

Upon motion duly made by Mr. Brown, seconded by Mr. Stauffer, and unanimously approved, the resolution was adopted and the amendment agreements were approved. Signatures will be affixed and forwarded for full execution.

ARFF FOAM/INSPECTION REPORT

Mr. Eberly reported that there was a Certification Alert issued to all commercial airports stating that a chemical used in AFFF fire suppression foam could be an environmental contaminant. The foam is used at a 3% mix – 97% water to 3% foam. This foam has been used at commercial airports and military bases across the United States since the 1980's. At the Lancaster Airport, it has been used during regular training exercises as required by the FAA as well as a few minor aircraft incidents.

The FAA is currently working on a replacement chemical that is environmentally safe, however, it will be a few years until it is developed and approved for use at commercial airports. After the Cert Alert was released, the Airport Fire Department staff was instructed not to use the contaminating foam for any reason other than an actual aircraft emergency. Recently, the FAA conducted their annual airport inspection and as part of that inspection, required the fire department to spray AFFF foam on the ground for a proportioning test. Because of the knowledge of potential environmental contaminants, the Airport staff refused to spray the foam and a letter was submitted to the FAA stating the reason for the refusal. The letter made its way up through PennDOT and to the top of the FAA. The FAA issued a response letter stating that at this time, the Airport Authority will not be required to spray AFFF foam for non-emergency reasons because of the small size of airliner aircraft utilizing the airport. The letter also informed the Airport that Lancaster Airport would no longer be able to operate under ARFF Index B fire regulations and would be downgraded to Index A until the foam is tested.

Currently there is no way to test the foam without spraying it on the ground. Recently, we were made aware of a potential fix which would negate the need for spraying the foam on the ground. The system was created by Oshkosh, which manufactured the Airport's ARFF truck. The system would accomplish the foam proportioning test completely internally on the fire truck. The approximate cost of the system is \$20,000 which would not be needed after the replacement foam is available in a few years. Today, the Southwest aircraft which carry Boscov's charters a few times a year would be one of the few aircraft that could be affected by the potential ARFF index downgrade. Staff will continue to monitor the situation and report any changes.

AIRPORT DIRECTOR REPORT

Mr. Eberly reported that the EAS funding is still in limbo. With all the research and contacts he has made, the only alternative at this point to contact the elected officials to see if they are able to change the law. Mr. Eberly also reported on the Terminal Renovations status – the architect is currently in the process of repackaging the project and removing the airline, TSA, and meeting spaces and changing it from 1 project into 2 phases. Once there is a determination regarding the future of the airline status, plans can then move forward with the renovations of those areas.

FINANCE ADMINISTRATOR

Ms. Martin reported that the remaining Receivables are about 40% since the end of the month. Aircraft activity in March increased in 2019 compared to 2018 as well as year-to-date. Weather continues to affect the activity numbers year to date. Landfill had another good month in spite of the weather related to the Manheim Township School District project, which ended in early March. Ms. Huber relayed that about 40 people attended the April 6 Fly-In. The last one of the season is scheduled for May 4.

FACILITIES ADMINISTRATOR

Mr. Beiler reported that the FAA inspection took about 2 days with minor issues aside from the foam testing issue. The hangar projects are continuing with setbacks regarding the roofs. The roofs sustained damage from recent winds as well as being installed incorrectly. They are working through the issues to ensure that the facility is erected to the desired standards.

MANAGER, ALLIANCE AVIATION

Ms. Stauffer reported that at Alliance as well, jet traffic was down. She asked around to customers as well as other airports and the North East traffic overall appears to have been down for the first quarter with no specific reason. The addition of the Venture Jets fuel farm has been a positive for capacity allowing Line Service to order fuel primarily during the week rather than weekends when there are less staff available. Venture Jets is uplifting expected fuel quantities.

PUBLIC COMMENT

Mr. Cunningham asked if any attendees had any additional comments or questions. No additional comments were received at this time.

DATE FOR NEXT MEETING

The date for the next meeting is scheduled for Monday, May 20, 2019 at 3:30 p.m. in the Administrative Office conference room. There being no further business to discuss, motion was duly made by Mr. Brown, seconded by Mr. Stauffer, unanimously approved, and the meeting was adjourned.

Respectfully submitted,

Cheryl Martin
Recording Secretary