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## 2008 Projects Planned

The Greeley-Weld County Airport Authority has several projects planned for 2008, the first of which is scheduled to get underway soon.

The Authority in 2008, is beginning what it hopes to be a multi-year program of major repairs to several existing T-hangar buildings. For 2008, T-hangar building 13 is scheduled to undergo a major overhaul of its door system. The doors tracks are presently failing, and cause many doors to be difficult to operate, especially during winter months due to ground heaving. All T-hangar unit doors will be removed and the ground tracks and concrete beams completely removed. A new concrete beam and channel will be poured and sealed to minimize water penetration. The doors will be retro-fitted to the new concrete track system and re-fitted to the building with new hardware where needed. Rubber ground sweeps will be installed to help minimize water seepage into the units as well. This project will take one to two weeks per hangar side, and all T-hangar 13 tenants will be temporarily displaced while this work is undertaken. Airport staff will be contacting each tenant to coordinate the movement of aircraft to alternate locations on the airport while this work is carried out.

Work on this project is expected to start in late April or early May.

Two airfield projects are also on the schedule for the summer of 2008. The first project is a pavement maintenance fog seal application on

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## Oil Exploration Takes Flight

The Greeley-Weld County Airport Authority recently entered into an agreement with Petro-Canada Resources, USA to conduct oil and gas exploration and mineral extraction on the grounds of the Greeley-Weld County Airport. As the costs of operating the airport continue to rise, and capital upgrades become increasingly necessary for pavement, buildings and equipment, it was necessary for the Authority to look for ways to diversify its revenue sources to help offset those revenues derived strictly from land and hangar rentals.

Up to 20 new wells can be drilled on the airport property under the agreement. The majority of the wells will be drilled in remote areas on the east end of the airport, and north of Runway 9/27. However, several wells will be drilled near the main entrance of the airport along Airport Road, inside the detention pond area. While this location was not ideal from an aesthetic standpoint, the temporary view of this operation over five weeks of initial drilling operations will be offset by oil and gas royalty revenues paid to the Authority over the life of the wells. Once complete, only several pipes and fencing will be evident in this location, as the tank battery will be located south of SH 263. The Airport Board over the next several months will be working to establish a policy concerning the use of any revenues derived from these royalty interests. Of main concern, is that the annual amount of revenue collected from these drilling operations is unreliable, as it is subject to the fluctuating price of oil and gas, and the ever diminishing amounts of minerals extracted from the ground. The Airport Authority needs to ensure that the normal cost of operating the airport continues to come from aviation operations, while revenues from these royalty interest payments can be designated for items such as capital equipment replacements, major building and pavement repairs, and the like. Revenues from these operations are not expected to begin flowing to the airport until early 2009.

During some of the drilling operations, some instrument approach procedure minimums will be temporarily raised by the FAA while the drilling rigs are in place. These inconveniences should only last a few short weeks.

## 2008 Projects (continued)

Runway 9/27 and Taxiway A. This project is similar to the one carried out in 2007 on Runway 16/34 and Taxiway C. As part of this project, the runway will be closed for about two weeks while the fog seal material is applied, and the runway re-stripped along with Taxiway A. This project will be carried out in at least two phases to ensure that there is always access to Runway 16/34. Included in this project is the seal coating of the Taxiway A2 extension into the west hangar area. All aircraft access to and from the west hangars will be completely cut off for a 24 hour period in order to allow this section of pavement to be treated. Additionally, during the second phase of this project, all access to the east hangars will be completely cut off for 24 hours as well. Several different phasing alternatives were looked at to minimize restricted aircraft access. Unfortunately, there was no way to treat the necessary pavement areas without temporarily effecting access to either of the hangar areas at different times. Tenants will be notified in advance through the Authority's email list and by posted notices of the dates that this will take place. Businesses and flight departments will also receive phone calls concerning these schedules. Also, taxiing detours across the terminal apron, and around the east hangars will also be prevalent during different portions of these maintenance activities.

