

MEETING SUMMARY

Air Transportation Advisory Committee June 4, 2020

The Air Transportation Advisory Committee (ATAC) convened at 1 p.m. on June 4, 2020, in a Virtual Microsoft Teams Meeting.

1. Welcome and Introductions, Keith Barrett, Chair

Keith welcomed everyone to the meeting and wished everyone well during this difficult time.

2. Orientation to Agenda, Natalie Bettger, NCTCOG

As this was the first ATAC Microsoft TEAMS meeting, Natalie explained that meeting attendees would be accounted for through Teams software. She suggested that questions be asked through the chat forum or that attendees could raise a virtual hand and questions would be addressed after each presentation.

3. Approval of February 6, 2020 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. Darrell Phillips (M) and Sharlette Wright (S). The motion passed unanimously.

4. TSA Update, Rob Parrish, Transportation Security Administration (TSA)

Rob Parrish gave an update on the effects of the COVID-19 Pandemic on the Transportation Security Administration and commercial aviation travel in general and noted other recent regional safety initiatives. As the nation's economy depends heavily on robust transportation, the TSA administration is committed to working closely with the Centers for Disease Control and Prevention (CDC) to employ mitigation strategies, to help ensure the safety of the traveling public. In addition to following the CDC guidelines, the TSA has implemented new procedures to help reduce the spread. Employees are required to wear masks and gloves in a public screening area. To reduce the number of "touchpoints," passengers now scan their own Drivers' License and boarding pass rather than a TSA agent. These processes reduce the number of times an item is touched and lessens the potential for cross contamination.

The traveling public is encouraged to wear masks in TSA public screening areas. Although not mandatory, masks may be required by the airline carrier. Rob noted that Ford Motor Company donated 10,000 face shields to TSA, as well as to thousands of first responders and medical facilities. Open source data was suggested as an excellent resource for up-to-date information in a centralized location, to address COVID-19.

The requirement for the traveling public to possess a "REAL ID" has been pushed back to October of 2021. "The REAL ID Act requires states to adopt and implement uniform standards for the issuance and production of state-issued driver licenses and identification cards if they are to be accepted as identity documents by the federal government.ⁱ" The Department of Homeland Security (DHS) REAL ID Act prohibits anyone from entering a federal facility, nuclear power plants, or federally-regulated commercial aircraft if not in possession of a REAL ID.

Rob also briefed the Committee on recent regional TSA activities related to UAS. To detect exposure to unauthorized UAS operations, the DHS and Dallas-Fort Worth International Airport (DFW) conducted a full Unmanned Aircraft System (UAS) mitigation exercise in collaboration with the Federal Bureau of Investigation, Federal Air Marshalls, the Federal Aviation Administration (FAA) and the TSA in 2019, and twice within the past few months. UAS incursions increased from 3 to 187, between 2018 and 2019 near DFW Airport. In the first quarter of 2020, 127 incursions have been documented.

Ty Helton, Greenville Municipal Airport, inquired about the potential for study findings and recommendations to be shared with regional General Aviation (GA) airports. A GA airport assessment and mitigation plan is needed to develop procedures to respond to unauthorized UAS activity. Rob noted that DHS is working to develop a base template that could be modified to assist both GA and commercial airports in developing strategies and response capabilities. Rob will reach out to the Federal Air Marshall Service for status and potential time frame for completion.

Ernest Huffman, NCTCOG, asked about any potential threat to the aviation industry in light of recent civil unrest and demonstrations. Rob suggested there is no indication that aviation is a target of recent demonstrations, however DFW airport is operating at a heightened awareness. It was suggested that GA airports should consider a higher level of operational awareness as well.

5. Texas Funding and UAS Task Force Update, Ernest Huffman, NCTCOG

Ernest briefed the Committee on the latest Texas airport funding for the State of Texas and the DFW region. As of May 31, 2020, the DFW region has received approximately \$3.4 million in federal funding, distributed to seven regional airports. The remainder of the State has received about \$21.6 million in federal funding and almost \$7.3 million in State funding. The total percentage of all funding outside the region is 89% compared to 11% for North Central Texas. There was a question about inclusion of CARES funding in the overall total amounts. The CARES Act provides temporary economic relief funding to help sustain eligible U.S. airports impacted by the COVID-19 pandemic. Ernest indicated this funding will not be included in funding comparisons for the region or the State.

The UAS Safety and Integration Task Force has continued in Virtual TEAMS meetings since February. With participants from public and private sectors, as well as the military and academia, the Task Force now has 252 members. The Task Force is addressing a wide range of topics including the Alliance Texas Mobility Innovation Zone, UAS Real Estate Inventory, Public Safety Unmanned Response Team, Texas Disaster Emergency Management Update, NASA Grand Design Challenge, Mineral Wells Innovation Zone, and COVID 19 UAS-use cases and disaster relief, among others.

Ernest encouraged more airport representation noting opportunities to share GA airport perspectives and to be more informed on regional UAS activities and initiatives. Ernest noted two 2020 UAS conferences to be held in the DFW region; the Association of Unmanned Vehicle Systems Xponential in October and the InterDrone Conference in December.

UAS Task Force working groups are expected to reconvene when current CDC safe practices and guidelines for gatherings become less restrictive. DFW UAS mitigation policies will be discussed at the next Task Force meeting, scheduled for June 30.

