

# DELAWARE VALLEY REGIONAL PLANNING COMMISSION

## Minutes of the December 13, 2001 Meeting of the Regional Aviation Committee

<b>Attendee</b>	<b>Affiliation</b>
David Benner	Urban Engineers
Rob Betz	PennDOT Bureau of Aviation
Phil Bidden	Penn's Landing Heliport
Tony Davis	DMJM Aviation
Michael S. D'Aries	Penn Airways, Inc.
Everitt B. duPont	New Garden Flying Field
Justin Edwards	Trenton Mercer Airport
David Fish	Edwards and Kelcey, Inc.
Dawn Fithian	Penn's Landing Heliport
Troy Gaffey	Bell Helicopter
John Hanssens	PHL Marketing
Gene Helner	Prudential Fox & Roach Realtors
Charlie Hostetter	McFarland Johnson, Inc.
James Homoki	Michael Baker, Jr., Inc.
Richard Horstmann	Edwards & Kelcey
John C. Kaiser	New Jersey Department of Aeronautics
Paul Krupp	BRRAM
Norman Lamar	PennDOT, Bureau of Aviation
Lori B.R. Ledebohm	FAA
John P. Luce	AOPA
Jack Martins	Urban Engineers, Inc.
Rick Martinez	Bucks County Courier Times
Lisa Mastropieri	DMTM Aviation, Inc.
Bob Matthews	South Jersey Regional Airport
Art McGovern	K.A.E. Paving Consultants
Roger Moog	Delaware Valley Regional Planning Commission
Norm Mowbray	Tiltrotor/Helicopter Consultant
Bill Moran	Brandywine Airport
Les Moretti	Corporate Flight Concepts, Inc.
Ron Morris	HNTB Corp.
Steve Najarian	Aero Club of Pennsylvania
Reiner Pelzer	Delaware Valley Regional Planning Commission
Fred Pourki	Philadelphia International Airport
Ronald Price	QED Corp.
Dan Rusk	Airframe Management, Inc.
Harry Scarlett	Bucks County Airport Authority

Henry Schrank	Cecil Co. Airport
Barbara Snyder	S.J. Regional Airport
Patrick J. Sullivan	Federal Aviation Administration
Raymond A. Syms	Raymond A. Syms & Associates
Mark Tiger	DMJM Aviation, Inc.
Harry Van Den Heuvel	Delaware Office of Aeronautics
Thabet Zakaria	Delaware Valley Regional Planning Commission

- 1) Introduction and Welcome - Justin Edwards, Trenton Mercer Airport Manager chaired the meeting for Emmett O'Hare who is on military duty. Mr. Edwards introduced himself and asked attendees to do the same.
- 2) Minutes of the September 13, 2001 RAC Meeting - Mr. Moog explained that due to the September 11, 2001 national emergency, the DVRPC Regional Aviation Committee Meeting of September 13, 2001 was cancelled. Therefore, no minutes were compiled. Staff has received no corrections on the minutes of the June 21, 2001 meeting.
- 3) Status of Regional Aviation Systems Plan (RASP) Implementation

Philadelphia International - Fred Pourki of PHL reported that terminal 1 is progressing and will be complete mid-year. Installation of baggage screening equipment may hold up completion. A new parking garage serving terminals E & F and a new deicing area are also under construction. John Hanssens added that new gates are being added at D and E terminals.

Doylestown - Harry Scarlett of the Bucks County Airport Authority talked about the master plan underway and the Authorities progress in acquiring land for a runway extension to 3,800'. Buckingham Township is participating in the acquisition to increase open space.

Quakertown - Harry also reported on the RPZ land acquisition and the proposed 600' runway extension. Environmental analysis for bog turtles will cost \$40,000. Milford Township has passed an ordinance requiring land transactions to include notification of proximity to the airport. Les Morelty representing Flight Concepts, the new FBO at Quakertown and Wings said self service fuel is available at Quakertown now.

Trenton Mercer - Mr. Edwards noted that they have executed leases for six new corporate hangars, and the airport is advertising for another FBO. Merck wants to expand its hangar, and the new Pfizer hangar is complete. Corporate activity is booming at the airport.

New Castle County - Harry Van Den Heuvel, of DelDOT reported that the new ATC tower is complete, paid for by DRBA and FAA. Terminal redesign is also

underway.

Chester County - Steve Najarian noted that the FBO has been sold and is under new management.

South Jersey Regional - Bob Matthews and Barb Snyder noted that due to the problems with getting the recommended runway extension built and lack of support at local and state government levels, they are forced to put the airport up for sale. Even though the ALP was approved at 5,000', the EA sits in Trenton with no activity. The owners want their equity, so they can leave. John Luce asked if the no build option reversible. Roger Moog noted that in Wings case, the FAA stepped in to extend a runway when the state was stymied by local politics.

