

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

Minutes of the September 29, 2011

Regional Aviation Committee Meeting

Attendee	Affiliation
Walker Allen	DVRPC
Chuck Boschen	PB
Robert Checchio	Mid-Atlantic Aviation Coalition
Ted Dahlburg	DVRPC
Brian D'Amico	DVRPC
Robert Dant	Aero Club PA
Justin Edwards	Trenton-Mercer Airport
Tamika Graham	WILMAPCO
Jan Kopple	Tran Systems/DPK&A
Frank Kulka	CHA
Lori Ledebohm	FAA HARADO
Edie Letherby	PennDOT Bureau of Aviation
Michael L. Lohr	Rutgers University
Shirley Loveless	Coleshill Associates, LLC, Temple University -Center for Sustainable Communities
Michael McCartney	Philadelphia International Airport
David Metzler	DVRPC
John Mininger	Bucks County Airport Authority
Roger Moog	Citizen
Bryant Oscarson	AECOM
Reiner Pelzer	DVRPC
Robert Powell	Cecil County Airport
Mary Scheuermann	PB
Fran Strouse	L.R. Kimball
Andre Szumylo	Michael Baker/PAC
John Ward	DVRPC
Tgist Zegeye	WILMOPCO

1. **Introductions and comments from the chair**

Chairman Mr. Mike McCartney opened the meeting at 10:04 and asked for a role call.

2. **September 29, 2011 meeting minutes**

The minutes of the September meeting were approved without comments.

3. **Status of Regional Airport Systems Implementation**

Chester County – Not represented

Philadelphia International

Mike McCartney reported that PHL had received \$466 million from the FAA in September for their capacity enhancement program. Design for restroom upgrade in the B/C area is 100% complete as well as design for Runway 9L/27R with bids in. Construction for Runway 9R safety area is 20% complete.

Northeast Philadelphia

Taxiway F,E,H,J rehab is nearly complete.

Doylestown

John Mininger reported that Doylestown just like PHL is also “rehabbing its bathrooms”. The ALP is still being updated. Apron pavement rehabilitation and crack-filling is complete. The airport is currently in the process of obtaining easements under the approach areas of each runway (5 and 23) to subsequently remove previously identified obstructions.

Camden County – Represented by consultant; nothing to report.

Quakertown

John Mininger reported that Quakertown is preparing aviation easements for the runway 11 approach (for 11 different parcels). Relocated and replaced fuel farm. The airport hopes to get a new card access fuel system started in the Spring.

Trenton-Mercer

Justin Edwards reported that the taxiway was substantially complete along with the air traffic control drainage project. Streamline charter was still

operating with two flights a day to Boston and were talking about the possibility of adding four additional destinations, among them destinations in Florida.

New Castle County – Not represented

Pottstown Municipal – Not represented

South Jersey Regional – Not represented

Heritage Field – Not represented

Cross Keys

The threshold relocation and lighting design has been submitted to the Township and Conservation District for approval. The submittal includes runway and taxiway lighting, vault and PAPIs. The runway and taxiway lighting bids are expected this Fall.

Summit – Not represented

Flying W – Not represented

Pennridge – Not represented

Wings Field

Fran Strouse reported that they had a successful Community Day at the airport. The construction of the new itinerant parking apron progresses without any major problems. Construction is projected to be finalized by the end of November. Construction on the SRE building is complete and the building was accepted by the Township.

New Garden

Phase 3 construction of the parallel taxiway is well underway. New t-hangar development is expected in the Spring.

Brandywine

Fran Strouse reported that the east portion of the taxiway rehab with improvements to the RSA/TSA is complete. The drainage design has been submitted to the Township for final approval. The airport beacon replacement is complete and operational. Brandywine received a grant for the purchase of a tug.

Trenton-Robbinsville – Not represented

Perkiomen Valley

Mother nature destroyed a most troublesome tree during a recent storm. The airport is now able to move forward on a PAPI and has received a Grant Tentative Allocation for Phase 2 Obstruction Removal. However, the airport owners do not intend to enter into a Phase 2 agreement with the BOA until there is a clear indication that the obstructions sited in the original obstruction removal study can be mitigated without major opposition from the land owners.

Cecil County

Robert Powell reported the shop is busy and fuel sales are up thanks to lower fuel prices. Snow markers will go in shortly. New 10 Unit Tee Hangar and Terminal Building are complete and occupied. Charter operations are doing OK and Medivac operations continue. Some projects are currently on hold until economic conditions improve. Mr. Powell would like to leave RAC with this comment: As we navigate these difficult economic times we must be reminded that they are especially difficult for non-federally recognized airports. There is great uncertainty as to the future of privately owned public-use airports as no one knows where the funding is going to come from. In recent decades the number of pilots has dropped from 800,000 to 600,000 and younger pilots are not emerging in sufficient numbers. We cannot understate the challenge for funds and the irreplaceable nature of small public-use airports.

Red Lion – Not represented

Spitfire – Not represented

Van Sant

Obstruction plan is coming along and Tinicum Township, in Bucks County, is in the final stages of adopting their airport hazard zoning ordinance.

