

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

Minutes of the June 20, 2002 Meeting of the Regional Aviation Committee

Attendee	Affiliation
Rob Betz	PennDOT Bureau of Aviation
Allen Black	Bucks County Airport Authority
Tamara Bream	Angel Flight East
Naomi Brown	DY Consultants
A.H. (Rick) Childs	L. Robert Kimball
Rich Delello	BRRAM
Jennifer Dermody	FAA Eastern Region Airports Division
Robert W. Driscoll	Wings Field
Justin Edwards	Trenton Mercer Airport
Dawn Fithian	Sterling/Penn's Landing Heliport
Pete Griffing	Consultant
Marsha Hochstadt	DY Consultants
Richard Horstmann	Edwards & Kelcey
Matt Johnston	DPK&A Architects
Matt Johnson	Burlington County
John C. Kaiser	New Jersey Department of Aeronautics
Jan Kopple	DPK&A, Architects
Paul Krupp	BRRAM
Norman Lamar	PennDOT, Bureau of Aviation
John P. Luce	AOPA
James MacKenzie	DMJM Aviation
Roger Moog	Delaware Valley Regional Planning Commission
Steve Najarian	Aero Club of Pennsylvania
David Nelson	Brandywine Airport
Chad Nixon	McFarland Johnson Engineers
Bob Ori	Planning Technology, Inc.
Reiner Pelzer	Delaware Valley Regional Planning Commission
Fred Pourki	Philadelphia International Airport
Ronald Price	QED
Dan Rusk	Reinhart & Rusk
Wendy S. Smith	NJDOT - Division of Aeronautics
Harry Van Den Heuvel	Delaware Office of Aeronautics
Jeffrey Wood	McFarland-Johnson, Inc.
Dennis Yap	DY Consultants
Thabet Zakaria	Delaware Valley Regional Planning Commission

- 1) Introduction and Welcome - Chair, Justin Edwards, manager of Trenton Mercer Airport introduced himself and asked attendees to do the same.
- 2) Minutes of the April 12, 2002 Regional Aviation Committee (RAC) Meeting - Minutes were approved as distributed. Several attendees requested that DVRPC attach the sign-in sheet to future minutes when mailed, to facilitate communications within the aviation community. Mr. Moog agreed.
- 3) Status of Regional Aviation Systems Plan (RASP) Implementation

Philadelphia International - Fred Pourki reports that the contractor for terminal 1, the Willard Co. is no longer on the job. They have been replaced by Fischback and Moore. The airport is working hard to comply with the December 31, 2002 baggage screening deadlines, which will be difficult for many airports. Jennifer Dermody of FAA-Eastern Region, said the deadline is a congressional mandate, but the Transportation Security Administration will enforce conformance. Mr. Pourki and others said that the 300 ft. setback from terminals for parking has caused operational problems. PHL is expanding security fencing and cameras at more locations. The new parking garage serving terminal F and other development will ultimately provide 8,000 more spaces. PHL received FAA certification for the fire training facility which is in use, but not yet available to outside users. Dan Rusk said these facilities should be shared to keep system costs down. Fred added that both terminals D and E are expanding gates along hammerhead ends.

Northeast Philadelphia - Mr. Pourki said resurfacing of 15-33 is underway. Pete Griffing said, since the airport is the major corporate reliever to PHL, a highspeed transit link to Center City should be considered.

Doylestown - Allen Black, Bucks Airport Authority Chair said that they are working with Buckingham Township on land acquisition of 68 acres which would permit an 800 ft. runway expansion.

Quakertown - Allen reported that after a \$40,000 study, no bog turtles were found and the airport development projects can go forward. Wendy Smith asked about the ultimate runway length there, which will be 3,800 ft.

Trenton Mercer - Justin Edwards reported that the public hearing was held regarding the outcome of the environmental assessment (EA) of terminal and parking improvements. The hearing was tough with strong and numerous opinions on both sides of the development issue. Justin thanked Reiner Pelzer for representing the regional position and taking some heat. The airport is analyzing the viability of constructing nine new corporate hangars.

South Jersey Regional - Wendy Smith of NJDOT said that state is in discussion with the locals and the airport about acquisition. It will stay open but the runway extension is questionable, even though an ALP has been approved identifying the extension, as noted by Mr. Edwards.

Camden County - Dennis Yap of DY Consultants said apron rehab is ongoing. The airport wants to sell development rights to improve cash flow and financial viability.

