

**College Park Airport Authority Minutes**  
**April 18, 2019**  
**7:30 p.m.**

The Chairman, Jack Robson, called the meeting to order at 7:31 PM in Meeting Room A in the Airport Terminal Building. Members David Dorsch, Chris Dullnig, James Garvin, David Kolesar, and Anna Sandberg were present. Gabriel Iriate was absent. Lee Sommer, Airport Manager attended.

The Minutes of the 30 October 2018 meeting were approved without change.

Mr. Sommer advised work on the Paint Branch Stream Remediation project is still unscheduled but is still active. Current plans call for two or three gates to be added to the airport fence adjacent to the creek. They will be used to provide construction equipment access to the south side of the creek. Access to the north side will be via the Lake Artemesia park. Some trees, on both sides of the fence, will be removed. Little or no interruption to airport operations is anticipated.

There were no Mussel (military Huey helicopter) complaints during the last reporting period. The USAF seems to have developed a good working relationship with the airport to control noise exposure.

There were a few complaints about PG County police helicopters. These were referred to the police.

Phase 1 of the runway refurbishment project is underway. Construction began on April 4<sup>th</sup>. The runway is closed Monday through Friday and is open on weekends. Helicopter operations continue seven days a week. A slight schedule slippage has been incurred. A small section of the runway near the southeast end (creek end) required unanticipated work to the underlay. If the weather holds, Mr. Sommer expects completion of all major work by early May. Runway markings will be repainted in June, about 30 days after they are initially applied. This is required as new asphalt will absorb the first painted markings.

Phase 2, consisting of taxiway refurbishment, lighting upgrade, and Precision Approach Indicator (PAPI) installation, will probably start in the next fiscal year. The budget was approved last year and needs to be reapproved during the current, on-going M-NCPPC budget process.

Primary flight instruction has begun at the airport. There is one instructor and one aircraft. He teaches between three to five students. There have been no complaints. Mr. Sommer is discussing allowing an aircraft and instructor from the Freeway airport to teach from College Park Airport. Nothing firm has been established.

Usage of the Redbird Flight simulator has increased. Block time (the sale of a large number of hours at a discount) has started. The University of Maryland continues to consider establishing airport-based courses.

Drone training for public-service personnel (police and fire/rescue) using airport facilities is being discussed. No drones can legally fly near Washington, DC. However, they could legally fly in an enclosed space such as the Operations Building hangar. Its suitability needs to be evaluated.

Mr. Sommer provided the following administrative information for the 1 Jan/March 31 quarter:

There were 39 based aircraft, 503 tenant operations and 210 transient operations, a total of 681. This was an increase of about 30 percent in total operations although a drop in transient operations was more than offset by tenant operations. Helicopter operations included in the totals consisted of 148 by PG County helicopters and 34 transient helicopters.

The PG County police have acquired two additional helicopters, bringing the total based at the airport to four. The City Council previously approved allowing two helicopters to be based at the airport. The police have found that normal preventive maintenance requirements reduced the availability of the helicopters to the point that there were times when no helicopters could be flown. Thus, more were purchased. The new helicopters are the same quiet models that the City approved. Mr. Sommer contacted the police about this increase and was told that there would never have more than two in the air at the same time, except in case of an emergency. The Authority discussed the increase and unanimously agreed that we would monitor the situation and take further action if warranted.

The Chair advised that M-NCPPC maintenance personnel had cleared the underbrush inside the airport fence, thus removing deer habitat. The airport deer problem appears resolved. Mr. Sommer will keep the brush cleared using airport staff.

The trees that were trimmed four years ago have grown enough to penetrate the runway approach/departure paths. They will be trimmed to the same height as they were four years ago. Ms. Sandberg commented that the replacement trees planted to replace trees lost four years ago were low growth, flowering trees that looked quite beautiful.

The Chair advised that the Purple Line would be closing the Campus Drive underpass at some unknown future date for a currently estimated period of four months. Work has begun along River Road. The Metro site mixed-use development has been approved and construction will probably start later this year. A project to build a hotel in the large parking lot opposite the FDA building is in the planning stage. The Authority will have to watch it carefully for its impact on the airport floodplain and possible increase in cost to build the long-planned T-Hangars. A developer has made inquiries about erecting a 10-story building on Hartwick Road. The Chair advised the City planners that it would violate FAA, MAA, and County height restrictions. He also asked that the developer be told that it was not roof height, but the height of anything mounted on the roof that determined a structure's height.

The meeting was adjourned at 8:26 PM.