

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

Minutes of the December 18, 2003 Meeting of the Regional Aviation Committee

Attendee	Affiliation
Bill Adams	G5 Technologies
Karen Candiani	NJDOT Aeronautics
Teresa Castronuovo	Urban Engineers, Inc.
Rick Childs	L. Robert Kimball
Ling Chou	G5 Technologies
Everitt B. DuPont	New Garden Airport
Fred Fellmeth	McFarland-Johnson
Dawn Fithian	Penn's Landing Heliport
Richard Horstmann	Edwards & Kelcey
Robert Ihlein	Pottstown Municipal Airport
Matt Johnson	DPK&A Architect, LLP
Jan Kopple	DPK&A Architects
Paul Krupp	BRRAM
William Leavens	AOPA
Bob McCracken	Urban Engineers, Inc.
David R. Miller	Parsons Brinckerhoff Quade & Douglas
Roger Moog	Delaware Valley Regional Planning Commission
Steve Najarian	Aero Club of Pennsylvania
Chad Nixon	McFarland-Johnson, Inc.
Reiner Pelzer	Delaware Valley Regional Planning Commission
Fred Pourkay	Philadelphia International Airport
Robert D. Powell	Cecil County Airport
Dan Rusk	Reinhart & Rusk
Harry Scarlett	Bucks County Airport Authority
Fran Strouse	L. Robert Kimball
Tim Thatcher	NJDOT Aeronautics
Mark Tiger	DMJM Aviation, Inc.
Tom Tomczyk	PennDOT Bureau Of Aviation
Harry Van Den Heuvel	Delaware Office of Aeronautics
Ray Wallace	G5 Technologies
Jeffrey Wood	McFarland Johnson
Thabet Zakaria	Delaware Valley Regional Planning Commission

- 1) Introduction and Welcome - Fred Pourkay of PHL chaired the meeting for Justin Edwards. Mr. Pourkay asked attendees to introduce themselves and their affiliation.
- 2) Minutes of the September 11, 2003 Regional Aviation Committee (RAC) Meeting - Several corrections were noted. 1) On page 2, under New Castle County, Harry Van Der Heuvel said Frank Sheehan, Airport Manager retired, not resigned. 2) Under Pottstown Limerick, page 2, Tom Tomczyk said the EA is needed for a runway extension to be undertaken, not for the airport to be purchased. 3) Everitt Dupont said that on page 5, PA Aviation Council Small Airports Committee, 82% of airports documented in the SASP are not in compliance with licensing criteria.
- 3) Status of Regional Aviation Systems Plan (RASP) Projects Implementation

Airports

Philadelphia International and PNE - Fred described Terminal E expansion for Southwest Airlines. Operations apron renovation and security fence improvements have been done. Airport land values are being negotiated in Tinicum Township.

Philadelphia Northeast - Taxiway E. Has been extended and a vehicle storage building revamped.

Doylestown - Harry Scarlett described the storm water management construction and plans/financial arrangements for Phase II of improvements including the closing of Stoney Lane.

Quakertown - Twenty new T-hangars are being built, as well as more paved tie downs.

Vansant - The Bucks County Airport Authority is negotiating with the County to license the airport as publicly owned.

Camden Municipal - Tom Thatcher of NJ Division of Aeronautics, said the airport is in negotiations with DEP, Green Acres Program, to acquire the airport to preserve open space.

Pottstown Municipal - Robert Ihlein of the Borough said the airport is looking for an FBO. Next year they will do safety projects funded by PENNDOT including easements and obstructions removal. The state DEP has denied approval for the nearby Waste Management Corp. land fill to expand vertically. This will preserve part 77 surfaces of the airport.

Wings - Fran Strouse said the airport terminal was dedicated to Robert Driscoll, the

airport president who died recently. They continue to pursue the Township approval for the apron expansion which was denied. Fran suggested that future DVRPC RAC meetings be held at RASP airports, and volunteered Wings as a host. Mr. Moog will look into scheduling some off-site meetings.

New Garden - Mr. Dupont said the consultant is completing the Phase II Master Plan.

Cecil Co. - Robert Powell reported that the Master Plan/Technical Advisory Committee organized by McFarland/Johnson is active. Obstruction renewals have been approved by the Township. Runway 13 approach has been okayed by FAA, after coordination with PHL approach. The Maryland Airport Managers Association is concerned about the adverse effects of the Baltimore-Washington ADIZ on GA and reliever airports. Either normal operation is allowed, or owners should get compensation or a buy-out. Richard Horstman asked if Cecil County had taken any action on a new site for a county owned airport. Bob said no.

Summit - Harry Van Den Heuvel, of DelDOT, noted the memorial service for Rayvon Burleson and the renaming of the airspace intersection from "EPKAW" to BRLSN" in Ray's honor. At Summit, a new corporate hangar was built. They recently received a Boeing contract to work on the Shanouk helicopter. Also Henderson Field in Delaware has closed. No replacement has yet been chosen for Rocco Tomanelli at the DRBA. He was aviation facilities Director.

Heliports

Sterling-Penns Landing - Dawn Fithian described fuel system improvements and mentioned the work toward getting public funds for a Feasibility/EA study of heliport improvements. Roger Moog is coordinating with FAA, Penns Landing Corp., PENNDOT and the Corp of Engineers.

Total RE - Chad Nixon of McFarland Johnson described master plan activities at the Bensalem heliport. They feel the facility could relieve some of the operations and storage capacity shortages at Sterling, if demand was coordinated.

