

Robert W. Shaffer, Chair
Edvin R. Lozano, Vice Chair
Mark R. Murawski, Secretary



PENNSYLVANIA AVIATION ADVISORY COMMITTEE

PA AVIATION ADVISORY COMMITTEE (AAC)

DECEMBER 9, 2021 VIRTUAL MEETING MINUTES

AAC MEMBERS PRESENT

Chairman Bob Shaffer, Vice Chair Ed Lozano, Secretary Mark Murawski, BOA Director Tony McCloskey (alternate), Jesse Monoski (alternate), Tory Lauermann (alternate), Kyle Wagonseller (alternate), Steve Keefer, Gabe Monzo, BJ Teichman, Keith Brune, Dave Heath (alternate), Chuck Brewer, Brian Phillips, Andrew Allen, Tes Ali, Folasade Olanapekin-Lewis.

OTHERS PRESENT

Debbie Bowman, Matthew Dietz, Robin Sukeley, John Logan

CALL TO ORDER / ROLL CALL

Chairperson Shaffer called the virtual meeting to order at 10:00 AM in lieu of a regular in-person meeting due to the ongoing COVID-19 pandemic. A roll call of Committee voting members was performed by Secretary Murawski. A voting quorum was established.

APPROVAL OF SEPTEMBER 9, 2021 MEETING MINUTES

Chairperson Shaffer declared the September 9, 2021 PA Aviation Advisory Committee meeting minutes approved as submitted by Secretary Murawski without objection.

NEW MEMBER APPOINTMENT STATUS

PennDOT Bureau of Aviation, (BOA) Director Tony McCloskey indicated that he has not heard anything about the AAC recommended appointment of Tim Edwards and will follow-up with legislative affairs on his appointment status.

PENNDOT BUREAU OF AVIATION UPDATE

Mr. McCloskey began his quarterly report by complimenting Mr. Monzo and the ACP on their excellent Aviation Annual Conference that was recently held in Lancaster. Next, Director McCloskey referred to the passage of the Bipartisan Infrastructure Legislation, (BIL) and noted that airports in PA will receive \$ 355 million over a span of five years. This will also require additional state match to capture the federal dollars estimated to be \$ 3.5 million annually and currently the BOA does not have this additional state match in hand. This concern is being elevated to the State Transportation Commission (STC) and General Assembly for urgent attention as it is part of an overall state match problem among other modes as well. Secretary Murawski added that he has never seen our state not able to match additional federal transportation dollars over his 36 year career and a solution must be found to secure the match by looking at the TROC Report and other ideas. Leaving federal funds on the table should be unacceptable given our vast transportation needs and funding gaps among all modes. Director McCloskey also referenced the continued progress with the PA Economic Impact Study by noting the BOA is receiving the 2019 data and will be communicating the results with airports soon. Study development will continue in 2022-23. This subject will be good to present at the next ACP aviation conference in Latrobe. Lastly, Director McCloskey informed members that Mr. Robin Sukeley will be retiring on 12-25-21 after 26 years with PennDOT and 12 of those years were with the BOA. Mr. Sukeley stated he was very pleased to have worked with all the airports on many good projects to better PA aviation and he will cherish the many friendships made along the way. Chairman Shaffer also complimented Mr. Sukeley on a fine career and wished him the best in his retirement years. Director McCloskey concluded that the BOA has posted the position and is now interviewing candidates. Chairman Shaffer also noted that our BOA Director is now Chair of NASAO. Director McCloskey responded that he is looking forward to performing this leadership role by kicking off a strategic planning effort and having a summit of the 10 block grant states that will revisit a range of important aviation issues.

AAC SUBCOMMITTEE REPORTS

Real ID Subcommittee

Sub-committee Chair Monzo noted the federal extension to May 3, 2023 for REAL ID compliance and said there has not been much activity to report since our last meeting.

Legislative Affairs Sub-Committee

Secretary Murawski noted the only legislative activity involved the AAC providing formal comments to PA House Transportation Committee Chairman Hennessey, at his request, regarding PA House Bill 1785 (Airport Licensing). Ms. Lauermann indicated the bill is being revised to address the AAC/BOA safety concerns that were expressed and we should see amended language soon for final comment.

Hangar Development Sub-Committee

Sub-committee Chair Lozano said the work of this group to define the key issues and needs impacting small hangar development at PA general aviation airports is nearly finished. The sub-committee is working closely with Senator Langerholm to propose legislation to reduce regulatory requirements that have slowed hangar projects and we have also received survey data from 40 airports so far and are documenting that hangar fires are a rare event that does not seem to justify requiring incorporation of expensive fire suppression systems with small hangar projects (12,000 SF and less). Mr. Monzo added that based on his direct experience with fire fighting operations that other ways to address this issue can be achieved such as placing fire extinguishers along the ramps for fire fighters to use and also noted that sometimes these fire suppression systems can cause damages to aircraft and other facilities at the hangars. Vice Chair Lozano agreed and concluded that the sub-committee work will now concentrate on the incremental additional funding need to address the hangar funding gap and noted carving out \$3 million from the \$10 million capital improvement budget dedicated to hangars would be a good start as well as looking at changing the funding shares for hangar projects from 50% state / 50% local sponsor to 75% state / 25% local sponsor should be further explored with BOA. Chairman Shaffer added that Vice Chair Lozano has really set the standard as to how our sub-committees should function given the outstanding level of detail and outreach that was performed to substantiate the hangar capacity problems and funding needs with recommended solutions and legislative action underscoring why leadership is important to move the AAC forward.

