

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

Minutes of the March 18, 2004 Meeting of the Regional Aviation Committee

Attendee	Affiliation
Martine Belanger	Philadelphia City Planning Commission
Andrew Brooks	FAA
Rick Childs	L. Robert Kimball & Associates
Skip Coon	DVRPC
Calvin M. Davenger	Philadelphia International Airport
Rich Delello	BRRAM
Everitt B. DuPont	New Garden Airport
Justin Edwards	TTN
Chris Fales	McFarland Johnson
Jim Fels	FAA Harrisburg ADO
Fred Fellmeth	Total RF Heliport
Richard Horstmann	Urban Engineers
Heidi Kahme	BRRAM
John Kaiser	NJDOT, Aeronautics
Mo Keane	FAA
Norman Lamar	PA Bureau of Aviation
Lori Lehnerd	FAA, National Planning Division
Shirley Loveless	Temple University
Ed Matterson	FAA ATCT
Roger Moog	Delaware Valley Regional Planning Commission
Bill Moran	Brandywine Airport
Steve Najarian	Aero Club of Pennsylvania
Bob Niszcza	FAA
Reiner Pelzer	Delaware Valley Regional Planning Commission
Robert D. Powell	Cecil County Airport
Kathy Reynolds	Chester County Planning Commission
Dan Rusk	Reinhart & Rusk, Inc.
Cherry Smith	College of Aeronautics
Kas Tabrizi	Advanced Infrastructure Design, Inc.
Mark Tiger	DMJM Aviation, Inc.
Tom Tomczyk	PennDOT Bureau Of Aviation
Harry Van Den Heuvel	Delaware Department of Transportation
Ajana D. Wilkinson	College of Aeronautics

- 1) Introduction - Chair, Justin Edwards of Trenton Mercer Airport introduced himself and asked attendees to do the same.
- 2) Minutes of the December 18, 2003 Regional Aviation Committee (RAC) Meeting - Minutes were approved with the correction of the spelling of the “Chinook” helicopter on page 3 as pointed out by Rick Childs.
- 3) Status of Regional Aviation Systems Plan (RASP) Implementation

Airports

Philadelphia International - Calvin Davenger reported that a streamlining effort of the Master Plan and EIS for the capacity expansion was underway and endorsed by the Bush Administration. Public meetings will occur April 13, 14, and 15 in New Jersey, Delaware and Pennsylvania. Preliminarily, an EIS for the runway 17/35 extension will be done.

Philadelphia Northeast - Agusta Helicopter has broken ground for a new facility and the City Properties department is looking for more tenants.

Doylestown - Roger Moog noted from news reports that the Bucks County Airport Authority continues negotiation with the township regarding road closure for airport safety areas.

Camden County - John Kaiser noted that the New Jersey State Green Acres program has acquired the land around the airport to preserve open space and keep the airport operating within its current space limitations.

Trenton Mercer - Justin said that Shuttle America stopped service but Boston-Maine Airlines initiated service, and then Shuttle America decided to resume. Other small airlines may be interested. New corporate hangars will open this spring, including Merck’s expansion.

New Castle County - Harvey Van Den Heuvel, of Delaware Department of Transportation (DelDOT) said that the 14/32 runway rehab is done, and 1/19 will start this spring. The runway 1/19 safety area is being expanded. A short list of applicants for Rocco Tomanelli’s job are being interviewed.

South Jersey Regional - John Kaiser of NJDOT commented that the airport has been bought by the State and is closed for runway repairs. Dan Rusk suggested neighbors will complain about that job as they do for all work. Dan continues to push his hangar construction job with a new republican administration in the township. The purchase price of the airport is reported around \$8 million and an

FBO to operate the airport is in place for three years.

Pennridge - Chris Fales of McFarland Johnson said that design and approvals for hangars construction and associated aprons has been accomplished.

New Garden - Everitt duPont is working with Edwards and Kelsey regarding RSA improvements and Kimball for the updated master plan. Richard Horstman asked about the status of sale to the township, to which Everitt replied, it is still working. June 13, 2004 is their annual air show, weather permitting.

