

WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT
BOARD MEETING
OCTOBER 30, 2014

A regular meeting of the Wilkes-Barre/Scranton International Airport Joint Board of Control was held Thursday, October 30, 2014 in the Terminal Building Conference Room at the Airport. The meeting was called to order at 10:47 A.M. with Commissioner Jim Wansacz presiding.

PRESENT: Commissioner Jim Wansacz
Commissioner Corey O'Brien
Board Member Rick Williams
Board Member Stephen Urban
Board Member Robert Lawton

ALSO PRESENT: Barry J. Centini, Airport Director
Michael W. Conner, Assistant Airport Director
Gary Borthwick, Director of Finance
Stephen Mykulyn, Director of Engineering
Attorney Donald Frederickson, Lackawanna County Solicitor

ITEM 2:
PUBLIC COMMENTS.
(Chairman)

None.

ITEM 3:
APPROVAL OF MINUTES.
(Chairman)

MOTION: To approve and dispense with the reading of the September 18, 2014 Bi-County Airport Board Meeting minutes.
MOVED BY: Commissioner Jim Wansacz
SECONDED BY: Board Member Rick Williams
VOTE: Unanimous

ITEM 4:
BUSINESS REPORT:
(Michael Conner – Assistant Airport Director)

Passenger Activity

DISCUSSION: Mr. Conner reported on the "Airport Quick Look" charts, passenger enplanements for the month of September 2014 increased 1.6% to 17,848 from 17,564 in the month of September 2013. Mr. Conner noted that when compared directly with the month of September 2013, the increase is attributed to Delta's equipment change to Atlanta from a daily 76-seat Canadair Regional Jet 900 to a daily 110-seat Boeing 717.

Enplanements for September 2014 compared to enplanements for September 2012 increased by 46 or 0.3%. When compared directly with the month of September 2012, the increase is attributed to Delta's equipment change to Atlanta from a daily 76-seat Canadair Regional Jet 900 to a daily 110-seat Boeing 717.

BUSINESS REPORT – Cont'd...

Enplanements for September 2014 compared to enplanements for August 2014 decreased by 672, or 3.6%. This is attributable to the hiatus of Allegiant flights to Orlando-Sanford and a schedule reduction for the month of September with US Airways flights to Philadelphia.

In September 2014, 15 departing flights were cancelled: 7 for mechanical and 4 for air traffic/weather, 1 for crew unavailability, and 3 due to the FAA air traffic facility problem near Chicago. This accounts for 607 seats (2.9%) out of a total 20,277 departure seats. This accounts for 607 seats (2.9%) out of a total 20,277 departure seats. Also, 18 arriving flights were cancelled: 7 for mechanical and 5 for air traffic/weather, 1 for crew unavailability, and 5 due to the FAA air traffic facility problem near Chicago.

General Aviation Operations.

DISCUSSION:

For September 2014, General Aviation had 1,362 operations (one take-off or one landing), which is a decrease of 4% from September 2013's 1,425 General Aviation Operations. General Aviation revenues increased \$3,768, or 30%, to \$12,453.

Financial Report

Revenue/Expenses Report.

DISCUSSION:

Mr. Conner reported that for the month of September 2014, Airport Operations had a net income totaling \$74,841, compared to a net income of \$12,616 in September 2013, which is a difference of \$62,225. Year-to-Date our net income for 2014 is \$12,398, which is \$83,690 less than the comparable 2013 income of \$96,088. Invoices received since the last meeting for supplies and services total \$695,005.77. These invoices include major construction project costs of \$439,625.61.

Project Invoices.

DISCUSSION:

The following Airport Capital Project Invoices and Applications for Payment have been received since the last Board Meeting and are recommended for payment.

Construct South General Aviation Apron
ACP 10-01

Friedman Electric	\$	538.97
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Invoice #S020023892.001 dated October 2, 2014 in the amount \$538.97 for construction services.

This project is 99.62% complete.

Taxiway B Extension.
ACP 11-01

L. R. Kimball	\$	36,241.19
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Invoice # 526622 dated September 18, 2014, in the amount \$36,241.19 for design services.

BUSINESS REPORT – Cont'd...

Elliott Greenleaf \$ 84.23

Invoice # 125064 dated October 9, 2014 in the amount \$84.23 for legal services.

Federal Aviation Administration \$ 270,327.13

Invoice # 82514 dated August 25, 2014 in the amount \$270,327.13 for design review.

