

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

Minutes of the September 11, 2003 Meeting of the Regional Aviation Committee

Attendee	Affiliation
Martine Belanger	Philadelphia City Planning Commission
David Benner	Urban Engineers, Inc.
Rob Betz	PennDOT Bureau of Aviation
Teresa Castronuovo	Urban Engineers, Inc.
Rick Childs	L. Robert Kimball
Michael S. D'Aries	Penn Airways, Inc.
Rich Delello	BRRAM
Everitt B. DuPont	New Garden Airport
Jim Fels	FAA - ADO - Harrisburg
San F. Garza	CTI Consulting
Gene Helner	Fox & Roach, Realtors
Richard Horstmann	Edwards & Kelcey
Charlie Hostetter	McFarland-Johnson, Inc.
John C. Kaiser	NJDOT, Aeronautics
Jan Kopple	DPKI&A Architects
Paul Krupp	BRRAM
Lori Lehnerd	FAA
Kelly LeMunyon	Sterling Helicopter
Shirley Loveless	Center for Sustainable Communities
James MacKenzie	DMJM Aviation
David R. Miller	Parsons Brinckerhoff Quade & Douglas
Roger Moog	Delaware Valley Regional Planning Commission
Steve Najarian	Aero Club of Pennsylvania
David Nelson	Brandywine Airport
Chad Nixon	McFarland-Johnson, Inc.
Reiner Pelzer	Delaware Valley Regional Planning Commission
Fred Pourkay	Philadelphia International Airport
Robert D. Powell	Cecil County Airport
Ronald Price	QED
Kathy Reynolds	Chester County Planning Commission
Dan Rusk	Reinhart & Rusk
Harry Scarlett	Bucks County Airport Authority
Richard J. Sheward	The Sherward Partnership
John Starr	CTI Consulting
Fran Strouse	L. Robert Kimball

Tom Tomczyk
Harry Van Den Heuvel
Paul Wolownik
Thabet Zakaria

PennDOT Bureau Of Aviation
Delaware Office of Aeronautics
Joseph Sheairs Associates, Inc.
Delaware Valley Regional Planning Commission

- 1) Introduction and Welcome - Fred Pourkay of PHL chaired the meeting for Justin Edwards. Fred introduced himself and asked attendees to do the same. Roger Moog noted, sadly, the deaths of John Luce, AOPA rep for New Jersey and Pennsylvania, and Rayvon Burluson, past Delaware Aviation Director and RAC Chair.
- 2) Minutes of the June 19, 2003 Regional Aviation Committee (RAC) Meeting - Minutes were accepted as mailed to RAC members.
- 3) Status of Regional Aviation Systems Plan (RASP) Projects Implication

Philadelphia International and PNE - Fred Pourkay said ongoing projects include airside apron work in the spring of 2004, terminal E hammerhead, security fencing and improved maintenance facilities. At PNE, corporate hangars are going up, as well as an expanded car parking lot. Two new taxiways are being designed.

Doylestown and Quakertown - Harry Scarlett reported the acquisition of Vansant Airport by the County and its operation by Bucks County Airport Authority. At Doylestown activities include, building a storm water basin, crack sealing and additional land acquisition. At Quakertown, 20 new T-hangars have been built and PENNDOT is supporting, financially, the runway/taxiway extensions.

Trenton Mercer - Runway safety areas are under review. The EA for the new terminal and other land side improvements is still not completed or accepted by FAA.

New Castle County - Harry Van Den Huevel said runway 14/32 has been resurfaced, and 1/19 will also be done. Rocco Tomanelli has resigned as DRBA Aviation Director as of 9/1 and Frank Sheehan, long time New Castle Airport Manager has also resigned. Searches for replacements have been initiated.

South Jersey Regional - John Kaiser said negotiations continue regarding public acquisition from private owners.

Pottstown Limerick - Mike D'Aries, Airport Manager, said Exelon, the airport owner, wants to find a buyer to take over the airport. Tom Tomczyk of PENNDOT said the EA must be completed first. For future economic viability, the proposed runway extension should be part of the future of the airport.

Summit - Ron Price of QED, the consultant said the master plan was near

completion and public input had been received. The plan proposes a runway extension from 4, 487 ft to 5,320 ft to classification BII. A taxiway/runway separation to accommodate classification C is also being considered.

Flying W - Ramp work is progressing despite weather delays.

Wings - Fran Strouse reported completion of obstruction study and environmental mitigation for neighbors. The land development plan including new hangars, was rejected by the township and is being appealed to the county. This plan, if implemented, would reduce noise impacts to neighbors. Mike D'Aries noted the need to be sensitive to neighbors, if any development is hoped for at suburban airports.

New Garden - Everitt Dupont noted completion of the phase 1 master plan and that the airport public acquisition is moving forward with inclusion of the pre-app into the PENNDOT Block grant process.

Brandywine - Dave Nelson said four new corporate hangars have been built and 120 aircraft are now based there. Harrisburg Jet Center is locating a facility at Brandywine which will work predominantly on piston aircraft. Outcome of the recently completed master plan will help the airport meeting design and safety criteria.

Cecil County - Bob Powell said new T, maintenance, and community hangars are being built and PAPI-VASI has been installed on runway 13. Runway 31 already has those visual aids. The master plan development has started and discussion includes visual obstructions and land acquisition. Maryland DOT is funding taxiway overlay, fuel area improvements and storm water runoff projects.

Spitfire - This airport in Salem County is interested in having their development rights purchased according to NJDOT.

