Municipal operations include all segments of general aviation including cargo for General Motors, advanced flight school training, and Bell Helicopter's flight test research facility. Current construction includes perimeter fencing with Phase I being paid for locally and Phase II will be 70% funded by the Texas Department of Transportation's FAA division. Wildlife fencing and security fencing will be installed beginning in December. Harrison Aviation is the fixed based operator with a 35,000 sq. ft. hangar and a 70,000 sq. ft. hangar under construction. The flight training academy will have a 14,000 sq. ft. training center and additional hangar space may be constructed. Executive hangars will also be constructed on the northeast end of the airport. Bell Helicopter is currently testing four 525 Relentless Helicopters and the B280 is also actively testing. Bell is also testing unmanned aircraft systems (UAS).

Karen shared some of what they have learned regarding the categorical exclusion (CAT EX). This process is a request that can be made by general aviation (GA) airports to be excluded from performing an environmental assessment that is generally required when construction makes a change to the airport layout plan. The CAT EX will demonstrate that the project will not have a negative impact on the human environment. Information that must be included on the CAT EX form can be found online and through local governments planning departments. Consultants are helpful in providing information on emissions inventory questions, if in a non-attainment area for air quality.

Ernest noted that a NCTCOG staff is working on a survey for airfield activities and feedback on the Regional Aviation System Plan published in 2012.

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