This project is 13.59% complete.

Install PAPI
ACP 12-05

B & H Taxilane Lighting Corp. \$ 1,709.15

Application #4, dated August 18, 2014 in the amount \$1,709.15 for construction services.

This project is 54.1% complete.

Aviation Fuel Farm Expansion
ACP 13-08

Fabcor Inc. \$ 113,445.72

Application #1, dated October 7, 2014 in the amount \$113,445.72 for construction services.

L.R. Kimball \$ 4,120.63

Invoice # 526463, dated September 8, 2014 in the amount \$4,120.63 for design services.

This project is 36.93% complete.

Security Cameras & Card Readers
ACP 14-01

Industrial Electronics, Inc. \$ 2,032.50

Invoice # 85585, dated September 23, 2014 in the amount \$2,032.50 for digital readers.

Industrial Electronics, Inc. \$ 1,179.76

Invoice # 85586, dated September 23, 2014 in the amount \$1,179.76 for portable units.

BUSINESS REPORT – Cont'd...

Construct High-Bay Commercial Hangar
ACP 14-02

Ballina \$ 2,480.00

Invoice # 7-1-14, dated September 30, 2014 in the
Amount \$2,480.00 for private hangar design.

Parking Garage Maintenance
ACP 14-03

Desman Associates \$ 7,466.33

Invoice #14-229, dated September 15, 2014 in the
Amount \$7,466.33 for engineering services.

Airport Passenger Facility Charge (PFC) Trust Transfers

DISCUSSION:

The following PFC transfers are recommended for Airport Board approval.
PFC Drawdown # 2014/9 (Check #1033).

Design & Construct New South General Aviation Apron
PFC Project #08-023

Friedman Electric \$ 538.97 CIP 19610-01
Construction
ACP 10-01

Taxiway B Extension
PFC Project # 14-11

L.R. Kimball \$ 1,812.06 CIP 19611-01
Design
ACP 11-01

Federal Aviation Admin. \$ 13,516.36 CIP 19611-01
Design Review
ACP 11-01

Install PAPI
PFC Project # 09-024

B & H Taxilane Lighting Corp. \$ 85.46 CIP 19612-05
Construction
ACP 12-05

Security Cameras and Card Readers
PFC Project #09-011

Industrial Electronics \$ 2,032.50 CIP 19614-01
Digital Reader
ACP 14-01

Industrial Electronics \$ 1,179.76 CIP 19614-01
Portable Units
ACP 14-01

BUSINESS REPORT – Cont'd...

PFC Status Report.

DISCUSSION:

Mr. Conner reported that the Airport collected \$232,963.45 (including \$1,475.54 interest throughout the third quarter of 2014), bringing the PFC Trust Account balance to \$1,731,887.07.

For PFC Application 93-01, 97-02 and 00-03, the Airport has expended \$9,532,125.05 (73%) out of a total collection authority of \$12,997,524; for PFC Application 08-05, the Airport has expended \$1,289,989 (85%) out of a total collection authority of \$1,518,104; for PFC Application 09-07, the Airport has expended \$117,929 (72%) out of a total collection authority of \$164,000, all projects from this application are complete; and for PFC Application 13-10, the Airport has expended \$2,136,875.78 (64%) out of a total collection authority of \$3,330,054; for PFC Application 13-09, the Airport has expended \$367,862 (8%) of a total collection authority of \$4,420,281.

MOTION:

Request the Airport Board approve the above transactions and payments.

MOVED BY:

Commissioner Jim Wansacz

SECONDED BY:

Board Member Rick Williams

VOTE:

Unanimous

ITEM 5.

CONTRACTS/LEASES/AGREEMENTS:

Michael Conner, Assistant Airport Director)

Airport Limousine/Taxi Concessionaire Supplemental Agreement #1.

MOTION:

Recommend the Airport Board approve the Supplemental Agreement #1 between the Airport and Airport Limousine and Taxi Concessionaire effective January 1, 2015. The Agreement is to extend for an additional two (2) year period until December 31, 2016. No further extensions shall be allowed. Commission and rental rates are modified to include years 4 and 5 with commission fees during years 4 and 5 to be 4.5% in accordance with original agreement, and rental fees during years 4 and 5 to be at the rate of \$30.20 per sq. ft. in accordance with original agreement. All other terms, conditions and covenants of original agreement remain the same.

