**Tennessee Aviation System Plan (TASP) and Economic Impact Study**

TDOT Aeronautics Division Advisory Committee Meeting

Monday, November 9, 2020

**Invitees**

* Michelle Frazier, TDOT Aeronautics Division
* Evan Lester, TDOT Aeronautics Division
* John Paul Saalwaechter, TDOT Aeronautics Division
* Lyle Monroe, TDOT Aeronautics Division
* Jacob Brooks, P.E., TDOT Aeronautics Division
* Steve Upshaw, TDOT Aeronautics Division
* Anna Walker, TDOT Aeronautics Division
* John Briggs, TDOT Aeronautics Division
* Jamal Stovall, FAA
* Patrick Wilson, McGhee Tyson Airport
* Roy Remington, Millington – Memphis Airport
* Robert Ramsey, Nashville International Airport & John C. Tune Airport
* John Black, Smyrna/Rutherford County
* Dan Cogan, Elizabethton Municipal Airport
* Dean Selby, Upper Cumberland Regional Airport
* Doug Kibbey, Clifton-Hassell Field
* Chad Reese, Southeast Tennessee Development
* Pragati Srivastava, Memphis Metropolitan Planning Organization
* David Lee, TDOT Long Range Planning
* Amy Kosanovic, TDOT Freight Planning
* Danielle Hagewood, TDOT Strategic Transportation Investments
* Matthew Cushing, TDOT Multimodal
* Zach DeVeau, Kimley-Horn
* Taylor Filaroski, Kimley-Horn

**Meeting Introduction**

Due to stay-at-home orders and travel restrictions as a result of COVID-19, the TASP AC meeting to discuss the TASP Airport Roles was held virtually via Webex.

Evan Lester (TDOT Aeronautics Division) kicked off the meeting with encouragement for participants to speak up throughout the presentation. He thanked participants for meeting for this interim meeting to discuss the TASP Airport Roles, as the TASP AC will also be meeting for a regular project update meeting on December 9, 2020. Michelle Frazier (TDOT Aeronautics Division) also provided a brief introduction.

**Presentation of TASP Airport Roles**

Following the introductions of Evan Lester (TDOT Aeronautics Division) and Michelle Frazier (TDOT Aeronautics Division), Zach DeVeau, the Kimley-Horn Project Manager, presented a PowerPoint (attached) that provided an overview of the TASP Airport Roles. An outline of the presentation is provided below:

* Overview of Tennessee aviation system, including NPIAS roles
* Consideration of Airport Role methodology
* Overview of TASP Airport Role methodology
* Overview of TASP Airport Roles
* Facilities and service objectives

**Presentation Feedback**

Members of the AC asked questions and provided feedback throughout the presentation. These questions, comments, and responses are organized by bullet point in this section.

* TASP Airport Roles are defined primarily by jet operations, but also by NPIAS commercial service designation and based aircraft numbers.
  + Patrick Wilson (McGhee Tyson) asked how jet operations are defined.
    - Jet operations are defined by inclusion in the Traffic Flow Management System Counts (TFMSC), which includes only “true jet” traffic, not turboprop traffic.
    - Jet operations were the primary decision factor in determining Airport Roles because they drive critical airport needs.
  + Patrick Wilson (McGhee Tyson) suggested making the definition of jet operations very clear in Chapter 7: Airport Classifications and NPIAS Evaluation.
    - Based on this suggestion, a definition of “jet operations” is provided in the draft.
  + Jamal Stovall (FAA) asked what the baseline year was to define operations for Airport Role determinations.
    - Operations data was based on 2019 TFMSC data, which was the last full calendar year available. Extraneous circumstances at airports that may have impacted total jet operations, such as runway projects, were noted.
  + John Paul Saalwaechter (TDOT Aeronautics Division) stated the internal conversation surrounding Airport Role classification criteria was primarily concerning the ability to update the roles at any time. A reliance on jet operations, which is data that is easily attainable and frequently updated, was attractive for this reason. However, TDOT would like to hold off on changing any classifications until after COVID-19 recovery.
  + Robert Ramsey (Nashville International Airport & John C. Tune Airport) noted that the criteria for a Regional Service Airport was “at least 350 jet operations annually, which represents an average of approximately one jet operation per day during a calendar year.” However, since an operation is one takeoff and one landing, he asked if the 350 should actually be 700.
    - Based on discussions with the project team, it was determined that it is more accurate to change the criteria of Regional Service Airports to “at least 350 jet operations annually, which represents an average of approximately one jet takeoff or landing per day during a calendar year” (change underlined). This edit has been incorporated into the draft and PowerPoint.
* TASP Airport Roles are assigned only for existing public-use airports within the state, which totals 78 airports.
  + Jamal Stovall (FAA) asked if there was any way to show proposed airports in the system roles map.
    - The primary consideration of the Airport Roles task is existing airports. However, a future task of the TASP is future airport system conditions, where proposed airports will be considered.
  + Jamal Stovall (FAA) noted there was particular interest in proposed airports in the Knoxville area.

**Closing Comments**

Evan Lester (TDOT Aeronautics Division) thanked the TASP AC for their participation in the interim meeting to discuss Airport Roles. He noted there was feedback provided that hadn’t been previously considered. He informed the AC that he would be sending out draft Chapter 7: Airport Classifications and NPIAS Evaluation after the meeting for review, with feedback needed by November 23. (Note: Chapter 7: Airport Classifications and NPIAS Evaluation has since been provided to the AC). Evan Lester (TDOT Aeronautics Division) also noted that additional draft chapters were available on the website for the AC to review, including:

* Chapter 4: Explore Aviation Issues
* Chapter 5: Review of Environmental Considerations
* Chapter 6: Review of Intermodal Integration and Airport Access

Evan Lester (TDOT Aeronautics Division) noted that the AC could provide feedback directly to him, Zach DeVeau (Kimley-Horn), or through a comment form on the TASP website: [www.tasp2040.com/draft-materials/](http://www.tasp2040.com/draft-materials/).

* Note: a copy of the presentation provided at the meeting can be found here: [www.tasp2040.com/public-outreach/](http://www.tasp2040.com/public-outreach/).

# **Action Items**

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| **Action** | **Party Responsible** | **Status** |
| Update project website with meeting materials | Kimley-Horn | Complete |
| Review and incorporate edits and suggestions to the TASP Roles draft | TDOT and Kimley-Horn | Ongoing |
| TASP AC Meeting #3 | TASP AC, TDOT, and Kimley-Horn | Upcoming |