

# DELAWARE VALLEY REGIONAL PLANNING COMMISSION

## Minutes of the March 15, 2001 Meeting of the Regional Aviation Committee

<b>Attendee</b>	<b>Affiliation</b>
Glen Abrams	Philadelphia City Planning Commission
Patty Anthontontis	Citizen
Lauri Barish	Citizen
Dave Bors	McFarland-Johnson, Inc.
Art Brownell	FAA
Mark Ciccone	Sterling Helicopter
Sue Cribbons	Gannett Fleming, Inc.
Mike D'Aries	Pottstown-Limerick Airport
Rich Delello	Citizen
Robert W. Driscoll	Wings Field
Everitt B. duPont	New Garden Flying Field
Justin Edwards	Trenton Mercer Airport
Jim Falvey	Edwards and Kelcey, Inc.
Jack Fetsko	Spitfire Aerodrome
Chris Fales	McFarland-Johnson, Inc.
Henry Pete Griffing	Griffing Associates, Inc.
Richard Harding	PennDOT Bureau of Aviation
Charlie Hostetter	McFarland Johnson, Inc.
David Jones	Delta Airport Consultants, Inc.
Chris Jordan	Pottstown Limerick Airport
Ken Justice	DMJM Aviation
Heidi Kahme	Citizen
Mike Kolesar	PennDOT, Bureau of Aviation
Norman Lamar	PennDOT, Bureau of Aviation
John P. Luce	AOPA
Jack Martins	Urban Engineers, Inc.
Art McGovern	KAE Corporation
Mary Mihalsky	PB Aviation
Dr. Alan J. Miller	FAA
Roger Moog	Delaware Valley Regional Planning Commission
Bill Moran	Brandywine Airport
William T. Mummery	McFarland - Johnson, Inc.
Steve Najarian	Aero Club of Pennsylvania
Emmett O'Hare	NJ Division of Aeronautics
David Parker	PennDOT B.O.A.

Reiner Pelzer	Delaware Valley Regional Planning Commission
Robert D. Powell	Raintree Airport
Jan Pope	Louis Berger Group, Inc.
Fred Pourki	Philadelphia International Airport
Dan Rusk	Airframe Management, Inc.
Alex Sheves	Chester County Airport
Barbara Snyder	S.J. Regional Airport
Fran Strouse	Delta Airport Consultants
Vitor Vicente	Bucks County Planning Commission
Thabet Zakaria	Delaware Valley Regional Planning Commission

- 1) Introduction - Emmett O'Hare, Deputy Director of the NJ Division of Aeronautics, and chair of the Regional Aviation Committee (RAC) introduced himself and asked attendees to do the same.
- 2) Minutes of the December 14, 2000 RAC Meeting - Art McGovern of KAE noted that on page 10, the engineering brief referred to regarding seal coating is brief 44 not 46.
- 3) Status of Regional Aviation Systems Plan (RASP) Implementation

Philadelphia International - Roger Moog noted the retirement of Jay Beratan, PHL Deputy Director. Fred Pourke, PHL, reported that a new master plan, both airside and landside has been initiated using DMJM Consultants. A part I50 noise study is included. Terminal 1 is scheduled to open June 2002 while Terminal F will open June 19, 2001. A new car parking garage next to terminal F is being built and will accommodate 5,500 spaces. The new deicing area, with seven booms, is under construction. The PRM system will be operational May 2001, and terminal D is being expanded to include four new gates at the end, with moving sidewalk between terminals C & D. New high tech fire facilities are also being constructed and will be complete December 2001. Fred noted that all options to increase capacity on the airside are being considered. Although the PRM will allow some simultaneous take offs and landings, it may be possible to extend 8-26 to increase its functionality.

Trenton-Mercer - Justin Edwards, Airport Manager, said that on February 27 they broke ground for Pfizers new hangar. They have released a proposal for construction of a 80,000 square foot office/hangar building to replace the vacant Navy facility. Representation Greenwood of Bucks Co. blindsided the Mercer County Administration by requesting a full EIS. FAA has not yet decided.

Chester County Al Sheves noted the airport received a \$600,000 grant from PennDOT for obstruction removal and snow equipment.

South Jersey Regional - Barbara Snyder reported that the runway overlay is complete. The master Plan and EA has been released which describes three alternatives for runway extension. The airport is willing to adopt the one most acceptable to neighbors. NJDOT must decide whether or not the expansion warrants a FONSI or EIS.

Pottstown Limerick - Mike D'Aies, Airport Manager, said a grant has been received for snow removal equipment. Wings flight school has moved to Limerick while Wings runway is reconstructed. Ownership of the airport has been transferred to Exelon Energy, PLL, made up of PECO and another merging energy Company. Dan Rusk asked if management was the same. Mike said no.

Cross Keys - Emmett O'Hare noted the potential conflict of the parachute drop zone and the PHL flight path.