MOVED BY:

Commissioner Jim Wansacz

SECONDED BY:

Board Member Rick Williams

VOTE:

Unanimous

ITEM 6.

DIRECTOR'S COMMENTS:

(Barry J. Centini, Airport Director)

Extend Taxiway B (Site Preparation/Nav aids), Project Phase II.

MOTION:

Recommend the Airport Board ratify the approval and acceptance of the Federal Aviation Administration's AIP Grant, #3-42-0105-060-2014 for the Extension of Taxiway B site preparation and Nav aids installation, Phase II, subject to solicitors concurrence. Grant amount \$8,054,838.00, which is 90% of the Phase II A project cost, \$8,949,820.00.

MOVED BY:

Commissioner Jim Wansacz

SECONDED BY:

Board Member Rick Williams

VOTE:

Unanimous

DIRECTOR'S COMMENTS – Cont'd...

MOTION: Recommend the Airport Board ratify the approval and acceptance of the PennDOT – Bureau of Aviation Grant, ION7889129141, for the Extension of Taxiway B, site preparation and nav aids installments, Phase II, subject to solicitors concurrence. Grant amount \$447,491.00, which is 5% of the Phase II A project cost of \$8,949,820.00.

MOVED BY: Commissioner Jim Wansacz

SECONDED BY: Board Member Rick Williams

VOTE: Unanimous

DISCUSSION: Mr. Williams questioned if the airport is in the design phase for this project and Mr. Centini explained that the airport is done with the design, that it approved contracts, and that it has just had the pre-pre construction meeting and that it is ready to submit a Notice to Proceed for November 10th. Mr. Williams questioned where the uncertainty is in the \$9M number? Mr. Mykulyn explained that the design for the first two phases of construction have been completed, put on the street, bids received and awarded. November 10th we have a Notice to Proceed for one of the contracts which is the Site Preparation and a Notice to Procure for the other contract, which is the Navigational Aids. He explained that we will begin work on that (navigational aids) after the site preparation work is completed. Those two contracts together are roughly \$9M to \$10M in costs for the first phase of construction. There is approximately \$2 to \$3M in remaining construction that is under design and will be completed by the end of this year or early next year.

Mr. Williams asked if we will then seek the 90% and 5% grant monies. Mr. Centini explained that the FAA is committed to their share and that we will get the state share and our PFC share amount. Mr. Centini stated that we are calling it Phase II B construction. He stated that it's the final work, paving, finalize the lighting, top grading. The total project should be over \$10M. Mr. Centini also added that the Airport staff has done a real good job on this because out of that grant of \$8M, \$4,820,499.00 is our entitlement monies, and we were able to secure \$3,234,339.00 of discretionary money. He stated he wanted to thank the Congressman who worked very hard on this, along with Senator Casey, as usual, who helped us secure that discretionary money.

RW-10 PAPI (Precision Approach Path Indicator) Project.

MOTION: Recommend the Airport Board approve Change Order #1 – Final between B & H Taxilane Lighting Corporation and the Wilkes-Barre/Scranton International Airport. Change Order #1 increases the contract \$533.00 to install a PAPI for Runway 10 from \$33,650.00 to \$34,183.00, subject to FAA PennDOT and solicitors concurrence. This Change Order includes all final quantity adjustments as allowed in construction contracts.

MOVED BY: Commissioner Jim Wansacz

SECONDED BY: Board Member Rick Williams

VOTE: Unanimous

DISCUSSION: Commissioner Wansacz asked what the reason is for the increase of \$533.00? Mr. Centini explained that there were deletions of cable, \$270.00, deletion of 5K cable, \$90.00, there was an increase of BCC installation in the trench, \$43.00, the largest increase was an additional 85 feet of 2" diameter PVC conduits, they went a little further out than they planned for \$850.00. Commissioner Wansacz asked what that funding comes out of? Mr. Mykulyn replied that this was an AIP Project so 90% of this money will be borne by the Federal, 5% by State, and 5% local PFC.

DIRECTOR'S COMMENTS – Cont'd...

Miscellaneous.

MOTION:

Minimum Standards for Airport Aeronautical Services.

Recommend the Airport Board approve the Wilkes-Barre/Scranton International Airport's "Minimum Standards for Airport Aeronautical Services" document (hand out) and to adopt these standards as the minimum acceptable standards for any and all aeronautical service providers at the Airport.

