

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

Minutes of the June 19, 2003 Meeting of the Regional Aviation Committee

Attendee	Affiliation
James Bannon	STV Incorporated
Martine Belanger	Philadelphia City Planning Commission
Tami Bream	Angel Flight East
Teresa Castronuovo	Urban Engineers, Inc.
Rick Childs	L. Robert Kimball
Mike D'Airies	Penn Airways, Inc.
Everitt B. DuPont	New Garden Airport
Justin Edwards	Trenton Mercer Airport
Lou Fitzpatrick	Aero Club of Pennsylvania
Jack Gentempo	NJCAAN
Charlie Hostetter	McFarland-Johnson, Inc.
Robert Ihlein	Pottstown Municipal Airport
Mark Johnson	DPK&A Archetects
Jan Kopple	DPKI&A Architects
Matt Kundrot	Delta Airport Consultants, Inc.
Paul Krupp	BRRAM
Kelly LeMunyon	Sterling Helicopter
James MacKenzie	DMJM Aviation
Roger Moog	Delaware Valley Regional Planning Commission
Allan F. Moore, Jr.	HNTB Corporatation
Steve Najarian	Aero Club of Pennsylvania
David Nelson	Brandywine Airport
Tom Nevling	Enhanced Electronic Systems, LLC
Reiner Pelzer	Delaware Valley Regional Planning Commission
Ted Peters	Interested Citizen
Fred Pourkay	Philadelphia International Airport
Robert D. Powell	Cecil County Airport
Ronald Price	QED
Dan Rusk	Reinhart & Rusk
Harry Scarlett	Bucks County Airport Authority
Chris Sheeler	Urban Engineers
Barbara Snyder	South Jersey Regional Airport
Fran Strouse	L. Robert Kimball
Tom Thatcher	New Jersey Department of Transportation

Tom Tomczyk
Rocco Tomanelli
Harry Van Den Heuvel
Jeffrey Wood
Thabet Zakaria

PennDOT Bureau Of Aviation
Delaware River and Bay Authority
Delaware Department of Transportation
McFarland-Johnson, Inc.
Delaware Valley Regional Planning Commission

- 1) Introduction and Welcome - Justin Edwards, Manager of Mercer County Airport and RAC Chair introduced himself and asked attendees to do the same.
- 2) Minutes of the March 20, 2003 Regional Aviation Committee (RAC) Meeting
 - Minutes were accepted by the RAC as mailed.
- 3) Status of Regional Aviation Systems Plan (RASP) Projects Implication -

Philadelphia International - Fred Pourkay reported that the new International Terminal, A West, opened May 1. Dr. Zakaria asked if the financial crisis at US Airways will impact development process at PHL? The group felt that development will continue and US Airways operations at Pittsburgh are more vulnerable. Jim McKenzie of DMJM described the EIS work on the two expansion alternatives which began in June. It will proceed concurrently with the master plan and be completed within four years using FAA streamlining procedures. In the interim, a new STARS radar installation will provide additional operating capacity. In terminal D, the hammerhead design is providing additional gates for Airtrans, while terminal E hammerhead construction is also proceeding.

Doylestown and Quakertown Harry Scarlett, BCAA member, reported on both airports. Taxiway, paving, and stormwater runoff system projects are underway at Doylestown. Land is being acquired at both 5 and 23 ends of the runway. A bi-pass taxiway will also be constructed. At Quakertown, the AWOS has been fenced in, runway 11 end obstructions are being cleared, and the berm project is underway.

Trenton-Mercer The County will get another \$10,000 from FAA for more Environmental Assessment work. An economic impact assessment is also being completed. Other work there includes a runway safety area (RSA) alternatives analysis and crosswing runway 16-34 rehab, lighting and PAPI/REIL installation. Corporate activity is brisk as Merck doubles its hangar size and nine new small corporate hangars are constructed. Rick Childs asked about cost which is around \$400/sq. ft. Rocco Tomanelli asked if land was leased and the corporation builds the hangar? Justin said yes, the corporation then pays taxes to the township and county.

