

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

Minutes of the December 14, 2000 Meeting of the Regional Aviation Committee

Attendee	Affiliation
Naomi Brown	DY Consultants
Rick Childs	AV Consultant & Associates
Rich Delello	BRRAM
Everitt B. duPont	New Garden Flying Field
Eugene Helner	Citizen
Lisa Hockenberry	US Navy - NAS Willow Grove
Charlie Hostetter	McFarland Johnson, Inc.
Charles Isdell	Philadelphia International Airport
Frederick Johnson	US Navy - NAS Willow Grove
Ken Justice	DMJM Aviation
Heidi Kahme	Citizen
Paul Krupp	BRRAM
Jeffrey Lehrbaum	Philadelphia International Airport
Jack Martins	Urban Engineers, Inc.
George Martyn	Chester County Airport Authority
Art McGovern	KAE Corporation
Jim McManimon	Mercer County
Roger Moog	Delaware Valley Regional Planning Commission
Bill Moran	Brandywine Airport
William T. Mummery	McFarland - Johnson, Inc.
Steve Najarian	Aero Club of Pennsylvania
Emmett O'Hare	NJ Aeronautics
Bryan Oscarson	DMJM Aviation
Reiner Pelzer	Delaware Valley Regional Planning Commission
William Plutte	Montgomery County Planning Commission
Robert D. Powell	Raintree Airport
Dan Rusk	Airframe Management, Inc.
Carl Shafer	Waddell & Reed
Harvey Siegel	BRRAM
Fran Strouse	Delta Airport Consultants
Paul Terhes	AOPA
Harry Van Den Heuvel	Delaware Office of Aeronautics
Vitor Vicente	Bucks County Planning Commission
Thabet Zakaria	Delaware Valley Regional Planning Commission

- 1) Introduction - Emmett O'Hare, Deputy Director of the NJ Division of Aeronautics, and chair of the Regional Aviation Committee (RAC) introduced himself and asked attendees to do the same. Mr. Moog singled out Bill Plutte, RAC member for 20 years for his contributions, since he is retiring at the end of year 2000. Mr. Plutte represents Montgomery County Planning Commission.
- 2) Minutes of the September 14, 2000 RAC Meeting - No corrections or modifications were noted.
- 3) Status of Regional Aviation Systems Plan (RASP) Implementation

Airports

Philadelphia International - Jeff Lehrbaum reported on the construction proceeding on Terminal 1 and F with completion expected in 2002 and 2001 respectively. The commuter Terminal F will have 38 gates, and feed the airports hubbing operations. New car parking garages will accompany the terminals. Ramp construction costing \$90 million is proceeding from I-95. The phase II deicing facility booms and new fire pit are also underway. Jeff Lehrbaum added that DMJM, Inc. will be the consultant for the airside master plan Phase II and the part 150 noise study. The PRM which will increase 9-27/8-26 runway capacity will be commissioned in March 2001. Charles Isdell added that the airport is meeting with NY FAA regarding airspace capacity enhancement along the northeast corridor. He said the benefit of the PRM would be to allow simultaneous 9-27 landings and 8-26 landings in instrument conditions. 8-26 usage is growing.

Wings - The airport has solicited bids for the runway extension project and selected Morrissey Construction. Public funding for the project is being held up by state law 2210 impacting airports in Montgomery County.

South Jersey Regional - Mr. O'Hare noted that the EA for the new master plan is 90% complete. Some neighbors are opposing a longer runway.

Pottstown Limerick - Mike D'Aies reported by phone that the airport is buying snow removal equipment, marking and removing obstructions, building 72 new T-hangars, and planning to take Wings Flight School activity when Wings is in reconstruction. The scope for the airports EA of the runway extension has been developed by McFarland-Johnson and is under PennDOT review currently.

New Garden - Everitt Dupont said their master plan Phase II grant application is being processed and they are also acquiring snow removal equipment.

Brandywine - Bill Moran is waiting for block grant support from PennDOT. A local

developer wants to encroach on the airport.

Perkiomen Valley - Mr. Moog reported that the airport runway widening grant from PennDOT was rescinded due to township action under state law 2210.

Cecil County - Bob Powell reported that the airport is working with the county and Chesapeake Bay Water Control Board regarding airport development. They are acquiring 32 acres of additional land. The GPS approach is not certified as yet, however, they have completed GPS topographical charts on disk as a planning and development tool. Pavement overlay work has been postponed until spring.

Spitfire Aerodrome - Mr. O'Hare noted that the master plan update, supported by NJ DOT, is underway.

