

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

Minutes of the April 12, 2002 Meeting of the Regional Aviation Committee

Attendee	Affiliation
Patty Arbontouls	Hopewell Township
Rob Betz	PennDOT Bureau of Aviation
A.H. (Rick) Childs	L. Robert Kimball
Skip Coon	Delaware Valley Regional Planning Commission
Rich Delello	BRRAM
Robert W. Driscoll	Wings Field
Everitt B. duPont	New Garden Flying Field
Chris Fales	McFarland Johnson, Inc.
Pete Griffing	Consultant
Charlie Hostetter	McFarland Johnson, Inc.
Thomas Joseph	Philadelphia International Airport
John C. Kaiser	New Jersey Department of Aeronautics
Heidi Kahme	Hopewell Township
David Kimmerly	Montgomery County Planning Commission
Jan Kopple	DPK&A, Architects
Paul Krupp	BRRAM
Norman Lamar	PennDOT, Bureau of Aviation
James MacKenzie	DMJM Aviation
Roger Moog	Delaware Valley Regional Planning Commission
Bill Moran	Brandywine Airport
William Mummery	McFarland Johnson Engineers
Steve Najarian	Aero Club of Pennsylvania
Chad Nixon	McFarland Johnson Engineers
Fred Pourki	Philadelphia International Airport
Caroline Prickett	Summit Aviation
Richard Robyak	SJRA-Airport Engineer
Dan Rusk	Reinhart & Rusk
Joe Scalfaro	DMJM Aviation
Fran Strouse	L. Robert Kimball
Rocco Tomanelli	Delaware River & Bay Authority
Tom Tomczyk	PennDOT, Bureau of Aviation
Harry Van Den Heuvel	Delaware Office of Aeronautics
Thabet Zakaria	Delaware Valley Regional Planning Commission

- 1) Introduction and Welcome - Justin Edwards chaired the meeting and asked attendees to introduce themselves. Roger Moog thanked Emmett O'Hare, previous chair, for his contribution. Mr. O'Hare is no longer with New Jersey Department of Transportation.
- 2) Minutes of the December 13, 2001 RAC Meeting - Minutes were accepted with a correction by Rocco Tomanelli regarding the funding of the new ATC tower on the field. It was entirely paid for by DRBA, not shared with FAA.
- 3) Status of Regional Aviation Systems Plan (RASP) Implementation

Philadelphia International - Fred Pourki reported on major projects. The new international terminal will be open in October 2002, as well as new car parking garages at terminals 1 and F. The rehabilitation of runway 17-35 will begin this summer. The new fire training facility has been delayed, but when completed can be used by other airports to train staff, said Fred in response to a question by Justin Edwards. Terminal E expansion is ongoing, as is the air/landside master plan, which will be available on its own website.

Doylestown/Quakertown - Roger Moog relayed information from Harry Scarlett. At Doylestown, land acquisition and negotiation is ongoing as well as obstruction clearing. The annual neighborhood/airport cookout is June 26. At Quakertown, the bog turtle survey is from April to June. This is necessary before any master plan expansion. Flight Concepts, the new FBO, offers flying lessons on a new a Cessna 172. They have greatly improved terminal comfort. The AWOS III was installed and frequency assigned. It can be accessed at 215-538-7610. Fran Strouse emphasized the significance of bog turtle impact if you have wetlands.

Trenton Mercer - Justin Edwards described the new Pfizer hangar and Shuttle America emergence from chapter 11. They are now flying SAAB 340's and code sharing with US Airways. The EA evaluating the new terminal project will be released in the upcoming weeks.

New Castle County - Rocco Tomanelli, Aviation Director for DRBA said new corporate hangars are being constructed. FAA is funding the GA terminal renovation and runway 14-32 rehabilitation. Millville, also run by DRBA has a new corporate hangar and will host an airshow on May 4 & 5 featuring the Thunderbirds. At Delaware Airpark, a Delaware Department of Transportation supported Master Plan is underway which may result in a recommended parallel runway. At Dover AFB the civil terminal is open but with more stringent security, due to 9/11/01. Everitt Dupont asked when the new ATC tower opened, to which Rocco replied August 2001.

Chester County - Bryan Campbell is the new president of Chester County Aviation.

Pottstown Limerick - Chris Fales of McFarland Johnson noted that the master plan update is complete and they are awaiting Exelon Corp. okay to hold the EA public meeting. Regarding the 12,500 lb. weight limits, Norm Lamar says it's not due to the NRC requirements for the Limick Nuclear Station, but due to the limited approach slope resulting in categorizing the airport as a utility runway.

Summitt - Carolyn Dupont Prickett, airport owner, reported that QED Corp. is doing the master plan and they have a new president, Finn Nielson. GA traffic and avionics work with Boeing is picking up lately. Ideally, they would like to enlarge ramp space and improve and extend taxiway and runways. Summit is near the Salem Nuclear Park and it, as well as one ILS approach at New Castle was shut down.

Flying W - John Kaiser of NJDOT said a public meeting was held on the EA. A 100 foot extension to the runway is suggested, as well as other enhancements. Nobody complained.

Wings - Bob Driscoll expressed pleasure at the completion of the 3,800 ft. runway. The AWOS III will be up next month. The post extension noise/utilization study with neighbor participation is being done by QED. Problems at the field include helicopter noise, a centralized pad is being proposed. The beacon light is shining in neighbors houses and will be corrected. Canadian geese have moved in and are causing problems. Carolyn Prickett said Summit had the beacon problem and successfully constructed blockers. Everitt said geese can be shot with the proper permit.