Wings - Bob Driscoll awaits court action on 2210, restricting capital funds to the airport. A discretionary grant directly from FAA to Wings is a possible source of runway extension funding. With or without public support, the airport is scheduled to proceed with construction starting April 2.

New Garden - Everitt Dupont notes that the PennDOT grant has been signed for Phase II master plan update.

Brandywine - Bill Moran said that their ALP development will be funded by PennDOT . Trees are now being removed to keep operational areas clear.

Trenton-Robinnsville - The airport is considering additional hangar construction.

Cecil County - Bob Powell reports that land on the west side of the airport has been acquired for storm water runoff control. New maintenance and T-hangar construction is underway.

Spitfire Aerodrome - Jack Fetsko indicated that grants have been signed with NJDOT to reconstruct the 2,450' by 60' runway. DMJM will develop the ALP.

Mile Kolesar of PennDOT reported on several airports not represented.

Northeast Philadelphia - PennDOT is funding deicing facilities, taxiway lighting and car parking lot.

Doylestown - The airport has received funds for land acquisition in the RPZ.

Quakertown - Funds were received to design and relocate the parallel taxiway, to

acquire land, remove obstructions and install AWOS.

Pottstown Municipal - A new master plan was funded, as well as T-hangars and a connecting taxiway.

Perkiomen Valley - Their \$400,000 state grant for runway widening was withdrawn due to 2210 impacts, giving veto power to Skippack Township.

Pennridge - The airport is pursuing funds for land acquisition, obstruction removal, and design work.

Newark International Aiport - John Pope who is currently working at EWI, with Louus Berger Group, on the Port Authority's \$2 billion redevelopment of the airport over the next 2 years, talked about some of the major themes, including better monorail access service and extension of the monorail to Amtrak, better highway access from turnpike exchange 13A, double frontage lanes to terminals, more parking garages and valet parking. Terminal A provides gates for all airlines other than Continental, with Continental concentrated at Terminal C. Terminal B serves international flights. Terminals need better connectivity, better vertical circulation, and gates for regional jets. A new FAA tower is also being built.

Sterling Heliport - PennDOT is supporting installation of a beacon, lighting improvements and pavements repairs.

#### 4. Continuing Planning Activities

A. DVRPC RASP 2025 Draft Report - Mr. Moog summarized the plan which has been revised, according to RAC input. Major issues include:

- Demand growth 30-80% for commercial, 17% for GA/business.
- Capacity shortage at commercial airports, storage shortage at GA/reliever airports, runways too short in suburbs to handle business aircraft.
- Policy problems with discriminatory funding program, zoning lapses and poor linkage between region and states on capital needs.

Specific recommendations include:

- Expand capacity at PHL, landside at Mercer, and New Castle County.
- Public acquisition of New Garden, Oldmans, Crosskeys.
- Extend runways at Pennridge, Wings, SJR, Pottstown Limerick, Summit.
- More land for storage expansion and to protect approaches and avoid conflicting land uses.

- Between linkage with DOT's being developed.
- Correct or overturn funding programs hurting RASP airports.
- Costs over twenty-five years will be \$2-2.5 billion, half funded by federal and states programs and half from local airport revenues fees and private/local investment.

Public meetings were held and an array of feedback has been received from aviation and non-aviation interests. A summary of public feedback is included in this mailing. Dan Rusk suggested that the 2025 RASP play up economic development agencies within the states and counties as sources for airport investment. Zak noted that counties usually have programs which can supplement airport development costs for non-federally eligible projects like hangars. Dan asked if these county agencies are federally chartered, to which Zak said no. Any further comments from the RAC regarding the 2025 RASP must be provided by April 1, 2001.

- B. Northeast Corridor Airspace Design - Mr. O'Hare talked about the FAA effort to redesign airspace from Philadelphia to the New York area to reduce noise and increase operating efficiency. Public scoping meetings are underway, locally on May 23 in Philadelphia and May 24 in Trenton. Mr. O'Hare gave the example of Trenton Mercer, where airspace considerations for PHL approach cause flights from TTN to depart low and cause more noise impacts to Mercer and Bucks County neighbors. New patterns will, hopefully, lessen noise impacts and reduce airspace related delay. FAA has a website on the airspace redesign, which is [FAA.Gov/Programs/Airspace.htm](http://FAA.Gov/Programs/Airspace.htm). When the current expanded east coast plan for airspace was developed in 1987, no EIS/EA was done until 1989, which established significant noise problems. Justin Edwards added that now is the time for all airports to look into individual noise problems and report to the FAA study.
- C. PennDOT State Airport System Plan (SASP) - Richard Harding summarized the status of the PA SASP, which is about 50% complete. Forecasts and economic impact analysis are complete and the consultant, Wilbur Smith is working on determining future roles for the states airports. The effort will be complete in March 2002. The Bureau is also advancing a statewide pavement management system. Runway safety area determination to handle B-2 to C-2 approach categories is being completed, with the objective of more ILS or partial ILS installations.
- D. New Jersey Department of Transportation State Airport System Plan - Mr. O'Hare said the New Jersey SASP Update is also underway, with the study plan to start as a "clean slate" and define needed future facilities without the

constraint of current airport issues or politics. The plan will be complete in late 2002 or early 2003.