These minimum aeronautical standards were created in accordance with FAA Advisory Circular No. 150/5190-7. With the creation of these standards, the Airport agrees to make available the opportunity to engage in commercial aeronautical activities by persons, firms, or corporations that meet reasonable minimum standards. The purpose of imposing these Minimum Aeronautical Standards is to ensure safe, efficient, and adequate levels of operations and services are offered to the public, protecting airport users from unlicensed and unauthorized products and services, maintaining and enhancing the availability of adequate services for all airport users, promoting the orderly development of airport land, ensuring the economic health of all on-airport operators, and ensuring efficiency of operations. These standards will be periodically updated and revised as activity or demand for various services changes over time.

The Wilkes-Barre/Scranton International Airport will apply these standards objectively and uniformly to all on-airport aeronautical service providers such as FBO's, aircraft maintenance operators, aircraft fueling operators, aircraft rental operators, flying clubs, flight instruction operators, aircraft charter operators, and other specialized commercial aeronautical operators. The Airport will approve or deny requests to conduct aeronautical activities at the Airport based on these standards, which are intended to be the threshold entry requirements for any and all operators or potential operators wishing to provide aeronautical products or services to the public at the Wilkes-Barre/Scranton International Airport. Non-aeronautical product or service providers are not subject to these standards.

With the approval of the "Minimum Standards for Airport Aeronautical Services" document, it becomes the policy of the Wilkes-Barre/Scranton International Airport to extend the opportunity for providing an aeronautical service to any entity meeting the Airport's Minimum Standards for that service, subject to availability of suitable space at the Airport to conduct the activities. The Wilkes-Barre/Scranton International Airport's Master Plan provides the basis for determining whether suitable space is available.

Although the FAA promotes the creation of, but does not officially approve, Minimum Standards for Airport Aeronautical Services, the FAA's Airport District Office has reviewed this specific document and provided comments regarding the document to the Airport. The document was revised to incorporate all of the FAA's comments. Therefore, we recommend the Airport Board approve the Minimum Standards document as provided and adopt these standards as the minimum acceptable standards for aeronautical service providers at the Wilkes-Barre/Scranton International Airport, subject to our solicitors' concurrence.

MOVED BY:

SECONDED BY:

VOTE:

Commissioner Jim Wansacz
Commissioner Corey O'Brien
Unanimous

DISCUSSION:

Commissioner O'Brien asked, to get a better sense of the Minimum Standards Policy, does a lot of this have to do with ensuring that those involved with operating on our grounds are fully licensed, insured, and that any exposure that may fall upon the

DIRECTOR'S COMMENTS – Cont'd...

airport for any action taken by them, falls upon them. Mr. Centini replied 'yes'. Commissioner O'Brien asked if we are amending our existing agreements with aviation operators to subject them to compliance with these standards. Mr. Centini answered that we have met with our Fixed Base Operator, Aviation Technologies, that there were some minor language changes that the FAA lawyers did not like regarding exclusivity, some of those have changed.

Fixed Base Operator Lease Addendum.

MOTION:

Recommend the Airport Board approve Addendum #1 to the Airport Fixed Base Operator's Lease and Operating agreement between the Wilkes-Barre/Scranton International Airport and Aviation Technologies, Inc.

The purpose of this addendum is to clarify certain language contained in the document and to ensure that certain concepts such as "exclusive rights" are more fully detailed to ensure compliance with the Airport's Federal Grant Assurances, and also ensuring that the original agreement and any and all subleases and amendments are subject to those grant assurances. Some of the modifications add clarity to ensure that the Airport retains full rights and powers to do such things as set rates and charges, as required by the Federal Grant Assurances. It also clarifies some of the terms which give the Airport the right to terminate the lease.

This addendum also clarifies the corporate structure allowed by the agreement and establishes any subsidiary businesses of Aviation Technologies as "affiliates" to be bound by the terms and conditions of the agreement. Additionally, this addendum provides clarity regarding certain aspects of the FBO's fueling operation, ensuring that any other future FBOs will also have the right to obtain a Defense Fuel Contract, but not be required to do so, and that other FBO's may also have the right to sell fuel on the airport in accordance with the Airport's Minimum Standards. Having been appropriately reviewed by the FAA, we recommend the Airport Board approve this Addendum #1, subject to our solicitors' concurrence.

MOVED BY:

SECONDED BY:

VOTE:

Commissioner Jim Wansacz

Board Member Rick Williams

Unanimous

ITEM 8.

