

AIRPORT MEMO

To: Chester County Area Airport Authority (CCAAA) Members

From: Gary L. Hudson, Airport Manager

Date: November 26th, 2013

Subject: Airport Hot Topics

For your review, below is a listing of issues affecting the Chester County/G.O. Carlson Airport (MQS).

NEW BUSINESS

- * **Airfield Signs Repaired:** On November 1st and 12th, light bulbs were replaced on the ILS (Instrument Landing System) Runway 29 Hold Short, and Taxiway Alpha Directional signs.
- * **Windsock:** On November 1st, a light bulb was replaced on the Windsock.
- * **Pilot Controlled Lighting System:** On November 1st, an adjustment was made to the airfield Pilot Controlled Lighting (PCL) system, when it was discovered that the PCL settings for the three runway light intensity levels were not staying on for the required 15 minutes.
- * **Parking Lot Sign Repaired:** On November 5th, the “Short Term Vehicle Parking” sign was re-Installed, after being hit by a truck on the previous night.
- * **Signs Installed:** On November 5th, a “Do Not Enter No Unauthorized Personnel Beyond This Point” sign was installed at the East and West drive-thru gates.
- * **Snow Plan Meeting:** On November 6th, myself and Doug Eadline (Airport Maintenance/Safety Supervisor) met with corporate tenants to review MQS’s Snow Plan.
- * **Crane:** On November 7th, a 220 ft. crane was observed operating at the “Pennsylvania America” water tower. Due to the crane’s close proximity to MQS and the Sikorsky Global Helicopters (SGH) Heliplex, I wanted to get verification from the crane operator, that his employer had the required documentation (FAR 7460 Form) needed to operate the crane at that height. It turned out, that a 7460 Form was never filed with the FAA. So I gave the crane operator the name and phone number of the person to contact from the FAA. Moreover, although the crane had the required Orange and White checkered flag mounted at the top, for operating during the day in good visibility conditions, I did let the crane operator know that his employer could be held liable, if the crane caused an accident with an aircraft, and it was determined that the crane was operating at an unauthorized height. I also notified SGH about this issue.
- * **Precision Approach Path Indicators (PAPIs):** On November 8th, a transformer was replaced on the Runway 29 PAPI system. As a result, the lights on the PAPIs can now be seen from a much farther distance, when pilots are on the final approach course for runway 29.

- * **Pole Light Repaired:** On November 10th, PECO came to MQS to repair the pole light located at the intersection of Lindbergh Boulevard and Aviation Way.
- * **Lean-to Shed:** On November 11th, the Lean-to Shed located opposite CCAAA's Maintenance Building was extended, so that it could provide shelter for the Paver machine.
- * **Markers Installed:** On November 12th, runway and taxiway light snow markers were installed on the airfield, in preparation for the Winter season.
- * **New Vehicle Purchased:** On November 20th, the CCAAA traded in their 2000 Ford Explorer for a used 2003 Ford Explorer. The vehicle is in good condition and was sold to the CCAAA by Keesey's Airport Automotive.

OLD BUSINESS

- * **Runway End Identifier Lights REILs):** On November 15th, the Runway 11 REILs were re-activated. The REILs were taken out of service after discovering that the South side light was not flashing. The light is now working, but the problem was not determined. The REILs will be closely monitored.