6. NPIAS- ACIP Order Conversion, Julie Kenfield, Jacobsen Daniels

Julie Kenfield and Jacobsen Daniel briefed the Committee on the changes to the FAA's National Plan of Integrated Airport Systems (NPIAS) and Airport Capital Improvement Plan (ACIP), published September 3, 2019.

FAA Order 5090.5 replaces the previous NPIAS and ACIP Orders by combining both into a single document. In 2012, the FAA began work on revising and streamlining the 20-year-old NPIAS and ACIP orders to reduce redundancy and consolidate airport development planning guidance. The Order identifies updates and revisions along with information on the SOAR database. "The internal database known as System of Airports Reporting (SOAR) is used to compile, analyze, and prioritize eligible airport development for potential AIP funding." The simplified, updated Order will provide the FAA with a better understanding of how projects are tied together and the project flow year over year. Key features include descriptions of FAA criteria requirements for project funding eligibility, reasonable and justified explanations of how the FAA views the relationship between short- and long-term projects, and essential key elements the FAA considers desirable in terms of airport infrastructure.

Julie suggested the AIP handbook and the TxDOT airports division project manager as two of the best sources for more information on the new Order. There was a question about how the State Block Grant Program will work within the new National Priority System airport classifications. Julie suggested that the TxDOT aviation program area project manager would be the best source for that information. There was also a question about the asset program as a variable in the new equation for establishing airport classifications. Julie noted that values are set by the type of airport asset classification. This Order will be posted on the FAA website.

7. Airport Spotlight – Mid-Way Regional Airport, Darryl Phillips, Airport Manager

Darrell Phillips shared the history of Mid-Way airport and briefed the Committee on development updates. Mid-Way Regional Airport, located between Midlothian and Waxahachie, opened in 1992 in anticipation of business growth, as development began on the super collider. Even though the super collider never came to fruition, the area continued to grow. In 1998 there were 19 based aircraft and today that number has grown to 98, with a waiting list.

Capital improvements from 2011-2020 included terminal renovations that doubled the size of the terminal, increased runway lengths to 6,500 ft., aircraft parking ramp expansion and T-hangar development. In the midst of the COVID-19 pandemic, and with construction planned for late May or early June, airport staff collaborated with TxDOT and KSA Engineering to proceed with the Capital Improvements Program Bid process, to avoid a delay in construction. All communication was managed via conference calls and virtual meetings.

An airport security fence and wildlife fence are planned for completion by 2022. The Five-Year Plan includes upgrades to the main runway, parking expansion, and Master Plan and Airport Layout Plan updates. Airport staff is planning to work with local schools to encourage education in aviation. Land acquisition is planned to create a buffer around the airport, as continued growth is anticipated in the area. Great customer service, easy in and out, and a location outside of congested Class B air space were some of the reasons cited for the airport's success.

8. NCTCOG Aircraft Hanger Fire Code Update

Ernest Huffman presented an update on NCTCOG's fire code that currently requires any building larger than 6,000 sq. ft. to have a sprinkler system installed. Draft text has been proposed as a potential aviation-related exception. Several Committee members have volunteered to represent ATAC on the Fire Code Amendment Team at the next meeting of NCTCOG's Fire Advisory Board, where exception verbiage will be proposed. If approved by the Fire Code Board, aircraft hangars under 12,000 sq. ft. will not be required to have a sprinkler system.

Chris Klaus, NCTCOG's Sr. Program Manager for Air Quality, spoke briefly about several Air Quality initiatives including LEED certifications, water efficiency, sustainability, and cleaner fuel vehicles for regional GA airports. A survey was developed to learn more about airport needs and interests on these topics and sent to ATAC members for feedback. Chris encouraged the Committee to complete the survey and reach out if more information is needed.

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

Meeting participants are included below.

Voting Members in Attendance

Keith Barrett, Chair, Caddo Mills Airport
Christian Childs, Vice Chair, Alliance Airport
Kenneth Carley, McKinney National Airport
Scott Gray, Denton Enterprise Airport
Ty Helton, Greenville Municipal Airport
Darrell Phillips, Midway Airport
Eric Pratt, Mesquite Metro Airport
Pat Stewart, Granbury Regional Airport
Karen VanWinkle, Arlington Municipal Airport
Sharlette Wright, Cleburne Municipal Airport

Nonvoting Members in Attendance

Joe Hammond, Spinks Airport
Marissa Sanchez, Dallas Love Field
Carlos Wilches, Dallas Executive Airport

Others in Attendance

Jeff Alexander, Centurion Planning & Design
Chris Coons, Mead & Hunt
Haley Cuevas, Dallas Executive Airport, Texas Airports Council
Gary Hawkins, Former Member - City of Granbury
Julie Kenfield, Jacobsen/Daniels
Jeff Kloska, Former Member - City of Fort Worth
Bill Macke, TxDOT Aviation Division
Michael Mallonee, KSA Engineering
Rob Parrish, Transportation Security Administration
Kendall Rhoades, Centurion Planning & Design
Mike Weatherford, Transportation Security Administration
Jason Williams, DFW Airport

Six other participants via conference line-

NCTCOG Staff in Attendance

Therese Bergeon
Natalie Bettger
Ernest Huffman
Dan Kessler
Lisa Key
Chris Klaus
Bailey Muller

ⁱ Source: <https://www.dps.texas.gov/DriverLicense/federalRealIdAct.htm>