The second airfield project fortunately will not impact aircraft operations. The existing four foot barbed wire fence which still exists around much of the northern portion of the airport is scheduled to be upgraded to eight foot tall, high tensil woven wire fence, similar to that which was installed at other locations around the airport in 2004. This project will help keep animals such as coyotes, deer and rabbits off the airfield and runways.

### **Proposed Legislation Will Benefit Aircraft Sales in Colorado**

A bill has been introduced in the Colorado Legislature which will effectively eliminate the Colorado sales tax on aircraft sold in Colorado to out of state residents. House Bill 1261, known as the "Fly Away Bill", is intended to help boost Colorado's aviation economy through aircraft sales.

Originally aimed at making Colorado a more attractive location for aircraft manufacturers, the bill would reduce the cost of buying a newly manufactured aircraft in Colorado by non-residents who would base their new aircraft out of state. However, the bill also includes a provision which will also exempt used aircraft from Colorado sales tax, provided that the aircraft is purchased by a non-Colorado resident, with the intent on basing the aircraft outside of Colorado.

The bill, if passed, will no doubt have a significant impact on the ability of any aircraft owner in Colorado to market and sell their aircraft more effectively. The ultimate goal is that the passage of this bill will make Colorado attractive to potential aircraft manufacturers in locating their operations within Colorado. A summary of the bill can be viewed using the below link, and then by following the links to House Bills, and then HB 08-1261.

<http://www.leg.state.co.us>

### **The Bubble is Back!**

The CSU CHILL Radar Site is back... along with its distinctive golf ball looking bubble. The facility, located just west of the airport property midfield of Runway 16/34, is a cooperative venture between Colorado State University and the University of Chicago at Illinois. The bubble houses a multi-story experimental weather radar dish which is used to test and measure the effects of lightning, hail, and other weather phenomena. It also receives telemetry from storm chaser aircraft that fly directly through storms and attract lightning and hail strikes to themselves.

The system has been absent for some time while it was replaced with almost entirely new equipment. The new dish stands taller than the old one, and subsequently, the bubble is also noticeably larger than before. With the placement of the new bubble, a familiar landmark which many pilots use to locate the airport from a distance is once again present, and helping pilots visually navigate their way to the airport.

Did you know that the bubble is an entirely non-rigid structure? It is actually a flexible envelope type material which is inflated and held up entirely by air pressure. In order to enter and exit the bubble, one has to go through an air lock, which causes your ears to pop, similar to flying through varying altitudes.

## T-Hangar Inspections

By now, T-hangar tenants should have received in their monthly statements notification of the annual T-hangar inspection schedule. These inspections help the airport staff identify and prioritize many of the maintenance needs of the 134 individual T-hangar units which the Authority owns and leases. In 2007, over 80 percent of the maintenance needs identified from these inspections were repaired or addressed. If you are aware of a maintenance need in your individual T-hangar unit, you can either return the Maintenance Request form which was recently included in the monthly statements, or contact Kevin Freiberg directly to report it, at (970) 336-3002.

In addition to checking the general maintenance needs of each unit, the inspections will also be looking at building and fire code issues, as well as appliances and other devices which are not permitted under the terms of each lease. Any issues identified in these categories will be reported to the tenant with a request to remedy the situation.

The below inspection schedule has been established for the noted hangars. If you wish to be present during the inspection, please call Kevin Freiberg at the above number. All T-hangars should have airport issued locks or keys. Any hangar unit which has an unapproved lock will be removed by the Airport Authority during the inspections, and the tenant shall be responsible for the cost of an approved replacement lock.