New Hanover - This airport in Montgomery County, has closed. Mr. Plutte noted that it was a major sky diving site.

Willow Grove NAS - Navy representatives discussed the new radar system, the H-2 Helicopter fleet decommissioning and the status of civilian/military ATC contract in the airspace around Willow Grove. Civilian pilots are generally in conformance and contact with Willow Grove Tower.

Heliports

Penns Landing - Mr. Moog noted that Sterling Heliport is pursuing a master plan and feasibility study of expanding at the current site.

Philadelphia Seaplane Base - Mr. Dupont noted that the seaplane base on the Delaware River south of PHL is the oldest continuous operational seaplane base in the U.S., operating since 1914.

4. Continuing Planning Activities

- A. PHL Privatization - Dan Rusk, an RAC member who attended the public meeting held by the PA legislature to gather input regarding Philadelphia International privatization relayed his observations to the group. Both Tincum Township and local labor unions oppose the idea. Unions are worried that jobs will be lost to consolidation in a privatized situation. However, if privatization could allow the airport to operate more efficiently, operating capacity could increase and costs go down, keeping ticket prices lower. Mr. Isdell added that the City responded in writing to the hearing. He feels the funds that proponents say can be taken from PHL and invested around the City is greatly exaggerated, and FAA rules on revenue diversion

may be prohibitive to privatization. Examples of privatization in other countries don't apply here since the U.S. Federal Government doesn't operate airports and the country doesn't have one national carrier, but several private carriers competing. The U.S. National Aviation System is a unique private/public hybrid.

- B. PA and NJ States Aviation Systems Plans - Both PA and NJ are currently developing SASPs through the consultant Wilber Smith & Associates. Mr. O'Hare said NJ is starting with a clean slate, planning wise, to get a clear understanding of what is needed. DVRPC provides operations counts for all airports in NJ as a baseline for projecting demand. In PA, only the DVRPC regional airports have current operations and based aircraft counts, therefore inconsistencies exist between baseline demand estimates for counted and non-counted airports in Pennsylvania.
- C. DVRPC Regional Aviation System Plan Update RASP 2025 - Mr. Moog and Mr. Pelzer presented a summary of the RASP 2025 document which was distributed at the meeting and sent during the week of 12/18/00, to all members not attending the December 14 meeting. The following was presented to the RAC:
1. Significant commercial growth and moderate business and general aviation growth is expected to 2025.
 2. Inclusion of 3 commercial airports, 21 reliever/GA airports, and 6 heliports is warranted.
 3. Deletion of one airport and one heliport site from the plan is proposed.
 4. Significant airside capacity project investments at PHL and significant landside capacity investments at New Castle County and Trenton-Mercer Airports are needed to accommodate increasing commercial traffic.
 5. Six runway extensions and hangar construction through the suburbs and needed to accommodate existing business and GA traffic.
 6. Funding and programmatic changes to give MPO's more project selection and funding discretion with Federal and States capital grants will help regional airports reach development goals.
 7. Privately owned public use airports must be better protected and

developed through policy and practice at the state and federal levels. Further suburbanization of region is resulting in local political pressure to constrain airports development and operations.

8. Systemwide safety and operating efficiency improvements can and should be made.
9. Total cost for system improvements to 2025 will reach \$2 billion subject to PHL airside expansion.

The committee raised several questions and comments. Specifically, Harvey Siegel, an airline pilot and Bucks neighbor of Trenton Mercer Airport noted that commercial capacity in the northeast is significantly an airspace issue, specifically the operations and Trenton Mercer operate in limited airspace constrained by PHL and EWR and therefore, severely impacting selected corridors on the ground. Mr. O'Hare agreed and said FAA is currently working on a better airspace plan for the entire NY-NJ PA area.

Bill Moran asked about the schedule for finalizing the 2025 RASP. Mr. Moog said all RAC comments should be submitted by phone, mail, fax, or e-mail by January 31, 2001. The document will then be revised and presented to the DVRPC Board and presented to the public at public hearings in March - April, 2001. After that point it will be finalized.

5. Capital Programming

A. FAA Update, Harrisburg ADO

Roger Moog relayed the following information supplied by Pat Sullivan.

