

DELAWARE VALLEY REGIONAL PLANNING COMMISSION
Minutes of the September 18, 2008 Meeting
of the
Regional Aviation Committee

<u>Attendee</u>	<u>Affiliation</u>
Robin Cruz	USAF - McGuire RAPCON
Elaine Farashian	Aero Club of PA
Greg Fredrickson	URS Corporation
Bobbie Geier	Delaware Department of Transportation
Yassmin Gramian	HNTB Corp.
Barbara and Frank Hicinbothem	Kenmarson Aero Center
Richard Horstmann	Urban Engineers
Gary L. Hudson	Chester County Area Airport Authority
Dave Jones	Delta Airport Consultants
Ted Kleiner	STV, Inc.
Frank Kulka	Urban Engineers, Inc.
Andrew Levecchia	Camden County Improvement Authority
Ryan Long	Parsons Brinkerhoff Corporation
Jim MacKenzie	DMJM Aviation
George Mattar	Bucks County Courier Times
Michael McCartney	Philadelphia International Airport
David Metzler	DVRPC
Roger Moog	DVRPC
Mark Morrison	USAF - McGuire RAPCON
Ashwin Patel	NJDOT/Aeronautics
Reiner Pelzer	DVRPC
Eric Roehrkasse	USAF - McGuire Airfield Ops
Wesley Ratko	Montgomery County Planning Commission
Dan Rusk	Reinhart & Rusk, Inc.
Fran Strouse	L. Robert Kimball & Associates
Kaz Tabrizi	Advanced Infrastructure Design, Inc.
Rob Turnbo	USAF - Airspace Manager, GcGuire AFB

Tom Walker

DVRPC

John Ward

DVRPC

Randal Wiedemann

R.A. Wiedemann & Associates, Inc.

Stephen D. Williams

Delaware River & Bay Authority

1. **Introductions** - Mike McCartney of PHL introduced himself and asked attendees to identify themselves and their affiliations.
2. **Minutes of the June 19, 2008 RAC Meeting** - Approved as mailed.
3. **Status of Regional System Airports Implementation**

Chester County Airport

Gary Hudson noted revisions to their helicopter approach and departure procedures. The runway extension feasibility study is continuing and the airport held an open house to explain the project to neighbors.

Philadelphia International

Mike McCartney said the airport now has 32 million passenger per year, an all time high. The old overseas terminal has been taken down and more long term parking created. New security check points at terminals D and E will expedite travelers on Thanksgiving. Runway 17-35 extension is 75% complete and will be commissioned in early 2009.

Philadelphia Northeast

The perimeter sidewalk is under construction.

Doylestown

Fran Strouse noted that the access road and parking lot renovation is complete. Phase II of the storm water project is underway as is obstruction removal at runway ends.

Camden County

Fran noted that the pre construction process for the runway rehab has begun, and he PLASI replaced. Wet lands must be delineated for the runway project, and for the apron rehab.

Quakertown

Grants have been awarded for an easement and obstruction removal. Verizon FIOS will take over buildings at the airport for its local operations.

Trenton Mercer

Roger Moog reported for Justin Edwards, Airport Manager, that the FAA has rescinded the airports FONSI for terminal and auto parking improvements. Fran Strouse added that TTN should join the PA Air Service Committee, since scheduled service is difficult to keep at TTN.

Pottstown Municipal

Dave Jones said the runway lighting project is underway, fuel sales are up, and new hangars are being considered.

South Jersey Regional

Max Patel of NJDOT said the feds have issued grants for snow removal equipment, and apron construction. The FBO RFP will be rebid. Dan Rusk noted his company suit regarding hangar construction and land leases is now resolved.

Cross Keys

Fran Strouse noted that ongoing runway/ taxiway rehab is being designed with a 200 ft threshold extension. Also a Jeta facility, AWOS, and taxiway lighting funding are being applied for.

Flying W

Max Patel said the private owner is not interested in State grants.

Pennridge

Reiner Pelzer said the DVRPC generated ALP is under review, at FAA. The airport identifier has been changed to CNZ.

Wings

Fran Strouse of Kimball said bids for the runway rehab are being received at a price 40% lower than original bids this summer. The itinerant apron project should go to bid in early 09. The snow equipment building is being rebid, and the hangar development plan was approved by Whitpain Township.

New Garden

Roger Moog reported for Everitt Dupont that the township has solicited bids for an airport management contract due October 10, 2008. Dave Metzler added that new gates, hangar doors and landscaping have been undertaken.

Trenton Robbinsville

Max Patel said that the state funded drainage project is ongoing.

Perkiomen Valley

Obstruction removal project on airport property is complete, while off - airport obstruction removal is being negotiated with neighbors. Reiner Pelzer added that Skippack Township is re-adopting airport zoning, and the DVRPC ALP will be available by Dec 2008.

Cecil Co.

Fran Strouse said Bob Powell has developed an airport business plan. The runway extension design is finalized and the parallel taxiway completed. New terminal building construction will start this fall.

Spitfire

The runway is being rehabbed and hangars built.

New Castle County

Steve Williams, airport manager, reported several projects underway including 9-27 runway rehab, lighting improvements, runway 19 safety area expansion, obstruction removal, and a possible EMAS project on one runway end. During most construction, one runway will remain in use, however in Phase II the airport will be completely closed from 11 p.m. to 7 a.m. for fourteen days during Jan-Feb. 2009 to fixed wing aircraft.

Mr. Williams noted that lower fuel prices may create air service opportunities in the future, but the airport can thrive on its corporate and military activity.

