

**Meeting of the College Park Airport Authority
August 1, 2019
College Park Airport Terminal Building, Meeting Room A
Minutes**

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, Gabriel Iriarte, David Kolesar, and Anna Sandberg were present. Lee Sommer, Airport Manager, and Stephen Edgin, Assistant Manager, attended.

The Minutes of the 18 April 2019 meeting were approved without change.

Mr. Sommer advised work on the Paint Branch Stream Remediation project may start in September. Current plans call for from two to four 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. There was one helicopter complaint. Staff was unable to determine type of helicopter. Apparently in the vicinity of the Beltway and not associated with the airport.

There were no complaints about PG County police helicopters.

At the request of area members of Congress, the GAO will be doing a study of helicopter operations in the Washington, DC area. The City Council would like the Authority's input on the study. We requested that Mr. Sommer get the airport staff to log the types of helicopters they noted during the day and provide us with that info. Further, we will prepare a presentation for the Mayor and Council on helicopter usage and routes in the vicinity of the City.

Phase 1 of the runway refurbishment project was completed. It took four weeks instead of the scheduled two. Initial lighting work, the relocation of the threshold lights, was completed using the design that will be used in Phase 2 of the project. The MAA has inspected the project and approved it.

Phase 2, consisting of taxiway refurbishment, lighting upgrade, and Precision Approach Indicator (PAPI) installation, will probably start in the next fiscal year. Initial engineering work on the Precision Approach Path Indicator lights (PAPI) indicates a need to baffle the lights so that the north side of the Runway33 approach (Yarrow) will be narrower than the normal 14 degrees. The Tree Height Study has been flown and results are due shortly. That some trees will need to be topped again is known. There was discussion about the feasibility of removing all the approach path trees and replacing them with low growth trees. Mr. Sommer advised that

the estimated topping costs for a 5-year cycle is about \$100,000. The cost to remove and replace is unknown but he will try to obtain a budgetary estimate.

Primary flight instruction continues. There is one instructor and one aircraft. There are six part-time students. There have been no complaints.

Usage of the Redbird Flight simulator has increased. Block time (the sale of a large number of hours at a discount) has started. It is now being used on an almost daily basis. Discussion on ways the airport and the Airport Authority could further publicize the Redbird took place and suggestions made.

Mr. Sommer provided the following administrative information for the 1 April/June 30 quarter:

There were 48 based aircraft, 817 tenant operations and 307 transient operations, a total of 1,024. This was an increase of about 52 percent in total operations. Both tenant and transient operations increased. Helicopter operations, included in the totals, consisted of 376 by PG County helicopters and 35 transient GA helicopters and 28 military and other police helicopters.

Mark Vogel, a local developer, made a presentation on a hotel he and associates will be erecting on the large parking lot opposite the FDA building. Mr. Vogel is familiar with the height restrictions and has no problem with them. Mr. Vogel is also planning a residential development next to the northwest end of the airport. To be viable he would need some airport land. The members pointed out that the land he wanted was the location for future tee hangars and his use was not desirable. Discussion of locating the project on the 94th Aero Squadron site took place. The 94th Aero had a long-term lease on the land. It was suggested that Mr. Vogel might be able to do something similar. It was stressed that the M-NCPPC was the owner and that the Authority's role was only an advisory one.

A new building, known as 4422 Knox Road, is being proposed. At this time it exceeds the height limit by 12 feet. FAA and MAA are looking at the project.

WSSC needs to rework some sewer lines that cross the northwest end of the airport. Mr. Sommer is working with WSSC to work out the details and schedule.

The County Council will soon be voting on rezoning the land that Freeway Airport occupies. If the rezoning is approved the airport will probably be closed. Mr. Sommer has been contacted by some pilots about moving to College Park, but until a decision is made and the land is sold nothing else can be planned in any detail.

Mr. Sommer requested that the Authority send someone to a presentation on an art project at the airport. The walkway between the Operations Building public entrance and the children's play area is protected by a plain perforated screen. M-NCPPC plans to replace the screen with some form of more esthetically pleasing screen and is seeking our input. At least one member will attend on August 13th.

The meeting was adjourned at 9:10 PM.