New Castle County Rocco Tormanelli said runway 14-32 is being repaved and funded by FAA. Edwards and Kelsey have completed a security assessment. The airport wants part 139 service ultimately and is anticipating TSA involvement with their GA activity. At Milleville, Rocco noted that the air show had good weather and the Blue Angels drew 9,400 people. Security fencing and a new multi-tenant hangar are being built. Delaware Airpark, which was privately owned, has been transferred to the State and is operated by the Delaware River and Bay Authority. Milleville is one of the airports sites proposing to be the location of the Boeing 7E7 aircraft construction plant. Milleville runway length potential may be an issue, but its location is the only candidate site in the northeast.

Chester County Airport - Fran Strouse of Kimball said PennDOT will fund \$700,000 of the development of the new Keystone Heliport adjoining Chester County Airport. The heliport will move by January 2005. The draft master plan for the airport is now being reviewed by PennDOT.

Pottstown Municipal - Bob Ihlein of the Borough said new hangars have been completed. The airport is looking for a new FBO as the existing operator has chosen to operate only a flight school at the site. An RFP will be issued soon. Apron repairs and an improved taxiway has resulted in an increase of activity.

Pottstown Limerick - Mike D'Aires said Exelon, the airport and nuclear generating facility owner, is reviewing its role with the airport. A fencing project has been funded by PennDOT, but turned down by Exelon. They will do it themselves. May 10, Community Appreciation Day was a success.

South Jersey Regional - Barb Snyder said discussions with NJDOT are ongoing regarding public acquisition and new FBO management.

Summit Airpark - Ron Price of QED and Urban Engineers are completing the Master Plan. The airport reference code is B - II but may go to C - 1 if the runway is extended. No land needs to be acquired.

Wings - Fran Strouse noted the completion of a workshop for local citizens to describe proposed facility improvements including a new itinerant apron which will reduce noise. New proposed hangar construction will also redirect noise away from residents. The airport has instituted a noise abatement program for pilots. Tami Bream, of Angel Flight, asked about the schedule for the apron. Bids could go out soon and the apron completed by December. Ron Price added that the Community Advisory Committee, started as part of the runway extension project, is now complete. Fran Strouse added that obstruction removal and alternative plantings have satisfied the 20 to 1 part 77 surfaces and satisfied nearby neighbors.

New Garden - Everitt Dupont said their phase I Master Plan is complete and an extension for Phase II has been received as well as a grant for the environmental assessment. A pre-app for hangar expansion will be considered for FY 05. Bad weather hit the airshow this year and is impacting airport finances since less flying is occurring.

Brandywine - Dave Nelson reiterated that bad weather is hurting fuel sales. McFarland/Johnson developed the Master Plan and ALP which calls for a runway widening and taxiway extension. Application are in to PennDOT. Their Aviation Day is June 29.

Cecil County - Bob Powell described development and the Master Plan prepared by McFarland Johnson. A second community hangar is complete, and 10 T-hangars will be installed this summer. The PAPI's will be operational in July. Ramp and taxiway access is complete and land acquisition of 46 acres is ongoing. Bob described the security guidance being developed by the Maryland Department of Transportation and Airport Owners Association. This is being done to anticipate TSA requirements when they are released, and strategies are generally not capital intensive. He noted that in the Washington-Baltimore ADIZ air traffic control security modifications are killing several airports. Mr. Moog has heard of proposed security changes to PHL airspace which may negatively impact GA operations.

Sterling Heliport - Matt Kundrott, the heliport consultant from Delta, said they have issued a sponsor letter for Penns Landing Corp. to sign and forward to PennDOT. Jim Fels, of FAA, reported by phone that Flight Standards is reviewing the impact of an extended ramp space/operating area at Sterling. Matt feels the heliport improvement program may proceed with support from PHL and Charlie Isdell, DVRPC and Penns Landing sponsorship.

Total RF Heliport in Bristol, Bucks County, could provide some relief for Sterling and its airspace and operations are also being reviewed by Flight Standards branch of FAA. To date, no public use heliport has been funded by FAA in the Eastern Region. The Wall St. Heliport in New York is operated and developed by the Port Authority of New York/New Jersey.