Pottstown Limerick - Mike D'Aries said the airport is working with consultants to complete the EA analyzing the runway extension, obstruction removal and marking.

Summitt - Ron Price of QED consultants said the airport is starting a new master plan with his firm and Urban Engineers.

New Garden - Everitt duPont said he was in the middle of the consultant selection process to get the PennDOT funded master plan back on track.

Brandywine - Bill Moran questioned whether his airport is under attack by local government. Property taxes have gone from \$20,000 to \$100,000 per year in three years. PennDOT's tax reimbursement is only \$10,000 per year. Since cash flow is down after 9/11, the airport is being financially squeezed out of existence. Also, a local school board tried to condemn the airport (close it) to build another school. That effort was dropped. Mr. Moog and Mr. Sullivan of FAA said some legislative remedy should be researched to protect airports from runaway assessments. They will bring the problem up at the PA Aviation Advisory Committee and through the State Airport System Plan. Dr. Rusk asked if increase is based on land acquisition or new hangars? Hangar values have gone up, but assessments may be punitive. Dan suggests this can be controlled by the use of land leases for hangars.

Cecil County - Harry Schrank, representing Bob Powell, said that the airport storm water system is 67% complete and is funded by Maryland DOT. The runway was widened 10' in the fall of 2001, and new hangars and T-hangars are being built. Instrument approaches will be published soon. Maryland is looking at security issues regarding GA airports.

Spitfire Aerodrome - Lisa Mastropieri, of DMJM, said that a design was being developed for the runway reconstruction.

Penn's Landing Heliport - Phil Biden and Dawn Fithian report significant activity.

Delta Consultants is preparing a 12 year plan for development and DVRPC will study feasibility and federal eligibility in the AIP. PennDOT is supporting paving and snow removal equipment projects. Approaches and noise issues have been exacerbated by the construction of an apartment building on a nearby pier. Ray Syms a helicopter expert, said apartment owners must sign a disclosure agreement when the real estate transaction takes place to protect the heliport use at that site.

Philadelphia Seaplane Base - Steve Najarian noted that this historical facility on the Delaware still operates and instruction is available.

4) Continuing Planning Activities

Tiltrotor Infrastructure Report - Troy Gaffy and Norm Mombray of Bell Helicopter presented a discussion of Tiltrotor opportunities and issues. Sufficient infrastructure to create service at enough desirable trip ends is the problem. The technology for the aircraft, like the Sikorsky S-92, holding 19 passengers, is available and reliable. Recent accidents have been analyzed and are not related to design flaws. The Bell August 609 Tiltrotor flies at twice the speed (range) of a helicopter and carries 8 passengers. There are 80 orders for this aircraft. Although noise is an issue in vertiport siting, police and emergency uses as well as high end freight and passenger transport make the mode viable. Demo corridors include Dallas - Ft. Worth, the LA basin, Atlanta area and the Northeast. Parsons Brinkerhoff has proposed to develop a Tiltrotor network between Boston and Washington, D.C. using park and ride highway facilities, which will be tested first with freight shipments. Pat Sullivan suggested that in the upcoming planning work, potential operating revenues, costs and benefits to impacted communities must be demonstrated. Stay tuned.

General Aviation Security - Mr. Moog lead a discussion regarding the safety of G.A. airports, how it can be improved, and what terrorism related risk exists. After 9/11 several press reporters have done stories on the subject, and lack of security posture will certainly hurt G.A. airports community relations. Ultimately, G.A. security projects must be integrated into capital programming and planning. Pat Sullivan expects draft a Program Guidance letter from FAA soon about G.A. security and eligibility in AIP of these projects. The FAA has set up Civil Aviation Field Security Offices around the country to respond to all security questions. John Luce of AOPA provided his organizations informal position on non-commercial airport security, as follows:

1. FAA should be given enough time to fully study the issue. While we all want quick solutions, but this issue may take a bit longer for FAA to study NSC mandates and respond appropriately. But this should not prevent aviation interest from commenting to FAA and other appropriate authorities.
2. Pilots and airport owners should be made party to any FAA plan (Notice of

Proposed Rulemaking).

3. There exists no current statutory Regulation or Authority to secure GA airports. Therefore, we should not rush head-long into acceptance of severe measures.
4. Airport owners and pilots should be encouraged to voluntarily secure their unattended aircraft. (Hangar locks tied-down chains under lock, etc.)

Several specific actions have been suggested in the interim, including; Registration of aircraft and authorized pilots and inform local police; increase random patrols of airports; and notification of transients. Other items submitted to DVRPC will be summarized for the March 2002 RAC meeting.