Keystone Heliport - Reiner Pelzer reported that the Keystone Helicopter is acquiring 27 acres next to Chester Co. Airport and will start construction on the operating facility in June 2004. They have retained Delta Airport Consultants to assist in the effort.

4) Continuing Planning Activities

DVRPC - GA Airports Security Study - Roger Moog described the consultant selection process resulting in CTI of Bethesda, Maryland, being chosen to do the study at 23 GA airports. Four airports, Wings, Quakertown, Flying W, and Summit

have had initial surveys to establish study parameters. The report will be completed in early spring 2004, and provide input to TSA decisions.

New Airport Security Technologies - Ray Wallace of G-5 Technologies presented a summary of his firm's work at Helena Regional Airport and other applications. They are looking for a local airport partner to test various equipment and procedural applications. Mr. Wallace described the use of wireless detectors, biometric i.d.s., communications networks and intelligent software to secure general aviation facilities and respond to a wide range of complicated threat scenarios.

A.O.P.A. Update - Bill Leavens, the new AOPA regional rep, replacing John Luce, introduced himself. He has been affiliated with aviation for years as director and president of MAAC, the Mid Atlantic Aviation Coalition focused on New Jersey. He related AOPA's feeling that the new AIP bill is good legislation and that the Gov. McGreevey decision not to increase the gas tax will be bad for New Jersey airports. Also he noted that the politics involved with trying to improve airports in NJ is preventing development at selected sites. He also mentioned changes in VFR radio frequencies in McGuire AFB airspace for general aviation operations.

Southwest Airlines Impact on PHL

With the Southwest announcement of initiating service at PHL, regional aviation professionals raised questions about local and regional impact. Fran Strouse said the impact on HAI will be bad since traffic will be more concentrated at the hub PHL. This move may be an attempt by Southwest to head off Jet Blue inroads in the region. Paul Krupp of BRRAM said his group is relieved. Southwest did not choose Trenton Mercer. Roadway traffic and parking at PHL will be under pressure, but management at PHL feels the airport, parking and roadway systems will be adequate. Several participants understood the need for capitalistic business to expand and act in a predatory and self regulating way. Where smaller airports lose service if US Airways contracts, other providers will fill in.

5. Capital Programming

FAA Report - Jim Fels phoned in the following; the four year reauthorization bill for \$60 billion has been signed providing about \$3.5 billion per year average for AIP. ATC jobs will be protected from private towers, and about \$450 million will be used to promote air service to small and isolated markets. Hangars and storage facilities will be eligible in some cases. Jim noted although the authorization passed, no appropriations bill has been signed, so FAA can't spend new funds in FFY 2004 yet.

Regional Capital Programming - Roger Moog noted, as part of DVRPC continuing aviation system planning work, it will produce a prototype PA regional ACIP to be considered by PENNDOT for incorporation into their FY 2004 program. This ACIP

project recommendation list will be fiscally constrained and also consider the airports planning preparation and matching ability. In future years, this effort will hopefully bring regional funding discretion and priorities into the PENNDOT funding process. Tom Tomczyk said DVRPC should use the Region 1 PENNDOT Aviation Specialist to prepare the Regional ACIP. The draft document will be prepared in coordination with regional airports and presented at the March 18, 2004 RAC meeting.

PENNDOT Capital Programming - Tom Tomczyk reminded airports that their 12 capital plans are due December 30th. These apply to 2004 state funds and 2005 federal funds. He also said planning costs are reimbursable and obstruction removal, if it effects minimums, are eligible.

New Jersey Capital Programming - Tom Thacher said the 2004 budget and aviation program are fully funded, but with no increase in gas tax, 2005 expenditures for all modes are in question. He added that Gov. McGreevy is acting to preserve and rehabilitate core airports, through executive order 78, and there is a \$34 million per year commitment to airports by the state of New Jersey. Dan Rusk, commented that if the state is so supportive of airports, why has it not supported his effort to build hangars at South Jersey Regional Airport. Mr. Thacher responded that the local municipality must first approve the land use plan, then the Aeronautics Division will endorse the proposal.

6. Old Business

Small Airports Committee of the PA Aviation Council - Everitt Dupont, Committee Chair, said they are working with PENNDOT to develop an agreement on major policy issues regarding airport licensing including; grandfathering, waivers, and ownership transfer.

DVRPC Operations Counting Program - Reiner distributed the final regional counting report for 2002-2003. Next year's counts will start spring 2004 and include Doylestown, VanSant, Quakertown, Penridge, Spitfire, and Trenton-Robbinsville.

FAA Eastern Regional Air Service Study - DVRPC will administer this study for the southern portion of the study area. A meeting will be held January 9, 2004 with LVI, ACI, and TTN to introduce the work. NJDOT will fund 2/3 of the 10% local share while PA will pick up 1/3.

7. New Business

Formation of the NJ General Aviation Review Commission.

Tom Thacher noted that through Executive order 78, Gov. McGreevy had formed the GA Review Commission to provide executive level guidance in preservation and development of the GA system. All appointed members will be NJ residents.

FAA Northeast Corridor Airspace Redesign - Mo Keane and Steve Kelley of FAA, AEA, will attend the March 18, 2004 RAC meeting here at DVRPC, to present the status of regional airspace redesign to increase capacity and minimize noise impacts and delay. Some improvements, like the LA Guardia/Newark flip-flop and the dual modena departure fixes have already been installed and will be described.

FAA/Penn State 27th Airport Conference - This annual event will be held March 2-4, 2004 at the Hershey Conference Center and Lodge.

Next RAC Meeting - is scheduled for Thursday, March 18, 2004 at 10:00 a.m. at DVRPC offices.

No public comment was given.