

Airport Authority Minutes
February 20, 2017

The Chairman, Jack Robson, called the meeting to order at 7:35 PM in the upstairs meeting room in the Airport Terminal Building. Members Dave Dorsch, Chris Dullnig, James Garvin, Gabriel Iriate, and Anna Sandberg were present. Lee Sommer, Airport Manager attended. One visitor, a student from the University of Maryland observed the meeting.

The Minutes of March 4, 2016 Meeting were read and approved.

The airport manager reported that the airport staff has made initial changes to the rules and regulations and will set up committee meetings in March, April, and May to complete the first draft. That draft will be made available to the Authority for discussion at its next meeting, tentatively scheduled for July.

He also advised that the new terminal building was occupied in July and has had only minor issues that the construction contractor has rectified. The building, both as an airport terminal and as a public meeting location, has received many compliments.

At long last those few tree branches that were impinging on the airport's 20:1 approach surface have been removed and the official survey results provided to the Maryland Aviation Administration. A question: Was the original work to reclaim the 20:1 surface that extensively cut the trees was done on a "just enough to meet spec" basis or more than that so as to increase the time between future trimmings was asked. Mr. Sommer explained that both approaches were taken. The M-NCPPC arborist made that determination based on tree health and the effect either method would have on each tree. The overall result will basically require less cutting on a yearly basis. As promised, a number of low growth replacement trees were planted. A few have died and will be replaced.

The Airmail Hangar has had water problems over the years. M-NCPPC has undertaken a major renovation program in an attempt to remediate. To date, they have extensively modified the drainage around the hangar and resurfaced the ramp in front of the hangar. In addition, mold has been found in the walls at the rear of the hangar. A trailer has been installed adjacent to the hangar and the County Police "ready room" relocated to that trailer. The next step is removal and replacement of the walls. This will be done without affecting the original historic portions of the structure.

WMATA has finally awarded a development contract for the Metro station/parking lot location. The adjacent, more southerly lot along the tracks also appears to be under negotiation for a similar mixed used development. No real detail is available but architects' renderings imply no effect on aircraft operations.

The Airport Manager reported that for the 4th quarter there were:

32 Based Aircraft
379 Tenant Operations

400 Transient Operations

With the recent addition of a Jet-A fuel capability there has been a modest increase in fuel sales. The use of turbo-prop engines on small, non-jet aircraft is increasing. In the past the airport was unable to directly economically benefit when that type of plane used the airport. Turbo-props are generally quieter in operation than an equivalent piston-powered plane.

Mr. Sommer announced that there was a new Assistant Manager: Kathryn Hefner.

The Paint Branch Stream that runs adjacent to the airport is being remediated as to flow and fish re-population. A series of changes will be made to better distribute water flow and encourage the returning fish population to go further upstream. The work will use a portion of the airport for stream access but will have negligible impact on airport operations or safety. The work is a consequence of the Purple Line project.

Mr. Iriate reported on a petition to the FCC that might have an impact on 5G cell service towers that could be erected in the vicinity of the airport. After discussion, the Authority voted to have the Chairman investigate this further, and if necessary, write a memo to Council in this regard.

There is currently a bill in Annapolis to eliminate sales tax on aviation repair services. A number of adjacent states have enacted such legislation and our Maryland-based repair facilities are losing business as a result. The Maryland Airport Manager's Association will be speaking in favor of the bill. The law would have no immediate effect on the airport as, since 9/11, we have had no repair facilities.

FAA regulations pertaining to the operation of small "drones" in the vicinity of the airport or within the boundaries of the Washington DC Flight Restricted Zone were discussed. Such operations are prohibited. The Chairman is to advise the City Clerk/City Manager of this fact and request this information be made available to College Park residents using the normal City means.

The Chairman advised that he would be sending a draft Annual Report out for member comment within the next few days.

An open discussion of things planned and tentative at the airport took place. Mr. Sommer advised that it looked as though repaving the main ramp would take place in April. Further, a high-end full-motion flight simulator was being seriously considered for purchase. It would be installed in the Operations hangar and time rented to pilots and pilot trainees. No such capability currently exists in the Washington DC area. It would be a commercially viable investment that would simultaneously satisfy an important aviation need. Tee hangars were still under consideration and the airport's engineering advisors were working on a layout and cost estimate. Preliminary rough estimate is around \$1.5 million.

Mr. Dullnig wondered if any further consideration had been given to installing a solar array to provide power to the airport. He reported good results with a system installed at his home.

The meeting was adjourned at 9:05.