Brandywine - Bill Moran said funds have been received from PennDOT for extension of the taxiway.

Cecil Co. - Bob Powell reported on activities. Obstruction removal is underway. Maryland DOT grants are supporting ramp expansion. He described the issues with the Washington D.C. ADIZ and how it is crippling airport business in parts of Maryland and Virginia. AOPA is involved in loosening restrictions, and GA traffic may be permitted to return to Reagan International. Cecil County is negotiating with potential tenants to base a King Air or small Cessna jet. Bob also mentioned that in the new AIP reauthorization, hangar, construction is eligible and publicly owned airports will compete with privates for these funds. Bob feels a more equitable subsidy would be a revolving loan program, equally available to all airports. Tom Tomczyk of PennDOT added, that to get hangar funds from AIP, all other needs regarding flight related improvements must be done first.

Heliport

Total R.F. - Fred Fellmeth commented that they are now advancing their marketing and lighting program and they have room for growth in operations, and based aircraft.

Sterling Heliport - Roger Moog summarized the results of DVRPC's presentation of Sterling's growth plan to the Urban Water Front Action Group or UWAG on February 5, 2004 at DVRPC. This is an oversight committee regarding urban waterfront development made up of Army Corp. Of Eng., Coast Guard, EPA, DEP and other agencies. Sterling needs their input to go ahead on EA/feasibility study with FAA funds. They have specific concerns on river impacts. DVRPC hopefully will work with them to "scope" the EA to their issues and then proceed. Penns Landing Corporation is sponsoring the study.

4. Continuing Planning Activities

NE Corridor Airspace Redesign - Mo Keane and Andrew Brooks of FAA, Eastern Region presented a discussion of the purpose, need and process they have been advancing. This northeast corridor study is ongoing for several years, considering

various plans including ocean routing in and out of JFK, and different approach/departure to EWR, LGA, PHL, TTN, and ACY. Not only does runway/taxiway capacity control delay and noise impacts, but airspace plays an equal role. There are over 10,000 flights a day in the New York area alone, and the fleet move to regional jets, which use the same approach/departure space as bigger jets, increases the load. The draft EIS for the revised configurations is due in 2004, they are modeling the entire airspace system using NIRS. In the interim, several airspace improvements including the LaGuardia/Newark approach flip/flop and, the dual modena departure fixes for PHL have reduced noise and delay perception. Bob Powell asked if the study group considered getting jets out of the airspace quicker by increased climb angles, to lower noise profile. He also asked if controllers have jurisdiction to implement this movement. Mo said traffic volume and closely spaced airports limit this strategy. Jim Fels of FAA Harrisburg, said prescoping meetings with the public allow FAA to target and correct proposals regarding impacts. Chris Fales asked about the magnitude of ground noise that FAA is dealing with in this exercise, and shouldn't modeling be done reflecting capacity and delay reduction objectives. Mo Keane said noise is part physical reality and part psychological, so minimize traffic in certain areas gives the perception of less noise. Hopefully, reduced noise is consistent with less system delay.

Regional GA Airport Security Study - Roger Moog reported that CTI is the consultant out of Bethesda advancing this study. All airport inspections have been done except PNE. The preliminary report was submitted on the basis of the first four airports surveyed; Wings, Quakertown, Summit and Flying W. The consultant process is, 1) categorization of all airports separately based on location, facilities usage, equaling risk level. 2) Individual airport assessments including current security processes and deficiencies. 3) Counter measures development by airport including facilities, procedures, training, emergency response. A final report will be available to the RAC by June 2004.

Regional Airports, PA Side, Zoning and Land Use Study - Roger Moog described this DVRPC in house research study which was started march 2004. DVRPC will compile a hit list of prominent townships with no zoning/land use to protect airports, and having degradable open space. Airports include PNE, Chester County, New Garden, Pottstown Limerick, Quakertown, Doylestown, Brandywine. Staff is looking at reasons why the township is not supporting their airport and strategies to avoid land use conflicts worsening in the future.