New Garden - Everitt duPont said PennDOT has concurred in their selection of Kimball and Associates as master plan consultants. The annual airshow is June 1 and tree clearing is proceeding according to PennDOT direction. He noted that Delaware U.S. Representative Mike Castle has proposed a law obligating airports/flight schools to be responsible for security checks of student pilots, as if.

Brandywine - Bill Moran says McFarland Johnson is initiating their master plan update. No relief as yet from the increased property taxes resulting from hangar construction. The ownership structure, where multiple owner/operators have secured the preservation of the airports since a majority would not want to sell at the same time, is very advantageous.

Cecil County - Everitt duPont commented for Bob Powell, that they have acquired and will use and used fuel system to improve efficiency of delivery. The runway has been extended, and they are starting construction of a new maintenance building.

Sterling/Penns Landing Heliport - Roger Moog noted that FAA has requested that DVRPC review the AIP eligibility and continued feasibility of FAA sponsor heliport

development at the existing site. Recent residential development on the river has caused the approach to be shift 10% according to Norman Lamarr. FAA did not oppose the development.

4) Continuing Planning Activities

General Aviation Security - DVRPC has received preliminary support from FAA Harrisburg to develop a security inventory for GA airports including, fencing, gate procedures, itinerant procedures, flight school screening, night operations. The intent is to be prepared for FAA/TSA GA security standards when they are available. Rocco Tomanelli emphasized that TSA is now totally responsible for security, however they are not generally aviation people, so a learning curve must be anticipated. Mr. Edwards said DVRPC should work with NBAA and other aviation groups who are focusing on security, as it impacts corporate, charter and other non-commercial aviation service.

Recent Legislation - Mr. Moog distributed the recently introduced New Jersey Assembly Bill 289, which would create a civilian review board which must sign off on any aviation development at the three county owned airports. This bill is targeting to Trenton-Mercer according to Justin. Heidi Kahme, an interested citizen, said the bill is designed to mend the relationships between community groups and the airport, formalize communication with citizens, and not necessarily curtail development. Paul Krupp from Yardley added that PA should be included when the Mercer County proposes to expand Trenton Mercer.

SASP and RASP Development - Roger referred to the recently completed DVRPC Region Plan, the RASP. It was adopted April 2001 but the final, toned down edition was published March 2002. Since adoption, Wings completed its runway, Doylestown decided to attempt to extend its runway, and Albion was put up for sale. John Kaiser of New Jersey DOT said the NJ State Aviation Plan, the SASP will be available by the end of 2002, but proposing expansion is difficult with New Jersey's residential densities around airports. Tom Tomczyk said the PA SASP will hold public hearings in the spring. Fred Pourki noted that New Jersey's expectations seem negative and he asked about PA to which Tom said PennDOT expects good growth in aviation demand and facilities.

5) Capital Programming Status

FAA No representative from FAA was present, however, Mr. Moog said FAA at Hershey implied the AIP for 2003 will be the same as 2002. The question of where funds for security facilities will be found was raised.

PA and NJ funding programs - No comments

6) Old Business

Hershey Conference - Mr. Moog reported on the major topics of this year's conference:

Security - TSA cannot meet 100% screening of checked bags by 12/31/01, and will use alternatives like profiling, bag inspection, explosives spot testing. Availability is short for new testing equipment to be installed by December 31, 2002. Changes in traffic growth noted were increases in corporate, charter/shared ownership/point to point, indicating a need for small airports. The status of inflight and terminal NAVAIDS like GPS, WAAS, & LAAS were discussed. The VOR system will be replaced by these non-land based systems.

PA Aviation Advisory Committee and PA Aviation Council Activities - Both organizations are requesting a review of PennDOT capital funding selection and grant distribution process, in light of the slow drawdown of block grant funds in the last three years.

New Jersey Aviation Association Justin noted that more corporate and private pilot members are needed. Tom Carver, the organization President, is lobbying for appropriate legislation and he and others are involved with the McGreevy transition team to insure support of necessary aviation facilities in the region.

DVRPC Counting Program Roger introduced Skip Coon, a new aviation employee, who is assisting Reiner Pelzer with New Jersey and regional counting.

7) New Business

- Next meeting of the DVRPC Regional Aviation Committee is June 20, 2002, 10:00 a.m. at DVRPC.
- The Annual New Jersey Aviation Conference is Friday, May 17, 2002 at Trenton Mercer. Key speaker is James Fallows, the author of "Free Flight," which describes future aviation demand and service scenarios.
- AOPA will hold a town meeting with Phil Boyer, President, on 5/2/02 Thursday, 7:30 p.m. at the West Conshohocken Marriot. Roger Moog will host the event.
- Public Comment Period

Several attendees questioned the neighbor involvement adequacy of the Trenton Mercer Master Plan/EA process. Justin Edwards said 80 Freeholder meetings, as well as scoping and public information meetings have been held. Meetings have been held to include the public in excess of NEPA requirements.

Some representatives of BRRAM and PLANE said FAA doesn't want to listen, the process has been deceptive, and development has been deceptively completed outside the process. Mr. Edwards does not agree and feels all public participation requirements have been fulfilled, and county elected freeholders represent the citizens and are responsible for decisions governing airport expansion. One neighbor emphasized that since impacts from Trenton Mercer affect Bucks County, they should be included in citizen participation, and they are not.

Mr. Edwards also said that the EA has a section evaluating cumulative impacts of past projects not just the current proposals. Dan Rusk commented that like other develop, the "public" opposition often represents a select group of citizens responding to their own self interest, not the public at large.