4. Continuing Planning Activities

a. DVRPC Transit Access to PHL Study

This study was funded by PennDOT , in the FY07 DVRPC work program 7/07-6/08. The Advisory Committee met three times and feedback taken from Philadelphia, SEPTA, City Mayors office, and Delco. Issues are, comparatively PHL has lower transit usage for air passengers than large hub domestically and internationally, since private auto is the largest access mode choice. Current Master Plan scenarios call for air side expansion, new runway and terminal, leaving no space for parking expansion between I-95/Delaware River. Couple that with growth projections in 20 years of 2x-3x, and the conclusion is PHL needs to have more transit usage specially for foreign visitors.

The study process includes analysis of existing PHL access modes and usage characteristics. Analysis of domestic and international hubs to find criteria of service where high transit usage occurs like connectivity, price, travel time, frequencies, amenities. Comparison of PHL with other airports to find service options not offered here which can be opportunities for PHL and attractive to public. Several draft recommendations are being reviewed by the advisory committee so we must hold conclusions until all editing is received. Recommendations involve parking, rail, bus, info systems, serving PHL. Fran Strouse asked about remote check in at PHL, which was included in the study.

b. PHL Airspace Redesign and Augmentation Issues

PHL airspace approach and departure changes over Delco and South Jersey were studied by GAO, and Commissioned by US representative Andrews and Sestak. GAO was directed to assess FAA procedures according to NEPA and assess impact of airspace changes. Conclusions of the GAO study were that FAA methodology was reasonable and consistent with NEPA guidelines.

The Study suggested FAA could do a more thorough job in defining the time line for air space implementation, costs, and economic impact . GAO suggests that FAA do B/C and uncertainty analysis after each stop of the complex implementation as an adoptive management strategy in dealing with local decision makers. The GAO study is available free by phone, at 202-512-6000.

Mr. Moog noted that the FAA has not acted on its proposal to expand the class B airspace around PHL by contacting GA airports impacted by changes in ceiling altitude or inclusion in class B.

Representatives from McGuire AFB/Lakehurst NAS reported that with recent BRAC actions, more military activity will occur at McGuire. Their ATC currently serves eleven GA airports in South Jersey. With the potential Class B expansion their operations and civilian operations controlled by McGuire will be impacted. McGuire ATC has met with PHL ATC to work out details. The objective is to insure separation and safety between small GA aircraft and large military/civilian planes. South Jersey airports must increase contact levels with McGuire ATC.

c. 2007-2008 DVRPC Operations Counting Program Results

Dave Metzler reported that generally there has been a 9% decrease in GA activity at regional airports counted this year. AOPA has reported an 18% reduction in avgas sold. Reduced based aircraft at Quakertown resulted in a 23% reduction of operations there, while other airports with enhanced activities and business are experiencing some increases in traffic. The report as distributed for review.

d. Tenant/Management Issues S. Jersey Regional

Tom Walker, a pilot operating from South Jersey Regional noted that since NJ bought the airport and made it publicly owned, service has declined, and a lot of tenant moved out. He cited the lack of permanent management as part of the problem, resulting in fuel not being available and most mail not delivered. A permanent FBO is needed. Tenant business owners Barbara and Frank Hicinbothorn supported Mr. Walker's position that the business atmosphere is difficult. A lot of the businesses there have subsequently met with Max Patel and NJDOT and the situation is improving. Avgas is available and the state is again pursuing an FBO for the airport.

e. DVRPC CASP XXVI Airport Grant

Roger Moog acknowledged the DVRPC recipient of this grant from the Harrisburg ADO. Activities funded are limited to operations counting and preparation of the updated Regional Aviation System Plan to year 2035. Reiner Pelzer noted that traditional activities of zoning implementation and ACIP preparation for regional airports will not be continued.

Mr. Moog noted that DVRPC may assist NJDOT in installation of AWOS equipment, at 10 NJ GA Airports, which would supplement FAA Aviation Planning funding at DVRPC. Hopefully, when the AIP reauthorization occurs, more funds will be available for metropolitan aviation systems planning.

5. **Capital Programming**

a. PA Grant Program

Tom Tomczyk of PennDOT faxed in the following message; 12 Year Plan sessions for SE PA will be held October 27 to October 30 at PNE. Session slots are going fast. Attendees should bring a copy of their JACIP generated 12 year plan marked up with any changes, an ALP sketch or photo of the airport and any other material relevant to planning programming and projects.

Looking forward over the next few years, the amount of AIP discretionary funds will again be limited due to ongoing runway safety area projects at commercial service airports. Aviation Development and some Block Grant Tentative Allocation letters are being sent out along with those BG TA's that were sent in late spring. Please coordinate with Rob Betz so that we can get these projects under grant as soon as possible.

b. NJ Grant Program

Max Patel said his office will distribute \$7 million in airport capital projects from the State Transportation Fund, and \$2 million to Atlantic City International.

c. Delaware Funding Issues

Bobbie Geier of DeIDOT reported that the state will charge registration fees for Delaware aircraft not based in the state and also charge a Jet fuel tax. An aviation trust fund will be formed legislatively for state airports.

6. Old Business

- a. Roger Moog and Gary Hudson mentioned recent TSA action to impose security measures on certain GA airports with business aircraft. The PA Governors Aviation Advisory Committee will research the issue and make recommendations.
- b. The PA aviation sales tax exemption legislation will not be acted upon until early 2009.
- c. Dave Metzler asked airports respond by October 15 with modifications or questions regarding the operations counting report.

9. New Business

- a. The next meeting of the DVRPC RAC will be Thursday December 18, 2008 at 10:00 a.m. at DVRPC.

b. No public comment was raised.