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NOTAM Procedure Changes

The Federal Aviation Administration has announced definite plans to re-align the manner in which Notice To Airmen (NOTAMS) are issued and reported throughout the U.S. The NOTAM re-alignment effort has already begun, but the most significant changes

will take effect on February 9th, 2008, when the Local or "L" Notam will cease to exist. One of the main complaints of airports throughout the years concerning the L Notam is that many of them contain critical information relevant to pilot and aircraft safety on an airport, but pilots flying in from outside the immediate region in which the airport is located, would not receive this information during a pre-flight briefing from their local flight service station. With the effective date noted above, all information will be classified as either a Distant or "D" Notam, or as an FDC Notam. Information meeting Notam criteria at airports which were previously classified as Local Notams, will become Distant Notams on that date. Information which may have previously been classified as a Local Notam, but no longer meets Notam criteria, will not be reported. This type of information however will still be reported by the Greeley-Weld County Airport as an Airport Advisory through our broadcast email service.

Additionally, efforts have already been undertaken in our own region to drastically improve the speed it takes for Notams to get published by the Denver Automated Flight Service Station (AFSS), especially during winter snow events. The Greeley-Weld County Airport is one of 17 airports participating in a pilot program being carried out in Colorado by Lockheed Martin, which holds the contract for the operation of all AFSS facilities in the U.S. Since Lockheed took over operation of the AFSS system, all Notams have been transmitted over a national Notam hotline. Quite often, we were issuing Notams directly through AFSS facilities in other parts of the U.S., which then took hours to work their way into the national Notam database, since they first had to work their way back to the Denver AFSS before being entered into the system. During winter operations, new Notams were being issued before the old Notams were even showing up in the database. The Greeley-Weld County Airport is now faxing Notams directly into the Denver AFSS on a special line set up for this purpose along with the 16 other airports participating in the pilot program. By doing so, Denver AFSS is handling Notams from fewer airports during high volume periods, and entering the information into the national database within minutes of its receipt, instead of hours.

The Greeley-Weld County Airport is now using a standard format for faxing these Notams to the AFSS. For a short time, we were transmitting these Notams using the same format to our tenants. However, that has recently changed, as the practice of only reporting Notam changes was getting confusing, since those forms did not provide a list of previously issued Notams which were still current. For that reason, the Greeley-Weld County Airport is now transmitting to its tenants only a list of current Notams. If a previously issued Notam is not on the "Current Notam" form you receive via email, than is it no longer current. Keep in mind that Notams issued by the Federal Aviation Administration for Nav aids, AWOS, or airspace related issues are not reported directly by the Airport Authority. Please feel free to call us at 336-3000 during normal business hours with any questions concerning these procedures.

NDB PROCEDURE: We reported in the October, 2007 GXY Flyer that the FAA had placed the GXY Runway 34 NDB approach procedure back on its list of obsolete approaches scheduled for elimination. The Airport Authority once again documented its objection along with its justifications for maintaining the procedure. The FAA recently informed the Airport Authority of its decision to maintain the procedure, meaning that it is once again safe from elimination.

2007 Airport Projects Completed

Airport improvement projects for 2007 were recently completed, bringing to a close the latest round of federally and state funded improvements to the Greeley-Weld County Airport. Runway 16/34, the Taxiway C complex, and the Terminal Building apron, were all seal coated early in the year, followed immediately by their re-striping. The seal coat is intended to rejuvenate the oils in the pavement, keeping them from drying out and cracking. It also seals up many smaller cracks, and keeps moisture from penetrating the pavement. All this helps to ensure a longer life span for the pavement surface. Runway 9/27 and the Taxiway A complex are scheduled for the same in 2008. Total cost of this project was approximately \$176,000.00, and was funded mostly by a State of Colorado Aviation Grant, including local funds provided by the City of Greeley, Weld County, and the Airport Authority, totaling about \$40,000.00.

Additionally, a federal grant late in the year funded storm water quality improvements, which were required as a part of the Airport Authority's agreement with the City of Greeley concerning the waiver of storm water utility fees to airport tenants. These improvements included the installation of a new 2,400 gallon Stormceptor (oil/water separator) which serves the terminal apron area, and the expansion of the concrete culvert outfall for the 21 ft. arched culvert that runs under the airport, and outfalls into the pond area near the entrance of the airport. The expansion of the culvert outfall is intended to help with erosion control problems the airport has been having in this area over the years, and will make it easier to maintain and clean the airports storm water system, keeping sedimentation from going downstream into the Poudre River just south of the airport. As part of this project, two large trees along Sand Creek were removed, as their root systems were jeopardizing the flow of Sand Creek. They were also both showing signs of deterioration due to disease. The new trees which were planted along Airport Road replaced the two removed trees in terms of total caliper, and were also paid for out of the federal grant. The total cost of this project was approximately \$156,000.00.