- Air 21 allows PFC collections of \$4-\$4.50 with conditions - Conditions for small airports (small hub primary or smaller) include: Project Costs cannot be covered by funds reasonably expected to be available from the AIP. If for ground access or terminal project, sponsor has made provision for financing airside needs of airport. Conditions for Large and Medium Hub Primaries include: Meets above noted requirements for small airports . Project makes a significant contribution to improving air safety, security, competition, reducing congestion, reducing impact of aviation noise on the neighbors. Competition plan submitted to FAA if more than 50% of enplanements by 1 or 2 air carriers.
- FY 2001 Airport Improvement Program - We are accepting grant applications now, so make sure application amount is based upon bids/negotiated consultant agreement/land appraisal and that

environmental is done. Project will need to be shown on ALP and airspace review complete before grant is made. We have recently received PennDOT state block grant application for FY 2001-includes State Apportionment and Non Primary Entitlement.

- FY 2002-2006 ACIP - FAA letter explaining ACIP schedule and submittal format to go out to primary airport sponsors in the next two months. Starting this FY, all changes to an ACIP will need to be supported by an ACIP data sheet. As always, make sure you assign all entitlement funds prior to asking for discretionary funds. Also, check ACIP for reasonableness-eg. Planning first, then environmental, design and finally development. Useful and useable project is identified.
- Inherently low emissions Airport Vehicle Pilot Program - This new demo program created by AIR-21 is described in the attached program guidance letter 00-06
- Block grant program FAA and PennDOT - PennDOT and the ADO are currently working on a revision to the Block Grant Memorandum of Agreement. Revision will update the airport listing and assign responsibilities consistent with the new AIP Order.
- Draft Change 3, FAA Order 5100.38, "AIP Handbook" - This is Currently under FAA review, recognizes State Entities as "ADO" like Responsible for ACIP, Grant Administration, Airspace Cases, ALP Approval, Compliance, etc., and reserves Certain Rights to the FAA, including: OE case review, audit of state performance, Part 139 requirements, Part 150 studies and determinations, State and Regional System Plan Administration, NPIAS Determinations, Advisory Functions to the States as required
- FAA regional meeting to discuss airspace cases (obstruction evaluation, non-airport relocated, non-rulemaking) - This meeting was held December 5, 2000 in FAA Regional office in NY. Air Traffic, Airports, Flight Procedures, Flight Standards, Airway Facilities Divisions were included. The Purpose was to make all reviews uniform and responses timely. OE cases-off airport such as towers, NR cases-navaids such as localizer, NRA-on airport such as hangars. Actions under consideration: Looking at a new form for NRA (on airport) cases that includes expanded area for description and checklist; ADO access to AAA/OE data base that would allow transmission of some cases electronically; eventually-full electronic transmission as is now common with OE cases; consider use of

State Systems Plan Money for the development of a “Instrument Approach Plan” that prioritizes new approach procedures based upon activity, design standards and minima; Airway Facilities Division (AEA-470) will manage all NR cases (e.g., LOC, REILS, PAPI) whether or not F and E or AIP.; In Pa-ADO will continue to review all OE cases and NRA/NR for primary airports, PennDOT-NRA/NR for NPIAS GA Airports.

- Project Close-outs - In FY 2000, ADO closed out 201 FY 1996 and prior AIP grants. Requirement for FY 2001 is all of the FY 1997 grants and all remaining FY 1996 and prior—approximately 100, all to be completed August 1, 2001. Requirements for all future grant-close out within 4 years of grant issuance.

B. PennDOT Funding and Other Programs

Richard Harding, Director of Planning and Programming at PennDOT Bureau of Aviation faxed the following report.

- State Aviation System Plan (SASP) - Project began April 2000 and expected to be completed April 2002. Consultant has completed inventory and economic impact update. Consultant is currently working on forecasts of demand and air cargo study. Progress can be viewed at Wilbur Smith Associates web site, look for link to Pennsylvania Aviation System Plan.
- Pavement Management System Plan - Project began August 2000, the consultant is Applied Pavement Technology. They have completed Phase I, Data Collection, Negotiations for Phase II are underway, and tasks include, Network Definition and Mapping, Pavement Condition Data Collection, Data Analyses, Recommendations, Airport Tool Kit and Statewide Summary Report, AIMS Integration and GIS Link.
- Capital Budget Release - Airport sponsors were notified of Capital Budget Release.
- Continuous Aviation System Planning (CASP) - Expect to solicit interest for professional services first quarter 2001. CASP will consist of three elements; Runway Safety Area (RSA) Determinations for balance of system airports, assess the impacts of Change 6 to AC 150/5300-13, Airport Design for balance of system airports. Change 6 provides expanded guidance for new approach procedures and incorporates new Flight Standards requirements, Assessment of

runway safety area requirements for business class turbo jet airplanes to evaluate alternative dimensions that will provide the required safety measures between those required for B-II and C-II airport reference code (ARC) standards.