Week of 4/14	Week of 4/21	Week of 4/28	Week of 5/2
Hgr 6	Hgr 40	Hgr 46	Hgr 51
Hgr 13	Hgr 42	Hgr 48	Hgr 53
Hgr 38	Hgr 44	Hgr 50	

## Runway 16 RNAV Procedure?

The Federal Aviation Administration is presently working on establishing an RNAV instrument procedure to Runway 16 at the Greeley-Weld County Airport. The project is currently in the environmental review stage, meaning that the FAA is trying to determine if such an approach would have any impacts on any environmental features or sites north of the airport which would be located beneath the approach path. The total process of establishing such an approach takes a long time however, so pilots should not plan on being able to fly the Runway 16 RNAV procedure for quite some time yet.

## Tenant Storm Water Training

It is once again time for commercial and corporate tenants of the Greeley-Weld County Airport to undergo annual storm water and spill prevention control training. In addition to helping to ensure the proper handling of potential pollutants, this meets the necessary regulatory requirements of the Environmental Protection Agency and the State of Colorado. This training is required as a condition of each business on the airport being able to be covered under the umbrella of the Airport Authority's group storm water discharge permit. Additionally, this training helps meet the annual requirement of the City of Greeley, as a condition of the waiver of storm water utility fees to each tenant on the airport.

Training for 2008 will be held on Friday, April 18<sup>th</sup>, at 10:00 A.M. in the Airport Authority conference room. Each commercial and corporate tenant on the airport is required to attend. Please contact Kevin Freiberg at (970) 336-3002 to RSVP your attendance.

**Did you know...** that the Greeley-Weld County Airport participates in the Greeley-Chamber of Commerce's Better Schools Better Communities Program? The airport is partnered with Bella Romero Elementary School, which is located just a few blocks south of the airport. Airport staff conducts a quarterly activity with different grade levels of students. Each activity is aviation oriented, and designed to meet specific math and science standards of the Colorado Department of Education. The program is progressive, starting with younger students visiting the airport, and leading into lessons on the four forces of flight, aircraft control and movement, air traffic control, and aviation careers. In addition to meeting the Colorado math and science standards, the program is designed to help develop interests in aviation careers by the youth of our local communities. The airport is in its fifth year of this partnership.

## Who's new at the airport:



### Monique Widener

A recent addition to the airport operations staff is Monique Widener, who is participating in the State of Colorado airport management intern program. Monique is originally from the Greeley area, and has a Bachelors Degree from Oklahoma State University in Aviation Sciences. Monique will be working for the Authority for a 12 month period during her airport management internship, which is being funded by the Colorado Aeronautical Board Intern Grant Program. Through the course of the year Monique will be working in airport operations, as well as with the Airport Maintenance Division staff, and in administration.



### Nakia Crow

Nakia Crow joined the staff at the airport in March as a Customer Service Representative. You will be able to find her at the front counter in the terminal, handling the customer services needs of both Peak Flight Support and the Airport Authority. Nakia is currently a student at UNC, and plans to attend flight school in the near future.

## 2008 Airport Board Of Commissioners

**Ed Phillipsen**, Chairman  
*Greeley City Council*

**Bill Garcia**, Vice Chairman  
*Board of Weld County Commissioners*

**Ernie Crownover**, Secretary/Treasurer  
*Joint City County Citizen Appointee*

**Bill Jerke**  
*Board of Weld County Commissioners*

**Charles Archibeque**  
*Greeley City Council*

**Darrel Dilley**  
*Weld County Citizen Appointee*

**Ed Fickes**  
*City of Greeley Citizen Appointee*

### Airport Board Additions:

Several changes to the Greeley-Weld County Airport Authority Board of Commissioners recently took place.

**Charles Archibeque**, retired restaurateur, recently replaced Debbie Pilch on the Airport Board, filling one of the two Airport Board seats for the Greeley City Council. Charles was recently elected to the Greeley City Council for the second time as the Ward I representative, and served on the Airport Board previously during the 1990's when he previously held a seat on the Council.

**Ed Fickes** also recently joined the Airport Board, filling the seat vacated by Gene Overturf. Ed is the citizen appointee of the Greeley City Council, and is a local business owner, and member of the Rocky Mountain Chapter of the Vietnam Helicopter Pilots Association.

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