OTHER MATTERS:

(Chairman)

DISCUSSION:

Commissioner O'Brien made a suggestion that on the agenda or just in 'Other Matters' part of the agenda, in each meeting, that the board could get a short Capital Improvement Project Update and have Aviation Technologies give a short update as to what they are currently working on. Mr. Centini stated that the airport will get the information from Aviation Technologies regarding the current activities at the FBO and from Stephen Mykulyn, Airport Engineer, regarding Airport Capital Improvement updates each month, and include it in the agenda.

DISCUSSION:

Representatives from the Pennsylvania Game Commission were present to answer any questions airport personnel might have regarding the shooting of a Mother Bear and her three cubs at the Airport on October 20, 2014. Mr. Centini had previously spoken to the news media, explaining that the shootings were necessary to protect airport passengers and aircraft. Unfortunately a picture of the dead bears was taken by an airport employee and put on local media, thus enflaming the community. Mr. Phillip White, Wildlife Conservation Officer and Mr. Mark Rutkowski, Law Enforcement Supervisor from the PA Game Commission addressed the airport board,

OTHER MATTERS – Cont'd...

stating that the Airport does have a permit with the PA Game Commission, which is an Airport Safety and Wildlife Permit, and basically what that does is through our agency, permits the airport to dispatch any animals that it perceives as an eminent threat within the fenced area of the airport. This permit does not specify any particular wildlife, it is any and all wildlife that might enter the fenced in area, which, Mr. White stated, was the case with these bears. It is determined by someone in the safety department or the tower as to whether these animals are to be destroyed. The Airport is to then notify the Game Commission as to what type of animal was destroyed, where and when. In the case of bears, the Game Commission comes and retrieves the carcasses of the animals.

Mr. White continued, stating that any questions the Board had regarding bears, he and Mr. Rutkowski can answer having been doing this for 20+ years, they know bears behavior, they keep close tabs on the population in the state, which is roughly 18,000-20,000 in the state, and at this time of year they are packing on 20,000 calories a day to gear up for hibernation, they are hungry and they will go anywhere they can get food. He stated that in May of last year a bear was destroyed at the airport which also was reported to the Game Commission and that it is an issue that will be ongoing at the airport with our bear population. They said they have set traps in the airport facility in efforts to trap and relocate them, but you can't guarantee the bear will go in the trap. He emphasized that as far as the Game Commission is concerned, they are satisfied that everything was done the way it should have been under the guise of this permit.

Mr. Rutkowski added that the Airport possesses the state permit with the Game Commission, but they also possess the US Fish and Wildlife Permit, which also extends the control of wildlife to terrestrial animals which they cover, who would be migratory birds, geese, doves, things of that sort. He stated that the #1 thing the airport tries to avoid is an aircraft strike with birds, which is very high across the country. He stated the only thing the commission asks through the permit is that any endangered species, if they have an opportunity to do anything with, and they have in the past had that communication with the airport staff, that if they knew that a bear had entered the facility, they would get a phone call. He stated that while he was in the field covering Lackawanna County, that he was here half a dozen times setting traps when they knew there was a bear on site but did not know where it was at. From what they gathered from the investigation, the animals were seen from an aircraft in the operating area. So, as far as the Game Commission is concerned, there is no issue. They were contacted immediately afterwards and an officer picked the animals up.

Commissioner O'Brien questioned if there is some other option that the airport can employ, tranquilizer for an example, is there some other way for the airport staff to become trained in a non-lethal way to handle encroachment by bears. His reply was, there are always options, for this situation it was deemed necessary at the time. He stated that they were contacted afterwards, which is ok because it was deemed an eminent threat and it was taken care of. The question of tranquilizing these animals has come up before, unfortunately the staff here would not be able to use tranquilizing equipment, and the reason for that is the drugs that they use are controlled under the DEA, highly regulated. The Game Commission officers go to an academy for one year, in that year they learn how to handle, mix, deploy and use those pharmaceuticals. The only other people trained to do that is a veterinarian used to dealing with large animals, or Philadelphia or Pittsburgh Zoo. Mr. White added that when the drug is deployed, in most cases, it does not immediately stop the animal, it could run off, take 10 minutes and God knows what kind of things it could get it into if it is in a fenced area. It would be more of a threat, it would be like having a drunk driver just drive around because at that point they don't have all

OTHER MATTERS – Cont'd...

their faculties and mobility is decreased. When they deploy the drug it is usually in the trap after they have been caught. If the airport did have the capabilities of using the tranquilizers it would add a lot of other issues than just deploying the shot, the storage, the oversight, the training, for how much the airport would use it, it would not be cost effective and there is a great responsibility. These drugs handled the wrong way can cause death to human beings because it's a paralytic, it stops muscle use in these large animals.