Urban Air Mobility Sub-Committee

Subcommittee Chair Ali started the report by noting the work of developing an AAC letter that was issued to our Congressional delegation supporting the inclusion of aircraft alternative fuels and technology deployment to be included as part of the BIL legislation and some provisions were included in the final bill which is being reviewed. The sub-committee is planning to prepare and issue a "White Paper" that will examine a number of issues related to emerging aviation technologies and alternative fuels such as electric, hydrogen and hybrid and the infrastructure needed at airports to support it. Essentially, each airport needs to begin planning to address UAS. Mr. Ali concluded that the sub-committee membership is growing and that industry leader outreach efforts are planned for early 2022.

AAC/ ACP FUNDING SUBCOMMITTEE

Sub-committee Co-Chair Murawski began the report by noting the kickoff meeting occurred on 11-18-21. Widespread interest is evident with over 20 members representing the AAC and ACP now participating. Mr. Murawski said he is working with Dr. Larry Nulton fellow TAC member in submitting a formal proposal to the TAC to fund a first ever PA Aviation Strategic Plan that will examine aviation capital improvement project needs and funding gaps and develop workable strategies to capture additional funds needed to address the gaps among other issues. The scope of work was shared with the funding sub-committee and positive feedback was provided. It is expected that TAC will decide whether to fund this aviation study by early February. If funded, the TAC study would be conducted in 2022 and various AAC / ACP members would be invited to serve on the Study Task Force that would be Co-Chaired by Messers Murawski and Nulton. Sub-Committee Co-Chair Strouse said other aspects of the work of this group involve addressing short-term aviation funding shortfalls such as the BIL state match shortfall and the gap between airport state capital budget requests and available capital budget funding which in terms of last year resulted in \$ 33 million in requests and \$ 10 million available yielding a \$ 23 million funding gap. He added tomorrow is the deadline for the new state capital improvement funding requests to be submitted. Also noted was that federal AIP funding and BIL funding apparently cannot be co-mingled based on FAA outreach so far and that the federal share looks like it remains at 90% so many challenges face the aviation community on the funding front that the sub-committee will need to address. Mr. Monzo expressed concern about the TROC jet fuel tax increase that was recommended and noted this may discourage small carriers from providing service to smaller airports like Latrobe and this could translate into a negative economic impact if one considers in 2010 Latrobe airport impacts rose from \$ 95 million to \$ 226 million in 2019 and much of the gain was associated with Latrobe securing commercial air service. Mr. Monzo emphasized that these are his concerns and that the ACP has not taken a formal position on whether to support the TROC recommendations. Director McCloskey added that in terms of the TROC recommendation to institute an aircraft registration fee we already have fees for boats, cars so why not planes if aviation desperately needs the money.

AIRPORT / FBO EMPLOYMENT RETENTION /RECRUITMENT ISSUES

Chairman Shaffer led off this discussion by saying that this has been a real problem at his DuBois / Jefferson Airport and he has heard similar concerns expressed by other airport operators. He has offered 15% pay increases in an attempt to retain workers. Also they are not really aiming at college graduates but rather trying to attract people that can be trained as worker bees to get essential airport jobs done that don't need college degrees. Mr. Monzo added that they are trying to enhance benefits and older employees like an enhanced benefit incentive however younger workers prefer cash incentives. Also, consider offering good paying internships.

AAC WEBSITE ENHANCEMENTS STATUS

Mr. Ali noted that he has received biographies and photos from 8 of the 25 AAC members for the AAC website and those will be posted, however he encouraged the others to provide the information as per his email instruction so that our entire membership can be properly showcased. He complimented the fine work of Courtney Valencik at PennDOT on these website improvements as other key AAC documents have now been posted as well. Secretary Murawski concluded that this effort is a work in progress and if you visit the website keep in mind it is not yet a finished product and if you have further ideas please convey them to Mr. Ali who is leading this Initiative.

2022 ELECTION OF AAC OFFICERS

Chairman Shaffer indicated that he is recommending the continuation of Mr. Lozano as 2022 AAC Vice Chair and Mr. Murawski as 2022 AAC Secretary and both have indicated a willingness to serve. Mr. Ali motioned approval of Chairman Shaffer's recommendations as stated which was seconded by Mr. Monzo and unanimously approved.

OLD BUSINESS

There was no old business presented by members.

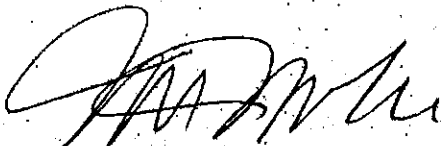
NEW BUSINESS

Ms. Olanpekin- Lewis indicated she is leaving her position at American Airlines and is currently in the process of securing an alternate to perform a portion of her unexpired term until the Governor appoints a replacement. She hopes to have her alternate identified by the time she departs on January 7, 2022.

NEXT MEETING DATE

Chairperson Shaffer noted 2022 meetings will remain on the second Thursday of March, June, September and December beginning at 10 AM so the next scheduled AAC business meeting is scheduled for March 10, 2022 at 10 AM. Again, due to the COVID situation it is not yet known whether meetings will be virtual or in person.

Respectfully Submitted,



Mark R. Murawski, Secretary

Pennsylvania Aviation Advisory Committee