Flying W - Dennis also reported on this airport, saying the apron will be expanded this summer, and the 300 ft runway extension has received no opposition and they hope for a finding of no significant impact (FONZI) from their environmental assessment.

Trenton Robbinsville - Mr. Yap said additional T-hangars will be built but no runway extension is contemplated. Five acres have been environmentally cleaned recently. GA entitlement funds are being used for apron rehabilitation. Although the 4,200 ft. runway will not be extended, a road should be moved so the runway threshold does not need to be displaced and the full length can be used.

Spitfire - The airport has received a grant from New Jersey to widen the runway and improve lighting.

Brandywine - Dave Nelson, the retiring airport manager, reports that the airport is working with McFarland/Johnson on a new ALP and the local township is supportive. PennStar EMS helicopters are based there now.

Wings - Bob Driscoll referred attendees to the May AOPA magazine article on Wings and the successful effort to extend the runway. They are correcting the beacon structure which shines in neighbors houses. Tree clearing is proceeding on approach end of 24. The \$100,000 study set up by US Representative Hoeffel to monitor and mitigate noise after runway construction is underway. A new ramp for use by helicopters will lower noise impact. The Vintage Aircraft Day this year is September 7, 2002.

Pottstown Limerick - Mike D'Aries reported by phone that continuing maintenance is being done. Excelon, the airport owner, is involved with nuclear plant security and is debating its continued role in airport development and operations.

Penns Landing, (Sterling) Heliport - Dawn Fithian reported that the heliport is doing pavement repair and has bought snow removal equipment. Approaches have been shifted due to the apartment construction next door. DVRPC is working with Delta Consultants to establish feasibility of the site for federal AIP grants.

Total RF - Chad Nixon of McFarland/Johnson said his firm is working on a development action plan for this facility which was licensed in Bensalem, Bucks

County, in 1998. The site is seven acres, of which two are used for aviation, which creates some business development possibilities. Ms. Fithian said Sterling is considering using Total RF as a satellite maintenance facility. Rick Childs added that originally, the site selected for a center city heliport was anticipated to serve Tiltrotor traffic in the future.

4) Continuing Planning Activities

Internet Aviation System Capital Programming and Data Management - Roger Moog introduced Robert Ori of Planning Technology, Inc. who presented via internet connection, the airport interactive system his corporation set up and manages for the state of Florida. In this system, the state and FAA, ADO can act quickly to program projects or reshuffle priorities as situations warrant. Applications include airport design, obstruction I.D., environmental analysis, licensing and capital programming, all tied in via the internet with the State and FAA. Mr. Ori said that in Florida his firm has a ten year commitment to manage the site. The Port Authority of NY and NJ is looking into this system for its airport records and management post 9/11 since it is not located at any one physical site. Jennifer Dermody said FAA is interested in a possible demonstration in the eastern region. Asked about security risks to the NPIAS if all systems are interconnected, Mr. Ori said the NPIAS can't be tampered with since it is only uploaded. The system cuts out paperwork and data entry time and labor. To access the Florida site go to test.florida.aviation.database.com. Username: demo, password: demo. For the Florida Aviation Database (public) go to www.florida.aviation.database.com. Or www.stateaviation.com for all states data.

General Aviation Security - Mr. Moog reviewed the DVRPC proposal to FAA to do a GA airport security inventory with participation from airports in the Harrisburg region, as part of DVRPC's CASP XX work program. This activity was requested by FAA, but planning funds have not as yet been released by FAA headquarters. Norman Lamar said that PennDOT has been working on eligible security projects at state airports and can provide input. A AAEE security task force has been set up but it may concentrate on commercial service airports. Allen Black cautioned to avoid ineffective security expenditures that amount to public relations. John Luce, AOPA representative said his organization is afraid of the considerable cost of a new licensing procedure for pilots, if the money comes from AIP. His point is GA security will protect the general public so it should be funded from the US Treasury. Justin asked if pilots licenses should have photos, to which John Luce said the cost would be \$50M. AOPA says just use auto drivers licenses for positive identification. To date FAA or TSA have produced no updated operational guidelines for GA airports.

DVRPC Travel Time Study - Reiner Pelzer distributed and explained the memo exploring travel time changes to/from PHL to other parts of the region by highway

and transit. This data is used by system and master plans to define market areas. Generally, due to transit and highway network completion, travel times are shorter now than within the last two decades (see the memo included in the mailing). Dr. Zakaria said this travel time analysis is done periodically region-wide for all aspects of transportation planning, not just aviation. Richard Horstman asked about travel to or from Delaware, where DVRPC does not gather data.

