Airspace & Procedures FACT Sheet

GOAL: Enhance safety. Optimize airspace/procedures to reduce track miles, reduce environmental and community impacts from aircraft arrival and departure.

- Phase 1 completed 2016 with 2 new departure procedures and modification of 2. 7 Community outreach meetings

- Phase 2 completion 2020. Arrival design, FAA submission, Obstruction survey, Flight Checks, Safety Review, Publication

- Obstruction Survey flight and imagery complete, AGIS submission complete, FAA review, Acceptance of DOMF by FAA 2018

- .41A Process request submitted to FAA. Congressional support to begin procedure review and authorization process

- Visual Flight procedures require a tower and certified surveillance such as radar or ADSB - (?)

- Community outreach scheduled for summer of 2018 on arrivals - (?)

- Use of controller issued arrivals and departures in effect as of 1/1/2018

- Other temporary/in lieu solutions include agreements with Oakland Center and NorCal Tracon for goal posting aircraft

(Automatic Dependent Surveillance Broadcasting)

ADSB FACTSheet

GOAL: Establish an ADSB site(s) near KTRK to provide certified surveillance of aircraft to enhance safety, meet demand, and reduce impact

- FAA's "Next Generation" of satellite based, land augmented, surveillance and navigational guidance systems.

- Aircraft operating in controlled airspace like KTRK are required to equip their aircraft with ADSB no later than 1/1/2020.

- We need ADSB to "see" aircraft and control them using our procedures. We need ADSB to optimize airspace and capacity.

- Staff is working with the FAA to complete a cost share agreement and requirements analysis.

- Staff is pursuing congressional support. FAA vetting and support needed from ATM, ADO, Oakland Center, NorCal TRACON, spectrum, tech ops, flight procedures, legal, etc........

- Equipment vendor Harris corporation will supply estimate, timeline, integration cost once authorized by FAA.

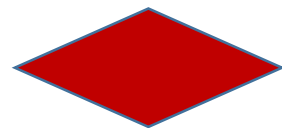- Timeline 2-3 years if approved. Cost unknown $250K – $750K.
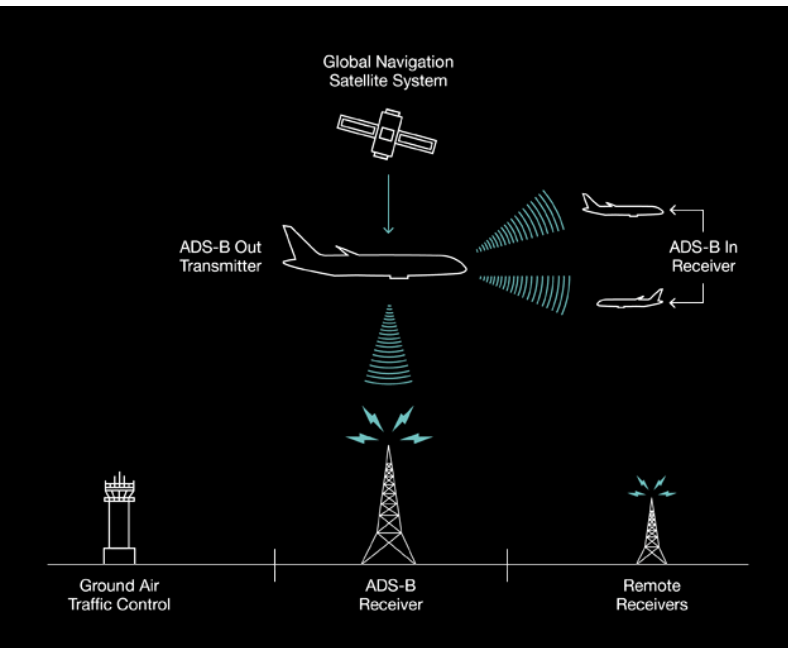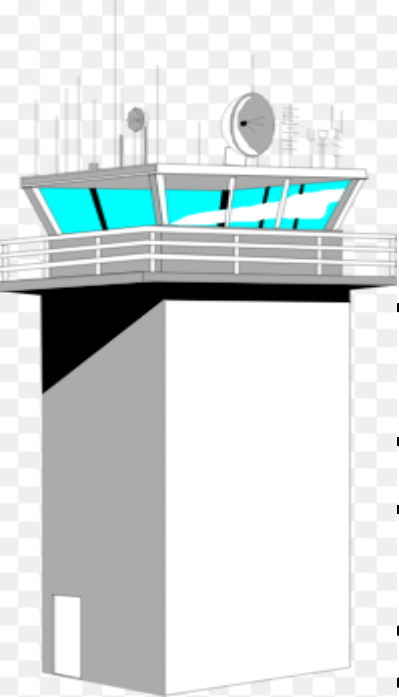
Control Tower FACT Sheet

GOAL: Provide positive control of aircraft within 4.2 nm to enhance safety, respond to aeronautical demand, and reduce impact on the community

- Control tower currently funded until June 1, 2018. With Board Consensuses to fund through Sept. 2018. Average monthly cost is currently $81,000. June through September 2018 contract is forthcoming.

- Short term contracts and funding drive up cost for Midwest ATC which is passed along to the District

- Long term sustainability is dependent upon gaining acceptance to the Federal Contract Tower Program (FCTP) which pays all or a portion of the staffing cost for a full time year around tower – (?)

- **Does the Board want to pursue construction of a permanent Tower and apply to Contract Tower Program?**
- **Do we want to sign a 2 or 3 year Contract with Midwest for annual service? (Could potential reduce costs)**

Federal Contract Tower Program Guidelines Order 7210.78

| Interest Phase Applicant Phase Year 1-2 | Candidate Phase Year 3 | Control Tower Operational Year 4 | Participant Phase SUCCESS! Year 5 |

2018

Board Input and Guidance

2023

| Cost and Budget Site Analysis Support | Planning | Construction | Completion |

Airport Sponsor Tower Program Responsibilities