A Regional Zoning Authority has been proposed for some functions where impacts are not solely municipal. Jim Fels added that in the new AIP authorization, compatible land use planning is eligible.

5. Capital Programming Status

DVRPC PA Regional ACIP Development - Reiner Pelzer summarized the process that DVRPC has worked on with PENNDOT to develop annual ACIP recommendations, which will be endorsed by the DVRPC planning committee structure and Board and then represent regional aviation development priorities in the PennDOT funding process, annually. Reiner distributed the attached listing of recommended projects for PENNDOT FY05 for RAC consideration. The objective of this work is for DVRPC to more effectively advocate for regional high priority projects, and insure the region gets the appropriate and necessary share of state and federal funds. Rick Childs asked if any other part of the state is doing this? Tom Tomczyk said no, but several other MPO's have the potential. Justin Edwards asks why NJ is not apart of this work. It should be included, he feels. Mr. Moog said the NJ grant distribution process is not as difficult as PA since NJ no longer administers the FAA block grant program.

FAA Grant Update - Jim Fels mentioned key points of the Vision 100 reauthorization including; the increase of the noise set aside from 34% to 35% of discretionary, relief for small commercial airports impacted by 9/11, NPE project life extended to four years from three, increased importance of the national priority ranking in discretionary awards, and the four year authorization time frame in increasing funding from \$3.4 billion to \$3.7. He referred people to public law 108.17b, December 12, 2003 for more details.

PA State Grants - Tom Tomczyk said the Bureau is now processing end of the year 03-04 grants till June 30. Tentative allocation letters are going out now. Tom feels DVRPC's submittal is and will be helpful to Bureau deliberations.

NJ State Grants - John Kaiser said the Division of Aeronautics FY 05 funding program is in draft and being refined.

6. Old Business

PA Small Airports Committee - This committee of the PA Aviation Council is chaired by Everitt duPont.. He reported they are making progress on licensing and ownership transfer issues. The Committee meets monthly and will participate with the Governor's Aviation Advisory Committee on common issues.

Eastern Region Air Service Study - Roger Moog reported that this study is funded through FAA-EA, with 10% match for DVRPC portion 2/3 NJ, 1/3 PA. Study participants are in Port Authority of NY/NJ, NYSDOT, DVRPC, and airports JFK, LGA, EWR, Stewart, West Chester County, MacArthur, TTN, ABE, ACY. The RFQ/RFP request was put out by the Port Authority. Consultants must respond by the end of March 2004. Selection occurs in April. Market demographics and hidden markets are being identified in the study, phase I.

FAA Hershey Conference - Mr. Moog identified some major topics at the

conference including the New England Regional Airport System Service Study, GA security, the Spector Study of impacts of airline bankruptcies, and aspects of the new AIP authorization.

New Business

- Next meeting of the DVRPC Regional Aviation Committee scheduled for Thursday, June 17, 2004, 10:00 a.m. DVRPC.
- Public Comment Period - no comments.
- Last Shots:
 - Chair Edwards asked if any member was interested in representing the RAC at the DVRPC Regional Surface Transportation Committee.
 - Chair Edwards also noted the FAA award to Trenton Mercer as a model airport with a perfect inspection record.
 - John Kaiser announced the Milleville Airshow on May 1 and 2, and the NJ Aviation Conference held at McGuire AFB held on May 8, 2004.
 - Harry Van Den Heuvel added that the Dover AFB Air Show is May 15-16 this year. He also said that the Delaware legislature is forming an Aviation Advisory Board.
 - Jim Fels suggested that the decision on direction for Penns Landing may be helped with a formal vote or motion of the RAC which could be transmitted to the DVRPC Board. He suggested that as background for this motion, a short white paper be produced for the June RAC meeting describing major issues and responses, sponsor, purpose and need, and any other points to be raised. Mr. Moog will produce the document.