

MEETING SUMMARY

Air Transportation Advisory Committee August 2, 2018

The Air Transportation Advisory Committee (ATAC) convened at 1:00 p.m. on May 9, 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
(Remote)
Ty Helton, City of Greenville
Joel Jenkinson, Addison Airport
Greg, Denton Enterprise Airport
Linda Pavlik, Representing Ennis
Municipal Airport
Eric Pratt, Mesquite Metro Airport
Ken Pyatt, SKY Helicopters
Wayne Sanderson, Mineral Wells Airport
Pat Stewart, Granbury Regional Airport
Sharlette Wright, Cleburne Regional
Airport

Non-Voting Members in Attendance

Jeff Kloska, City of Fort Worth, Aviation
Bobby Waddle, Past NCTCOG
Executive Board President

Others in Attendance

Ed Agnew, FAA
Amy Foster, TxDOT
Russell Julian, RMS
Bill Macke, TxDOT
Michael McAnally, Garver
Michael Mitchell, KSA Engineering
Mark Sutton, RMG

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 May 9, 2017 ATAC Meeting Summary
5. Vote on 2018/2019 ATAC Goals
6. Airport Funding Update
7. UAS Apprenticeship Program
8. CatEX for environmental checklist for Private Development and the Consolidated Appropriations Act of 2018
9. Regional Aviation System Plan Forecast Accuracy Analysis Results
10. Touch and Goes

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 UAS Safety and Integration initiative and Officer Rotation.

3. Officer Rotation, Natalie Bettger, NCTCOG

Natalie recognized Karen VanWinkle as outgoing Chair and previous Vice Chair. Karen will remain on the Committee. Gary Hawkins, outgoing Vice Chair, has served on the Committee since 2012 but is leaving for retirement. NCTCOG staff expressed their appreciation to Karen and Gary for their service and leadership and congratulated Gary on his retirement. The Committee recognized Sharlette Wright and Keith Barrett as the incoming Chair and Vice Chair, respectively.

4. Approval of May 9, 2017 ATAC Meeting Summary, Sharlette Wright, 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); Jeff Kloska (S). The motion passed unanimously.

5. Vote on 2018/2019 ATAC Goals, Sharlette Wright, Chair

NCTCOG staff incorporated previous Committee recommendations to the 2018/2019 Committee Goals. A motion was made to adopt and the 2018 /2019 Goals, posted on NCTCOG's website, were unanimously approved.

6. Airport Funding Update, Ernest Huffman, NCTCOG

Ernest presented an update on regional airport funding including NCTCOG contributions and the Funding Dashboard. Statewide annual funding totals, which includes Discretionary, Federal, Non-Primary Entitlement (NPE) and State funding as of July, totaled \$16, 530,391. At this time, no discretionary funding has been released but is anticipated in the near future. The DFW regional funding through July, since the last Texas Transportation Commission met, is approximately \$1.8 million with five airports receiving NPE and/or Federal funding. The DFW region has received approximately 11% of the State's total funding.

7. UAS Apprenticeship Program, Mark Hays, Workforce & Economic Development

Mr. Hays presented the details on the first Department of Labor certified UAS Apprenticeship Program. The Dallas County Community College District (DCCCD) facilitates the "nation's first and only federally-certified unmanned aerial systems apprenticeship program." As education providers, DCCCD recognizes the importance of job availability as soon as training is completed. The apprenticeship program offers training sought by regional employers in multiple industries providing endless employment opportunities for job seekers.

Apprenticeship training offers full spectrum operator training in UAS operations and project management, small UAS flight training, airmanship, GIS information and processing training among others. A primary benefit of the apprenticeship training is standardization. It is critical for federal regulators to have confidence in such a standardized curriculum. Apprentices

complete their training with four FAA ratings; Remote Pilot License, Student Pilot License, Advanced Ground Instructor, and Instrument Ground Instructor as well as an FCC Restricted Radiotelephone Operator License.

Standardized safety-focused UAS training and education will help feed the regional workforce pipeline to ensure the availability of skilled employees to meet the needs of our region. The DCCCD has established partnerships with firms engaged in UAS research, major aviation and aerospace, and data simulation among others.

8. Categorical Exclusion (CatEX) for Environmental Checklist for Private Development and the Consolidated Appropriations Act of 2018

Bill Macke, TxDOT Aviation Regional Planner and Amy Foster, TxDOT Aviation Environmental Specialist, gave a brief review on supplemental discretionary funding to answer the question of why the FAA is interested in private development funding on airports.

When airports receive grant funding, airport managers grant assurances to keep the Airport Layout Plan (ALP) up to date. The FAA or the Texas Department of Aviation (TxDOT), under the State Block Grant program, must approve any changes to the ALP. The primary reason is safety. Grants and ALP revisions are also subject to the National Environmental Policy Act (NEPA) review, a federal action by the Office of Airports. There are three types of actions resulting from a NEPA review; Categorical Exclusions (CatEX), Environmental Assessments (EA), and Environmental Impact Statements. Notwithstanding any extraordinary circumstances, ALP revisions are generally “categorically excluded” from further NEPA analysis. The FAA Southwest Division issues approximately 500 Categorical Exclusions per year as the majority of ALP developments are in accordance with NEPA regulations.

John MacFarlane, FAA Environmental Protection Specialist, for the Texas Airports Division Office, Southwest Region encouraged airport managers to discuss airport projects/development with the TxDOT environmental specialist in the planning stages of the project. Standard operating procedures and required forms are all posted on the FAA website at www.faa.gov/airports/resources/sops.

Dean McMath provided an overview of supplemental discretionary funding and the Consolidated Appropriations Act of 2018. This Act “provides the FAA Airport Improvement Program (AIP) an additional \$1 billion in discretionary grants distributed over three years.” The funding is for nonprimary airports for eligible and allowable costs. Texas airports eligible for “priority consideration” to receive the funding does not include General Aviation airports in the DFW region.

9. Regional Aviation System Plan Forecast Accuracy Analysis Results, Ernest Huffman, NCTCOG

Staff recently reviewed the 2012 Regional Aviation System Plan Forecast for the purpose of continuous system planning to identify the need for interim updates. The 2016 forecasted values were reviewed for what actually has happened, in terms of operations and growth. Two

measurement metrics were utilized; the Mean Absolute Percentage Error (MAPE) and the

Weighted Absolute Percentage Error (WMAPE). The MAPE measures the size of the error in percentage terms. Each airport will receive a MAPE percentage for each variable post analysis. For forecasts that are too low, the percentage error cannot exceed 100%, but for forecasts that are too high, there is no upper limit to the percentage error. The WMAPE provides an accurate measure of error and eliminates the bias created by the low and high values. The forecast accuracy analysis resulted in the following recommendations: 1) For the sub-regional level forecasts, the recommendation is continued observance, 2) For the individual airports, the recommendation is also continued observance. Both forecast levels will continue to be monitored annually. If and when we cross the accuracy threshold, the next step will be a forecast amendment (up until 2022). In 2022, NCTCOG staff will begin the process of a comprehensive Regional System Plan.

10. Touch and Goes, NCTCOG Staff and Committee

Joel Jenkinson, Addison Airport, asked about funding for airport customs officers and there was some discussion regarding who is responsible for completing the ALP forms to be submitted to the FAA/TxDOT, the developer or the airport manager.

Having heard no other business, the meeting was adjourned.