

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

Minutes of the September 29, 2006 Meeting

of the

Regional Aviation Committee

Attendee

Affiliation

Alan A'hara	DMJM
Patricia Alfaro	Penn State University
Leonard Antico	McFarland-Johnson
Rick Childs	L. Robert Kimball & Associates
Calvin Davenger	Philadelphia International Airport
Everitt B. DuPont	New Garden Aviation
Matthew Edmond	Montgomery County Planning Commission
Justin Edwards	Trenton Mercer Airport
Elaine Farashian	Aero Club of PA
Arlene Feldman	NJ Aviation Association
Jim Fels	FAA Harrisburg Airports District Office
Charnelle Hicks	CH Planning
Gary L. Hudson	Chester County Area Airport Authority
David Jones	Delta Airport Consultants
Joe Kellicutt	McFarland-Johnson
Michael Kirkpatrick	Delaware Department of Transportation
David R. Knapton	Philadelphia City Planning Commission
Todd Kropilak	NJDOT
Paul Krupp	BRRAM
Frank Kulka	Urban Engineers
Bill Leavens	AOPA
Jim MacKenzie	DMJM Aviation
Michael McCartney	Philadelphia International Airport
Roger Moog	DVRPC
David Nelson	Brandywine Airport
Reiner Pelzer	DVRPC
John Rinehart	Buckardt-Horn, Inc.
Dan Rusk	Reinhart & Rusk, Inc.
Fran Strouse	L. Robert Kimbell & Associates
Kaz Tabrizi	Advanced Infrastructure Design
Mark Tiger	Michael Baker Jr., Inc.
Tom Tomczyk	PennDOT BOA
John Ward	DVRPC
Thabet Zakaria	DVRPC

1. **Introductions** - Justin Edwards, RAC Chair introduced himself and asked attendees to do the same. He noted a communication from Tom Thatcher, previous Director of NJ Division of Aeronautics, citing the imminent closure of Bader Field and Twin Pines airport and the threat of usage of eminent domain to close or downsize Solberg. Mr. Edwards also welcomed Tom Kropilak from NJDOT attending for Max Patel.
2. **Minutes** - Joe Kellicutt of McFarland Johnson corrected the minutes regarding Pottstown Limerick to read “that the runway weight limit is being raised to 13,500 lbs from 12,500 lbs,” not lifted altogether.

3. **Special Presentations**

PHL Capacity Enhancement - Allan A’Hara, Vice President at DMJM discussed this ongoing effort. PHL, with the initiation of service by Southwest Airlines, is the 4th most delayed US airport. Master planning analysis to create more capacity, resulted in two scenarios, a diagonal runway scenario and expanded perpendicular runway layout. The diagonal approach was dropped due to safety issues. The perpendicular scenarios have been expanded and are being studied. 17/35 runway is being extended as an intermediate strategy. The Capacity Enhancement Study will be included in 2007. He noted there is some confusion in the public regarding noise impacts and related hearings regarding 17/35 extension, airport CEP planning, and the northeast corridor airspace redesign which all affect the PHL market area and will increase noise locally. Alan said the airport management at PHL concedes that sharing traffic with adjoining commercial airports like Atlantic City, Trenton, Wilmington and Lehigh Valley, will help reduce delay. Dr. Zakaria added that the highway simulation, for the FAA EIS examining the capacity improvements proposed at PHL, has been completed by DVRPC and accepted by FAA.

NJ Aviation Association - Arlene Feldman, President of NJAA, and previous FAA EIS, Regional Administrator introduced her organization. She succeeds Jack Olcott as President. The organization, supported by corporate aviation and private pilots in NJ, is concerned with airport closures. She is meeting with state officials, legislators and aviation interests in Washington, D.C. to protect airports. The Solberg example was raised by Arlene as a possible threat from eminent domain used by Readington Township. Her group has proposed legislation to prevent airports condemnations when development rights have been purchased by New Jersey. Rick Childs asked about the Division of Aeronautics directors position, which has yet to be filled. Call Arlene at 856-234-2552 with any questions or input to the NJAA effort.

Chester County Airport Expansion - Gary Hudson, Airport Manager, and Dave Jones, their consultant from Delta, presented the airport development summary. Chester County is very busy with corporate jet activity and is the only jet length

runway in the western suburbs of the region. Thirty one jets are based there. The airport needs major improvements to keep and attract corporate activity to the suburbs. These projects include, better runway/taxiway separation, ramp and object free zoning expansion, moving hangars and tie downs away from part 77 surfaces and other projects. They have a 5,400' runway which is okay for Lear Jets and Falcons, but they anticipate needing 6,100' for Gulf Streams. Gary and Dave summarized the accelerated phases of airport development they recommend to satisfy regional jet demand in the area. Keystone Heliplex adjoins the airport on the west side, but as yet, has no through-the-fence access to the runways at Chester County. Total cost of expansion at the airport is estimated at \$33 million. Dave Nelson of Brandywine asked about the time frame which may be six to ten years.

FAA Capital Funding Summary - Jim Fels of FAA Harrisburg ADO colorfully broke down the federal funding situation coming out of Washington. The FY 07 Appropriations Bill, the last year of the Vision 100 authorization, is not resolved. The House and Senate are recommending \$3.7 and \$3.52 billion respectively, and the Administration is saying \$2.75 billion. An appropriations bill is not expected through January 07, even though it is only one tenth of the highway appropriations level.