- E. Local Airport Specific Development Issues - Mr. Moog noted the local governments attempt to have the reliever status of S.J. Regional reassigned to Hammonton, thereby preventing federal money from supporting a runway extension at SJ Regional. Barb Snyder reported that the issue went all the way to the U.S. Secretary of Transportation, Mineta who decided that S.J. Regional should retain its reliever status. This is an important decision allowing federally funded privately owned public use airports to be retained and preserved. NJ DOT must decide regarding the need for an EIS or acceptance of a FONSI, and the preferred alternative layout.
- F. DVRPC and New Jersey Statewide Counting Program - Reiner Pelzer reported that the DVRPC regional current counts (eight weeks) have just been completed and will be available at the June RAC meeting. Six of eight weeks of operations counts at South Jersey airports not in the DVRPC region have been completed. Dr. Zakaria mentioned that real data is very important as a baseline for forecasting future activity in the RASP 2025. Mr. O'Hare seconded that thought saying the NJ SASP will employ real counts of airport operations and base aircraft in its planning activities.

## 5. Capital Programming Status

Pennsylvania - Richard Harding reports the following; PennDOT is holding grant workshops at Lehigh Valley and University Park. All FY 2000 block grants and state grants have been distributed. PennDOT is compiling its 12 year ACIP with FAA oversight. The Bureau of Aviation has filled seven of its eleven staff vacancies.

New Jersey - Mr. O'Hare noted that the states block grant paperwork requirements including ALP, EA, licensing issues have slowed down grant assignments. NJ is not spending airport development funds quickly enough. FAA and the DOTs must redefine the funding process, perhaps with the help of DVRPC to expedite it. Maybe splitting design and construction into separate grants would quicken the process.

DVRPC - Mr. Moog said DVRPC is proceeding with work program negotiations with PennDOT and FAA, for its upcoming CASP XIX grant. In that work program there will be a regional role for DVRPC in planning and funding aviation projects in an expedited manner.

## 6. Old Business

- PA Aviation Advisory Committee - Bob Driscoll and Mike D'Aries raised

state law 2210 impacting Montgomery County Airports, and said it could spread to other counties if not stopped. John Luce of AOPA said this type of legislation could be a problem for aviation nationally, and after the next state elections when the legislature is back in session, repealing legislation to overturn 2210 should be introduced. (Editors note: On May 2, 2001, the PA Commonwealth Court issued an opinion that 2210 be stricken as unconstitutional.)

On other issues, Mr. Moog noted that the PA Advisory Committee is dealing with a number of issues relating to aviation operation and development including: funding programs, local zoning, licensing, commercial services and fares, planning, aviation education and outreach, and airside congestion.

- NJ Aviation Association - Mr. Moog reported on the creation of this organization which enlists corporate users of general aviation to form a lobby group to work with the NJ legislature, administration and press. Justin Edwards added that airports and operators can joint businesses in this effort. Dan Rusk asked if this effort is related to NBAA. Emmett said NBAA is a national lobby, NJAA is a state effort.

#### 7. New Business

- Next meeting of the DVRPC Regional Aviation Committee is June 21, 2001 at the same place.
- Philadelphia Seaplane Base - Art Brownell of FAA noted that FAA and AOPA are honoring Bob Mills, operator of the base, the oldest continuously operating seaplane base in the US, at a dinner March 28. Hank Greenfield will continue the operation.
- FAA listening session. Mr. Brownell noted that the FAA will hold a listening session March 21 at Flying W Airport in Burlington Co. hosted by Arlene Feldman, Eastern Region Administrator.
- ASCE one day conference April 25. John Pope noted the above event concerning energy conservation and airspace design.
- TRB/FAA Capacity Congestion seminars. Reiner Pelzer reported that three one day seminars are being held in Washington, hosted by Jane Garvey, to address commercial gridlock, capacity shortfall and weather/technology. Airlines, airports, FAA, and user groups are all represented.

#### 8. Public Attendee Final Comments

- Art McGovern noted the competition for corporate location that exists between the Northeast and Southern U.S. If we don't offer good airports for business they will move south with jobs. Potential economic loss should be studied as well as resulting tax increases.
- Fran Strouse supported the idea of more regional involvement in airport capital grant decisions for regional airports, as well as pavement investment priority setting.
- Rich Delello commented that he feels the Trenton Mercer terminal and parking project should trigger a full EIS. If additional aircraft like 737's use the airport, they are much bigger than Dash-8 which currently are operated by Shuttle America. Also past investments at the airport have not been studied sufficiently from an environmental standpoint, therefore all development in recent years including the current proposals should be evaluated in one new EIS.