T-Hangar Door Repairs

T-hangar door issues, particularly in the older buildings with manual sliding doors, have been an on-going issue for a number of years. In most cases, water penetration beneath the track system has caused heaving at different times of the year, aggravating this problem. During 2008, the Airport Authority intends to come to a resolution concerning how to best make permanent repairs to these door systems, and begin undertaking the necessary actions to solve these problems. Airport staff presently is reviewing a variety of options with different contractors and door manufacturers, concerning the most effective way to deal with these repairs. Although the removal and replacement of the concrete and steel door track systems is most likely, we are also exploring options to replace some doors entirely, provided the existing building structures are capable of supporting these changes.

It will be fiscally impossible for all doors to be repaired in a single year, and this project will likely take a few years to fully complete. However, it is likely that at least several will be undertaken in 2008, with the intent on continuing on until all problems have been resolved. The overall worst hangar units will be given priority in terms of their order of repair.

Annual T-Hangar Maintenance Inspections

In 2007, airport staff conducted an intensive inspection of all Authority owned T-hangars for maintenance deficiencies, and found numerous items which had never been reported to the Authority, or had simply not been noticed by the units tenant. At the conclusion of the inspections which took place during the first quarter of 2007, a master list of maintenance items for each building and unit was produced, which included a total of 176 items, aside from the obvious door and drainage problems in some areas .

Throughout the summer and fall months, airport maintenance staff dedicated a substantial number of hours each week to correcting as many of these deficiencies as possible. These ranged from roof leaks to loose hangar door cables, to missing or damaged insulation and door seals. Approximately 80 percent of the items on this list were corrected by the time winter arrived. Of those which were not corrected, some of them will require more substantial resources which are now being planned for. Some problems however are much more significant in nature, and will require greater resources to correct over time.

Airport staff will once again conduct an intensive inspection of all T-hangars in the first quarter of 2008. If you have a specific problem, or if you wish to be present during the inspection, please contact Kevin Freiberg at 336-3002.

2008 Capital Projects

As we previously reported, the Greeley-Weld County Airport in 2007 got back to airfield projects intended to improve and extend the life of the pavements and other airfield assets. This will be true for 2008 as well.

Two federally grant funded projects are scheduled for 2008. The first, is the seal coating and re-striping of Runway 9/27, and the entire Taxiway A complex, which includes all of the associated connector taxiways. These were not accomplished with the similar project performed in 2007, and as noted elsewhere in this Newsletter, will help to ensure the longevity of the pavement surfaces into the future.

The second project is the continuance of the perimeter fencing project, mainly around the north portion of the airport and Runway 16/34. The game fence installed in 2004 has drastically reduced the coyote and deer population on the southern portion of the airport. However, the lack of such a fence around the north end has continued to allow animals, mostly coyotes and rabbits, to freely wander those areas. The reduction and/or elimination of this problem is necessary to ensure the safety of aircraft operations. The magnitude of the problem is more evident during the winter months, when each morning we discover "evidence" of the coyotes presence on Runway 16/34 during the night. There have also been a number of daytime incidents which have required airport staff to chase them off the runways and taxiways.

The ability to carry out both of these projects is subject to our congressional representatives in Washington, D.C. passing legislation that funds the Federal Aviation Administration into 2008, which thus far has not occurred. It is anticipated that if proper legislation is not passed early in the year, that the fencing project will be postponed.

Vehicle Operations on the Airport

For both safety and security, privately owned vehicles that need to traverse the airport between the east and west sides are asked not to cross the Terminal Building Apron, or to drive onto a hangars ramp area and park, when that hangar has a dedicated automobile parking lot on the landside of the building. Although exiting and entering through the security gates takes slightly longer, the use of these points, and the dedicated entrance roadways, will help to ensure a safer operating environment for all aircraft and pilots. Incursions and accidents *can* happen between aircraft and vehicles, and it is unlikely that your auto insurance would cover damage to your vehicle in such a circumstance.

ID Badge Re-Issuance

Airport tenants and their employees who are issued ID badges should have all had those badges replaced before the end of October, 2007. If you are still carrying an old ID badge, you are asked to turn it in at the administrative offices.

Airport Authority Welcomes New Employee

The Greeley-Weld County Airport Authority in October welcomed Jeff Brown to its airport maintenance staff. Jeff came to the Authority with over 16 years of maintenance experience, including specialties in both building maintenance and heavy equipment operations. Jeff has already proven his expertise in these areas through a number of repairs he has undertaken to hangars and other buildings on the airport, and has shown his skill as a heavy equipment operator during the recent snow events which affected the airport.



Box hangars in the new Skyview Hangar Condominium complex are still available for sale. Each unit is 45' wide by 40' deep, fully partitioned, has an electric bi-fold door, and piping for heat is plumbed into each unit. Contact Chad Graves at (303) 946-6020 for further information.

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We want this newsletter to be of value and interest to our tenants and users. If you have an issue or idea you would like us to report on, email it to us at moliva@gxy.net. Also, if you would like to share your news with others, email that to us and we'll put it in the next issue of The GXY FLYER.