4) Continuing Planning Activities

- a) Presentation by Tom Thatcher, Director of New Jersey Department of Transportation, Division of Aeronautics. Mr. Thatcher, who was an airline pilot before working with Arlene Feldman at NJDOT and in other DOT policy areas, described major deficiencies in the system including threatened public use privately owned airports, and shortage of hangars and tie down spots. The state is using Transportation Trust Fund money to buy privately owned airports outright or buy development rights and let owners continue to operate the airports. Trinca, Greenwood Lake, Central Jersey, and Lincoln Park have been purchased or development rights purchased using state funds. Future possible candidates include South Jersey, Blairstown, Camden County, Solberg, Allaire, and Sky Manor. In this way the airports defined as critical to the state system can be guaranteed to continue to operate. Several questions were raised. Tom said when development rights are purchased a restriction will be attached to the deed like the farmland preservation program. Funds needed, approximately \$200 million over 10 years, will come from the state aviation safety fund, the FAA block grant and the Transportation Trust Fund. Green Acres funds can also be used to control airport open space. Regarding South Jersey Regional, Barb Snyder asked who operates the airport after a public acquisition. This job must be bid. Dan

Rusk asked if the state or local government would control development at South Jersey after acquisition. This is the major question to be resolved by the NJDOT, given the home rule tradition of New Jersey.

- B. DVRPC Regional Statement to Federal Legislators Regarding AIP Reauthorization. Mr. Moog distributed the regional reauthorization policy statement developed by the RAC, reviewed and modified by NJDOT and PennDOT and adopted by the DVRPC Board at its May 2003 meeting. He noted that both the Senate and House now have approved versions of the reauthorization bill. The DVRPC Policy Statement was transmitted to legislators for their deliberations via conference committee.
- C. DVRPC General Aviation Airport Security Study - Roger Moog summarized the status of the subcontract for this study including 21 ga / reliever airport in the DVRPC region and Capital Cities and Harrisburg International in the Susquehanna Valley. RFQ's were due June 20, 2003. Fifteen submittals were received. DVRPC, PennDOT and NJDOT will review, rate, and select a short list from which one consultant will be selected. The study will start in early September and be completed by March 1, 2004.

Mr. Moog introduced James Bannon of STV Corp. and Tom Nevling of Enhanced Electronic Systems, LLC, who have developed a ten level threat assessment and response process for airports, ranging from heightened awareness procedures to advanced electrical monitoring of facilities and operations. They would like to apply their process and equipment at a PA general aviation airport as a prototype trial.

- D. DVRPC CASP XXI Work Program - Mr. Moog described negotiations with FAA and PennDOT regarding DVRPC's CASP XXI work program which will consist of two special studies in the PA portion of the region. The first study will analyze municipalities which have or have not adopted airport zoning, identify causes and propose strategies to increase conformity. The second study will review suburban airports for capacity, demand and improvement potential to provide basing for corporate jets. Capital improvements will be proposed of selected airports.

5) Capital Programming Status

- A. PennDOT Funding Programs - Tom Tomczyk reports that the FY 03 Block grant has been received from FAA and grants are going to airports both from the airport development program (\$17 million) and the block grant \$6 million. The Rendell administration favors projects with identifiable economic development impact, such as the Keystone Heliport project. PNE will receive \$1.1 million for snow equipment and building constructions. Tom also added

that Rick Harner of PennDOT has been selected to replace Bill Shaefer as Acting Aviation Bureau Director.

- B. New Jersey Funding Program - Tom Thatcher said that this year the Division would distribute \$7 million from the Transportation Trust Fund as well as \$7 million in block grants and any additional discretionary. Aviation funding will not suffer major cutbacks like other programs in NJ due to budget shortfalls.

6. Old Business

- A. PA Aviation Regulation Changes Everitt Dupont said his Small Airports Committee of the Pennsylvania Aviation Council is working with PennDOT to review and revise regulations and funding programs to support small airports and their operators.
- B. Operations Counting Activities Reiner Pelzer said draft counts are complete for the New Jersey program, phase 1, north New Jersey. Any airport which needs these numbers should contact Tom Thatcher or Wendy Smith. Reiner also said the DVRPC regional counting program cycle is now complete and a report will be out by next Regional Aviation Committee Meeting.

7. New Business

- A. Next meeting of the DVRPC Regional Aviation Committee will be Thursday, September 11, 2003 at DVRPC offices at 10:00 a.m.
- B. Public Comment

No public input was provided.