- 12 Year Plan Worksheet - Packages have been sent to all sponsors to update their 12 Year Plan; Packages include instructions and example project descriptions to assist sponsors in succinctly expressing their intent; the package also includes a brief discussion regarding a five year planning cycle for airports and commitments to the projects shown in the first four year period of the 12 Year Plan Worksheet. The process will involve discussions with Bureau staff to arrive at a realistic four-year period. The intent is to allow the Bureau to position projects in its statewide program over a multi year period providing stability to sponsor's goals and objectives.

C. New Jersey Funding Program

Mr. O'Hare summarized funding activities saying they are closing out the 2002-2003 period. In FY 2001 the state will have a \$7M block grant program.

Regarding obstructions, all airports are required to file form 7460 which help avoid conflicts with potential obstructions. Bill Moran asked if all airports or just funding obligated airports must participate, to which Emmett responded, all. Charlie Hostetter asked how process works with sponsor/state/federal involvement. Apparently, sometimes the FAA and states can disagree.

D. DVRPC Regional Capital Grant Program Integration Into State Project Funding Decision Process

Mr. Moog reported that FAA, DVRPC, and PennDOT are meeting to revise the MPO role in project selection and funding of regional priorities.

- Goals of the effort include, according to FAA:
 - Raise the visibility of aviation planning within the larger context of regional transportation planning
 - Allow MPOs to participate in decision making process for ACIP
 - Recognize the different planning, funding and development needs of general aviation airports in metro areas

- Initiatives being considered
 - Data sharing-installation of AIMS software in PennDOT, FAA and MPO networks and develop ways of linking the four systems.
 - Direct limited system planning money to efforts that most aid decisions on airport planning and development
 - ADO/PennDOT to brief MPO boards on the AIP/state funding process
 - MPO/FHWA/FTA to brief MPO aviation committees on surface transportation planning
 - PennDOT/DVRPC demonstration program whereby the MPO will participate in the review of the 12 year aviation plan and ACIP for airports in the Delaware Valley Region.

6. Old Business

Zoning Issues and proposed legislation impacting South Jersey Regional Airport

Medford Township has passed legislation to change zoning around the airport such that appropriate development is prohibited. Mr. O'Hare noted that five years ago the township supported the airport from a zoning perspective and Federal/state capital grants were taken by the sponsor. Now the political will has reversed, John Luce of AOPA phoned to say that state legislator Martha Bark has introduced the "New Jersey Aviation Safety Zone Act" which would prevent development at any airport within 1,000 ft. and 5,000 ft. of schools and residences, respectively, which would perhaps stop development at all NJ airports. Mr. O'Hare feels anti aviation legislation of this type is bad for the state and could result in the loss of the block grant program.

7. New Business

- The FAA/Penn State 24th Annual Airport Conference will be held at the Hershey Lodge March 5-7, 2001.
- The next meeting of the DVRPC Regional Aviation Committee will be at DVRPC on Thursday, March 15, 2001.

10. Public Comment: At the discretion of the RAC Chairman, numerous interested citizens in attendance were now allowed to comment for the minutes. Comments pertain to potential development at Trenton Mercer Airport.

Jim McManimon, Freeholder, Mercer County - He noted that responding to the

RASP recommendations is difficult, since understanding future noise is complex. The National Guard installation is moving out and if new 737's go in the net effect may be quieter. He suggests maybe reducing helicopter operations and restricting hours of airport operations. He questioned the value of increasing passenger traffic to 800,000 enplanements/year for \$18 million of public cost? He also asked if PFC's can be used for schools? Also, he feels that the environmental assessment should include Bucks County.

Heidi Kahme reminded the group that 1,200 people are involved in questioning the development at Trenton-Mercer, and full analysis of impacts is legally required before any investment is made.

Paul Krump requested that the Resolution 1062, Lower Makefield Township be attached to these minutes, which was agreed by DVRPC. He stated that if a full EIS and Part 150 noise study is completed opponents will be satisfied.

Art McGovern of KAE Corporation noted that FAA funded pavement treatments to rejuvenate them does not meet specs. although certified. Specifically, engineering brief 46, seal coating results in failures and needs to be re-analyzed. He will send documentation.

Ken Justice of DMJM Aviation asked about how the new Atlantic Aviation site, which opened May 2000 at the opposite end of PHL, is working. Jim Butterworth of Atlantic Aviation is reported to have found the site to work well, being secure and with easy highway access.