Penn's Landing Heliport – Not represented

Total RF Heliport – Not represented

Valley Forge Bicentennial Heliport – Not represented

Horsham Airways Heliport – Not represented

Philadelphia Seaplane Base – Not represented

4. Special Presentation

High Speed Rail Proposal for the Northeast Corridor

This was a summary presentation of a plan put forward by the 2011 PennDesign Studio on the implementation of High-speed Rail in the Northeast Corridor. The primary focus areas of the project's research included proposals for government and financial structures to make the plan a reality as well as an analysis of the economic benefits and value-capture strategies cities could adopt to maximize the investment. In this presentation to the Regional Aviation Committee, special emphasis was given to the inadequacies of the existing transportation system to accommodate future demand, the role High-speed Rail could play in facilitating mobility throughout the mega-region, and the impact such service would have on aviation. Some of the benefits discussed included freed capacity at congested airports such as LaGuardia as well as expanded markets through code-share agreements if strategic integration occurred between the two modes.

A copy of the power point presentation can be found on the DVRPC website:
<http://www.dvrpc.org/Aviation/RAC.htm>

5. Continuing Planning Activities

a. DVRPC/PA Aircraft Operations Counting Program

Mr. David Metzler reported on the completion of the out of the region PA counts at Schuylkill County (ZER), Jake Arner (22N), Queen City (XLL) and Wilkes-Barre/Wyoming Valley (WBW)

b. DVRPC/NJDOT AWOS Project Status

Mr. Pelzer reported that the AWOS project was 85% complete. The last two airports Spitfire Aerodrome and Solberg are facing some obstacles in reaching completion. Spitfire's 7460-1 hazard determination application is held up in the FAA Atlanta office, but should be released soon. NJDOT decided, on the airport owner's request, to re-sight the AWOS from its original site determination to a new location across the runway. NJ DOT will pay the cost increase for the relocation. A new form 7460-1 has to be filed. It is expected to receive a hazard determination of the new site by early 2012. FAA commissioning is to follow for all sites. Mr. Pelzer is currently attempting to set up commissioning dates for those sites installed and file all appropriate paperwork.

c. Willow Grove Update

The HLRA has informed the Bucks County Airport Authority (BCAA) in a formal letter that their NOI application was not accepted. John Mininger, chairman of the BCAA explained that his organization stepped

up to the plate because they felt they were the only public entity to do so and therefore eligible to submit a NOI. The submittal has been criticized by locals for being filed by a non-local organization, despite the fact that Bucks County borders the airport's perimeters. BCAA's first choice was always a joint Bucks/Montgomery County Airport Authority. Their second preference would be a resurrected Montgomery Airport Authority and their third choice was BCAA. However, at the time of the NOI submittal Montgomery County was not committed to a joint filing. Mr. Mininger indicated that the BCAA submitted a letter to the HLRA indicating their non-acceptance of the provided reasoning for the rejection of their NOI submittal and requested a more thorough review and the consideration of a Phase I economic impact study that was provided to the HLRA one week before the final NOI decision was reached. The HLRA declared there was not enough time to review the additional material. Mr. Pelzer thanked the BCAA for their leadership on this issue and indicated that a truly irreplaceable transportation infrastructure will be lost not just to Horsham but to the greater Philadelphia and Delaware Valley Region if the NOI submittal from the BCAA is not reevaluated by the HLRA.

6. Capital Programming Status

a. FAA Update

Lori Ledeborn reported that the FAA is still in business after a few summer weeks of furlough but the current extension only keeps the agency going until January. No indications at the present time of any funding to pass down to airports yet, and she has no idea of when or if such funding will become available. The ECIP, a web-based system, is in pilot study right now.

b. PennDOT Update

Edie Letherby reported that the statewide zoning workshop helped propel compliance from 27% to 34%. A number of bigger airports have taken state funding to get municipalities onboard to adopt an airport zoning ordinance. Mrs. Letherby expects close to 50% compliance once several ongoing projects are complete and she noted the state was seeing benefits they hadn't expected to see. A recent PennDOT study on transportation recommendations was published and the state just finished an economic impact study. The previous study dates back to 1999.

c. New Jersey Update

No NJDOT officials were present today. Bob Cecchio reported that NJ aviation now receives funding from the Transportation Trust Fund (TTF). The DOT operates under advice that any money from the TTF could only be used under TTF criteria. Things like design, travel expenses, prevention, aviation promotion and research do not qualify for funding according to these criteria.

On another note, the State ordered a Somerset airport neighbor to remove a tree, asserting its statutory right to do so. This is the first time in recent memory that the State of New Jersey has done this. The deadline for removal of the tree has passed and Mr. Cecchio will report on the status of the situation at the next meeting.

d. Delaware Update

Bobbi Geier reported that Delaware was still trying to push through jet fuel tax and registration fee in the state legislature. On November 5th, they will sponsor the first ever Aviation Career Day.

7. Old Business

a. Legislative Update

Reiner Pelzer reported that the PA tax exemption for fixed-wing aircraft (HB 1100) is currently on the House floor and is hoping it will pass through. PA has seen positive impacts from the tax exemption of rotor-wing. Mr. Pelzer will update the Committee on the status of the bill at the next meeting.

8. New Business

- a. Next RAC meeting is December 15, 2011, DVRPC offices
- b. No public comments