DVRPC Operations Counting - Reiner summarized activity. Seven regional airports are being counted as part of the CASP program, while DVRPC is counting currently twelve other airports for NJDOT. Allen Black asked Reiner to check with Rick Witt at Doylestown since recent DVRPC counts aren't consistent with activity experienced by the staff in Doylestown.

PennDOT Aviation Regulation Changes - Roger distributed draft changes to Chapters 471 and 473 of the PA Aviation Code referring to airport licensing and grants. The PA Aviation Council and other groups have submitted responses. Norm Lamar said this is a five year effort, to better clarify regulations, and he encouraged anyone to respond.

2025 RASP Issues - Roger Moog said that DVRPC is currently holding public hearings to amend its long range transportation plans. The 2025 RASP for aviation adopted 4/01 has five omissions or updates that should be corrected. They are; Wings runway is done and should be deleted; Doylestown runway extension added; Pottstown Limerick public acquisition added; Trenton Mercer rebuild clarification to be only two gates and additional car parking; unspecified additional capacity expansion and security costs at PHL and security costs at all other RASP airports. These changes were discussed and concurred with by the RAC. DVRPC staff will present these changes with other transportation amendments at the June 2002 DVRPC Board meeting.

5) Capital Programming

- FAA - AIP Update - Jennifer Dermody of FAA Eastern Region noted that although security funding for TSA doesn't come out of the AIP, AIP funds in FY02 are being held back for projects to complement security needs. Roger added that supplemental legislation is pending for almost \$4 billion to continue TSA work. Since FY 02 is the last year of the aviation authorization, a new authorization bill is needed. However, with Congress involved in the highway and transit reauthorization, as well as security issues, it is anticipated that aviation will get a continuing resolution and continue the same AIP programs and funding levels into FY03.
- PA Funding Programs - Bob Betz of PennDOT noted that pre-apps for FY 03 projects are due June 30. Roger added that PA aviation interests are trying to

encourage the legislature to release \$12 million of aviation funds, one half of the aviation restricted account balance.

- NJ Funding Program - Wendy Smith said they just received their FY02 block grant allocation from FAA of \$7 million. In FY 03, NJ has \$56 million of project needs and \$14 million of funds from the state and FAA. Different fiscal years at the state and FAA cause much programming complications.

6) Old Business

- New Jersey Aviation Legislation - John Luce pointed out several bills, which he and others think are reactions to 9/11, that have been initiated in the legislature and would be bad for aviation. They are: Senate Bill 432 to stringently regulate flight schools and put costs on applicant and school. Ron Price of QED consultants said car and truck drivers don't get that scrutiny, why should pilots. Assembly Bill 289 would require citizens review and approval of all projects at county airports, according to Mr. Edwards. Assembly bill 2359 requiring more screening of restaurant workers, raising cost. All these bills are bad for aviation and should not pass.
- New Jersey Annual Aviation Conference - John Kaiser reported on the successful conference held May 17 at and near Trenton Mercer Airport. Major subjects presented were, the growing market for fractional ownership of business aircraft, "Free Flight" and the SATS program using Eclipse type aircraft, and results of the state airport system plan study.
- Northeast Corridor Airspace Redesign - Jennifer Dermody said that the EIS is being completed for several scenarios of airspace redesign. Specific airports require special treatment due to more serious noise impacts.
- AOPA Town Meeting 5/2/02 Phil Boyer, AOPA president, held this local meeting attended by several hundred pilots. Concern about closing airports and airspace in response to terrorism was the subject.

7) New Business

- Next meeting of the DVRPC Regional Aviation Committee is Thursday, September 19, 2002 at 10:00 a.m. at DVRPC offices.
- Public Comment Period

Paul Krupp representing neighbors in Lower Makefield who are concerned with traffic at Trenton Mercer commented that the EA response time for the public of 30 days should be extended to 90 to give neighbors sufficient time, since the

EA took 31 months to complete. He requested that letters and resolutions from US Representative Greenwood, Bucks County Commissioners, and Lower Makefield be submitted to DVRPC for inclusion into the next mailing. Mr. Moog agreed. Mr. Edwards responded that the public hearing on the EA was more than what is required by FAA and that he has numerous testimonials by citizens and corporations favoring the redevelopment of the airport.

Tami Bream, from Angel Flight, made the point that suburban airports should be defended not only from the economic and mobility rationale, but also for the humanitarian nature of the services, like Angel Flight, that they provide. GA was a significant help in relief effort in Manhattan after 9/11.