Regarding the FY08 AIP reauthorization, the FAA is dealing with lower trust fund revenues due to the increase in low cost carriers, significant needed expenditures for upgrading the ATC system, the debate over the need to raise charges to general aviation users of the system. Alternatives being considered include raising ticket taxes, using the general fund of the U.S. Treasury to support portions of the aviation system, lowering the federal share of projects from 90% or increasing PFC limits.

Mr. Fels also indicated that at the 12/14/06 DVRPC RAC meeting, he would report on the AIP application process and time lines. Copies of these dates are attached to these minutes for sponsor use.

4. Status of RASP Facilities Development

Chester County - Gary Hudson said they have received a \$2.8 million grant for the south apron construction.

Brandywine - Dave Nelson reported that the AWOS has been commissioned, and the runway rehab will start in October. The AWOS # is 610-692-6190. The Township is enforcing its local airport zoning ordinance regarding tree heights and Part 77, thankfully.

New Garden - Mr. Dupont said the transfer of ownership from his family to the Township is taking place, thanks to federal and state funding. Hopefully, a grant will follow for the full parallel taxiway construction.

Pottstown Municipal - Dave Jones said obstructions on both runways ends have been cleared. Crack seating is ongoing and the runway has been renumbered 8/26.

Wings - Fran Strouse of Kimball Consultants said the itinerant apron project has been approved. Hangars need to be reconstructed and moved, and the state and FAA are negotiating with the airport regarding snow equipment building cost estimates. A vision statement for the airport is being developed with PennDOT. He also noted that Gettysburg airport has been acquired by the SARAA, operator of Harrisburg International Airport.

Flying W - The Township will not support the 300 feet runway extension.

Trenton Mercer - Mr. Edwards reports that Boston/Pan Am has started new service to Baltimore/BWI. ComAir will start service to Logan four times a day and one trip per day to Atlanta on December 18, 2006, using Canadair RJs.

Pennridge - Dan Rusk said his company is erecting 10 T-hangars and four jet hangars at the airport where four jets, one Caravan and 3 Eclipse VLJs will be based. He noted that his companies law suit with SJR over a lease for hangar development goes to trial November 13.

5. Continuing Planning Activities

SJ Regional Future Role Analysis - Mr. Moog discussed this recently completed analysis using NJDOT funding. South Jersey Regional has significant potential as a corporate airport serving small jets. In the South Jersey portion of the DVRPC region, jet facilities are non-existent, unlike North Jersey, and significant business development could be stimulated if SJR was to extend its runway to 5,000', as originally planned in its Master Plan/ALP.

Willow Grove NAS BRAC Action The Navy has not yet identified property to be surplused at the Base. The lawsuit to keep aircraft for use of the PA ANG, necessitating keeping the runway, is still in court. The Local Reuse Authority (LRA) has cancelled monthly meetings in July, August, and September, and has not yet responded to the 6/5/06 DVRPC request for regional representation on reuse study subcommittees.

6. Capital Programming

- DVRPC ACIP Preparation - Reiner Pelzer reported that meetings between PA sponsors in the region and FAA/PennDOT/DVRPC have been scheduled for October 2, 3, and 4th at Brandywine Airport. The regional priority, fiscally constrained ACIP will be prepared for the December 14 RAC meeting review and transmittal to the DVRPC Board and PennDOT/FAA in January through February 2007.

- PennDOT Capital Programming - Tom Tomczyk said project costs are inflating 5% per year resulting in cuts in the number of fundable projects, since the state funding level has not gone up. Fortunately, most of the FAA discretionary projects have been funded, and the Feds provide \$18 million to PennDOT via the block grant and NPE programs per year. Tom referred sponsors to the online publication #405.
- New Jersey Capital programming - Applications for FY 07-08 funding are now in and under review by the Division.

7. Old Business

- RASP 2030 Revisions - Mr Moog distributed the revised RASP document. Revisions focused on corporate and VLJ growth in the fleet and facility needs modifications, capital grant process roles of DVRPC vs state, eligible airports and ground access issues.
- NPRM on Airspace Revisions Around Airports - The 9/11/06 comment period has passed preventing a regional response. Airports are generally supportive of revisions that protect operations from electromagnetic interference and more stringent control of ground obstructions necessary to implement new instrument approaches.
- PA Aviation Regs. Changes - Mr. Dupont said reg. changes have been negotiated with PennDOT legal and his committee. They will go to the IRRC in 2007 for public review before adoption.
- Northeast Corridor Air Service Study - The consultant, PB Aviation, has provided a draft report to DVRPC, Port authority of NY and NJ and NYSDOT. Forecast levels of traffic at non-PA airports is still too low and under negotiation. Airports where traffic forecasts need to be increased are LVI, ACY, TTN, Stewart, West Chester and Islip.

8. New Business

- DVRPC Operators Counting - Draft counts for the 2005-06 year will be presented at the December 14, 2006 meeting.
- Next meeting of the DVRPC RAC will be Thursday, December 14, 2006, 10:00 a.m. at the DVRPC office.
- Public comment - none.