DVRPC ACIP Development "Pilot Study" Mr. Moog introduced Reiner Pelzer to describe DVRPC's FAA funded role in expediting capital grants to region system airports. After developing a work approach with FAA and PennDOT, DVRPC chose two airports, Pottstown-Limerick and New Garden, which have high priority in the 2025 RASP, compelling projects, and reasons for quick capital investment by FAA/PennDOT. DVRPC will work with these airports and their consultants to; 1) update the 12 year capital plan submittal to PennDOT and the ACIP submittal to FAA, 2) resolve community, design, system planning role and expansion expectation issues, 3) expedite scheduling of funding decision process by better documentation of funding process planning submittals and expedited submittal timing, and 4) document problems, issues, opportunities and recommendations to modify the planning process. The objective here is to complement PennDOT's, and in the future, NJDOT's funding process by working with all parties and ultimately to influence states funding decisions in favor of regional priority projects.

Eastern Regional Study of Capacity Role for Small Commercial Service Airports Pat Sullivan mentioned that since major hub airports like PHL, JFK, EWR are at gridlock during much of their operation, FAA will study the potential expanded role for airports like Atlantic City, Trenton Mercer, LVI, New Castle County AND others to spread the demand. Of course, airline corporation in fare setting is necessary for any significant relief. The Port Authority of New York and New Jersey is interested in some sponsorship role. Jennifer Dermity of FAA Eastern Region, will coordinate the study, which is on hold due to 9/11 events.

PA and NJ System Plans Both states are developing long term plans to define future facility needs. Pat Sullivan and Roger Moog are participating in the PA plan and encouraging policy, legislative and programmatic strategy development as well as specific facility recommendations. NJ SASP preliminary system recommendations were presented in December. Some participants feel that political considerations, specifically regarding South Jersey Regional and Solberg Airports, are influencing SASP recommendations. Ray Syms and John

Luce responded that politics has no place in system planning, Governor Elect McGreevey in New Jersey will be approached by aviation advocates to reverse this trend of politics influencing long range planning.

5) Capital Programming Status

FAA AIP Update Mr. Sullivan summarized the results of the 2001 AIP and expectation about 2002. AIP grants distributed from the Harrisburg ADO include:

Total AIP (including carry-overs)-Pa. And De.

FY 2000-\$78,088,808

FY 2001-\$125,353,031

Pa. State Block Grant (state apportionment and non-primary entitlements)

FY 2000-\$10,139,371

FY 2001-\$15,925,127 (\$10.6 apportionment, \$5.3 NPE)

Pa. State discretionary

FY 2000 \$3,196,363 PNE and Washington County

FY 2001 \$4,970,512 Doylestown, Butler, Towanda, Harrisburg, Capital City, Wings Field, Indiana and Connellsville

Delaware-New Castle Co, Georgetown, Summit, Delaware Airpark

FY 2001 \$1,967,390 Entitlement

FY 2001 \$4,284,561 Discretionary

**FY 2002 AIP** bill has not been sent to President, probably due to issues on conditions to be placed on spending. FAA expects AIP to be \$3.3 billion. Changes would involve security. FAA expects to make grants available after February 2002.

The "Aviation and Transportation Security Act" is currently being studied and we do not have anything definitive at this time. Most security questions being referred to CAFSO. Amendment to FAR Part 107 became effective 11/14/01 (in 7/17/01 federal register notice). Draft PGL 02-02 is being circulated in the FAA for review. It deals with AIP eligibility requirements for security measures, facilities and technologies, and provides for quick review of airport security requests. Projects need to be directly tied to air transportation security. Security planning may be eligible under master planning.

New Jersey Funding Programs Status - John Kaiser noted that CIP submissions were due on November 30 and the Division of Aeronautics will start ranking projects for funding from the state fund and the block grant in January.

6) Old Business

PA Proposed Aviation Legislation - Senator Holl of Montgomery County, who previously introduced SB107 and 108, to raise funds through bond issues to allow public acquisition (by counties) of property and easements adjoining airports to eliminate or reduce noise impacts and land use conflicts that push privately owned airports to closure, has introduced another bill making eligible for state aviation funding lands and easements adjacent to airports.

NJ Aviation Association - Justin Edwards explained that this private lobby group represents airports but needs more corporate involvement. It's activities complement those of NBAA.

7) New Business

- Next meeting of the DVRPC Regional Aviation Committee is March 21, 2002, 10:00 a.m. at DVRPC.
- FAA/Penn State Annual Aviation Conference is scheduled this year for March 18-20, 2002 at Hershey Conference Center.

Public Comment

Paul Krupp of Yardley, Pennsylvania, commented about the master plan and environmental assessment at Trenton Mercer and asked where the process stands. Mr. Edwards said the assessment is being fine-tuned, then public hearings will be held. Mr. Krupp asked why the process has taken over two years? Mr. Edwards said it had to do with study funding and rewriting of process rules.

Dan Rusk commented that George Martyn, long time chair of the Regional Aviation Committee, is doing well through his recent illness and wishes all committee participants Happy Holidays.