Penns Landing/Sterling Heliport - Questions about public sponsorship and ACIP eligibility continue. Some applications have been filed with PennDOT. Issues of regional priority for expensive heliport expansion, versus fixed wing investments, exist for PENNDOT. Noise and other community impacts must also be analyzed. Four development plans for public space at Penns Landing may be putting the heliport on the back burner.

4) Continuing Planning Activities

General Aviation Airport Security Study - Roger Moog described this study, at 22 regional GA airports and Capital City in the Harrisburg area, funded with FAA planning funds. A consultant R.F.Q. was circulated and 15 proposals were submitted. The three finalist firms, CTI, McCormick-Taylor, and Kimball will be

interviewed by DVRPC/PENNDOT/NJDOT to select the firm to do the study. Assessing security risk at regional GA airports and proposing procedural and capital approaches to reducing risk is the objective. Bob Powell suggested checking with Bruce Mundie of Maryland DOT about their analysis.

DVRPC Role in PENNDOT Airport Funding Decisions - Roger Moog said PENNDOT has asked DVRPC aviation staff to define a hypothetical percentage allocation of aviation development funds, managed by PENNDOT, to be used by the DVRPC Board to determine priority airport capital projects for funding each year. Staff suggested several criteria to establish the regional funding criteria. RAC suggested other criteria. Staff will complete this analysis and transmit conclusions to PENNDOT in October. Hopefully, this exercise will encourage more regional political involvement in the state funding selection process.

Summary of 2002-2003 DVRPC Operations Counting Program - Reiner Pelzer summarized conclusions. GA traffic is down about 10% regionally due to weather, the economy, and security concerns and restrictions at certain airports. Some airports have increased operations like Summit due to police activity, while SJR and Wings remain stable. The next cycle of counts, to start in January 2004 will include Vansant, Doylestown, Pennridge, Trenton Robbinsville, Spitfire and Flying W. Airports should contact DVRPC if they disagree with data estimates. Mr. Pelzer also discussed the NJ counting program for airports outside the DVRPC region. Twelve airports are counted each cycle, twenty four altogether. Fran Strouse suggested DVRPC revisit the way it presents the data since year to year changes may not reflect long range traffic trends. Tom Tomczyk asked if the Larson Davis counters can detect jets versus prop planes, which can't be done with existing equipment. Mr. Strouse suggested jet traffic can be monitored via flight plans maintained by the FAA FSS.

NJ and Pennsylvania System Planning Activities

New Jersey - John Kaiser noted that the SASP is on hold and will probably be released in 2004. New airport directories have been produced and were distributed. He noted the Division of Aeronautics office has been relocated to the Scotch Road Building nearby NJDOT headquarters.

Pennsylvania - Tom Tomczyk said the PA SASP is complete, but follow up studies including airport zoning and environmental inventory are underway. Everitt Dupont asked if the SASP was or would be adopted.

5) Capital Programming

FAA Harrisburg ADO - Jim Fels reported that his office released 49 grants during FFY 03 and they have closed out all FY 99 or earlier grants. Regarding the new AIP reauthorization, "Flight 100," both House and Senate versions passed and are also out of conference committee. Both versions call for \$3.4 - \$4.0 billion per year AIP with 3 or 4 years of length. They call for separate funds for security modifications to terminals and stricter noise impact requirements. Fran Strouse added that at airports, if aeronautical needs are met, hangars are eligible for federal support under the new bill. Revenue diversion, audit and payback criteria are also included. Presently the Reauthorization is being held up by the debate over privatizing ATC towers. Coordination of airport planning with MPO and surface planning was attempted in the legislation.

New Jersey Funding - John Kaiser noted that the NJDOT did not request from FAA the renewal of their block grant program. It will revert to FAA New Jersey ADO, for FY 04.

PA Funding - PENNDOT has developed its 4 year program to be presented to the Transportation Commission this year. \$17 million is available from the Airport Development Fund, \$5 million of which will be used for match of Federal grants and \$12 million for state/locally funded projects. In state FY 02, PENNDOT administered \$15 million in block grant and entitlement funds, \$9 million of state airport development fund, and \$5 million from the capital budget. The Block grant portion will go down to \$11 million in state 03. Security expenses have consumed the discretionary allocation.

6) Old Business

PA Aviation Council Small Airports Committee - Everitt Dupont, the chair, reported on activities. They have found that only one half of all states license airports. In Pennsylvania, he claims 82% of airports are not in compliance with state licensing criteria. The committee works with the Bureau to change regulations and eliminate negative features for small airports while not compromising safety. Guidelines are forthcoming.

7) New Business

Northeast Air Service - Mr. Moog described this study in which DVRPC will participate with NYSDOT and the Port Authority of NY/NJ to determine the potential diversion by passenger demand from the over capacity NY airports of EWR, JFK, and LGA, to smaller commercial airports, to the north and south, which are underutilized.

PA Aviation Council/PENNDOT Annual Aviation Conference - The state conference this year will be held in Johnstown, October 22-24, 2003 at the Holiday Inn

Downtown, according to Tom Tomczyk.

PA State Transportation Commission Hearings - The hearing for the state 12 year improvement program will be held Friday, 9/26/03 at the Adams Mark Hotel, City Avenue. Any airport advocates wishing to testify regarding funding magnitudes and priorities in the region should contact Roger Moog.

Public Comment - None

Next Regional Aviation Committee Meeting date - The next DVRPC Regional Aviation Committee meeting will be Thursday, December 18, 2003 at DVRPC offices at 10:00 a.m.