Mr. Urban asked if the airport can become more proactive in trying to trap the bears before hibernation. Mr. Rutkowski stated that it has been done, the line of communication with the airport is an open one, that if the staff sees that the fence has been breached, they immediately make a phone call and the Game Commission makes it a priority to come here and set a trap. They said the airport staff does a good job testing the perimeter, checking to make sure there are no compromises in the fence, no trees down, no cuts in the fence. He stated that it is not just bears, we have deer issues, coyote issues, bird issues, that this is something that has been going on for 50 years.

Mr. Lawton asked if we know how the bears gained entry onto the airport grounds. They said that the bears burrowed under the fence and Mr. Lawton asked if we do a fence check, which the reply was that it is done every day. He asked if the bears could climb the fence. The answer was yes, very easily, that they swim and they can run 35 miles an hour. Mr. Lawton asked if other airports in the commonwealth have permits and do they report similar levels of activities as our airport does. His answer is 'yes' that we have some of the best habitat for bears in the world, Pittsburgh has the same level of incursions as we do and the animals are dealt with same way in those other jurisdictions. Mr. Rutkowski stated that bears that are known to be around here, within the fenced area, ahead of time, or bears that have already entered, are an eminent threat to public safety or to the aircraft itself. Mr. Lawton asked if it would be worth it to set traps on the airport grounds before we know if there are any bears around. They stated that it would cause just the opposite effect than what we want, that being it would attract the bears to the Airport.

Mr. Pete Payavis, Airport Superintendent, then reported to the board the series of events. At 10 AM on October 20, 2014 the operations department received a call from the Air Traffic Control Tower that a helicopter spotted four bears inside our perimeter fence close to the runway. Our Shift Supervisor went out to investigate and found the 4 bears.

They were hanging around in one area, not moving, they were in a contained area. At that point he decided to take the bears down because if we had lost them then we would have problems locating them again, explaining that in the day time you can see them, the tower would be able to see them, but at night, if they came out on the runway and you cannot see them, that would have been a major problem. Mr. White stated with 800 acres of airport land it is very easy for them to hide.

Mr. Centini stated that the killing of any animal on airport property is not something that we publicize, that it was a very unfortunate situation, it was an unwelcome situation. He said it is a very difficult situation for some of our staff people who are trained, to get that weapon and go out and shoot these animals. He said the thing that bothers him most at this point and time is that someone, who works for this airport, went over, lifted a tarp where those carcasses were, took a picture and put it on facebook and enflamed the community. He said we have taken many animals here because they felt it was a problem for airline passengers, equipment and aircraft. Mr. Centini stated that the airport does not publicize that, that we call the game commission and they either tell us to bury the carcass or they will take it, and

OTHER MATTERS – Cont’d...

he received a phone message that said it looked like the mother was suckling the cubs, feeding the cubs. That was not true, that was just the way the bears were laying when they were waiting to be picked up by the Game Commission. For someone to enflame the community over something that is a tough decision made by one of our people is something that the airport is going to look into, not only this staff but our legal team, to see what can be done about this. For an employee to do that, to cause this uproar, is beyond us, because this is not something we look forward to do. We don't like having to do this. Some of the people that do this are, maybe not traumatized, but are shaky, some are not hunters, and when you ask them to pick that weapon up and do what he had to do for a safety reason at this airport, and then to have this criticism come down on this person and this airport, when we are only trying to operate a safe facility for the public is disgraceful.

He said that back in 2000 we had a deer strike on a USAir jet that caused \$1.5M worth of damage. No injuries, the aircraft was able to stop, the deer was ingested into the engine, the plane sat out here for 5... 6... 7 days before they made a change to the engine. It is the airport's responsibility under Part 139 Regulations that we present a safe operating environment to these airlines. And that is what our people did; they provided a safe operating environment, not only for the aircraft operator but to the public.

ITEM 8.

ADJOURNMENT:

(Chairman)

MOTION:

MOVED BY:

SECONDED BY:

VOTE:

It is recommended to adjourn the meeting.

Commissioner Jim Wansacz

Commissioner Corey O'Brien

Unanimous

The meeting was adjourned at 12:10 P.M.