

Airport Prepares For 2010 Projects... and beyond

As the Airport Authority prepares to close out the 2009 calendar year, work is already underway for projects which will either take place or begin in 2010, and take us into future years.

For a number of years, the condition of asphalt pavement throughout the hangar areas has been of concern to both the Authority staff and tenants alike. While large sums of grant monies were flowing into the airport each year from the Federal Aviation Administration and the State of Colorado, these funds were required to be used first on airfield, safety, and capacity related improvements. Airport staff promised many tenants over the years that once all the work on the airfield was done, that annual grant monies could then be used to start improving existing hangar area pavements. Over the years, the Authority has continued to patch and repair many of the hangar area pavements in numerous areas. It seemed like a comprehensive plan to fund and reconstruct these pavements would never come... until now!

And the good news is... all of those airfield, safety and capacity related projects on the airport are now done. This means of course that the attention of certain grant funds can now be used towards improvements to hangar pavements. Of course with a lot of good news comes some bad news. And that bad news is that there is much more pavement repair to be done than can possibly be funded in any short period of time. That means that phasing of this important project will be critical to getting it done.

The Greeley-Weld County Airport Authority receives \$150,000.00 per year in General Aviation Airport Entitlement Funds from the Federal Aviation Administration. This money is only available when the U.S. Congress has taken action to pass an FAA Funding Bill. Presently, no long term FAA bill exists, and Congress continues to extend the FAA funding authority by a mere three months at a time. Substantial lobbying is underway in Washington by many aviation groups to get the Congress to pass a multi-year bill that will fund the U.S. aviation system for at least three years.

While it is easy to drive around the hangars and point to those pavement areas which obviously require the most immediate attention, fixing the pavements in that priority order is not so easy. Most tenants are well aware of the drainage problems that exist in many hangar areas. Because this project must be phased in over several years, we simply cannot go in and fix something first, that is in the middle of something else that will be fixed in a later year. The project phasing must ensure that we begin in a logical location, and repair pavements from the higher elevation points first, and then gradually move towards the lower elevation points. This will ensure that we do not create significantly worse drainage problems on a temporary basis while we wait to obtain funding to fix the rest of it in a future year. For that reason, it is likely that each phase of actual construction will probably start on the north side of the hangar areas, with latter phases moving south (since most hangar areas on the airport drain from north to south, which must be maintained). Pavements are generally worse in the west T-hangar area. For that reason, the west hangar area is considered a priority over the east hangar area. On-going pavement repairs as needed will still take place in the east hangar area during this period however.

Another significant issue to explain concerning this project involves how much work can actually take place in any year, given the amount of funding available. Annual funding of \$150,000.00 does not go very far when it comes to laying new asphalt. In fact, over 1 million dollars of funding is needed to do all of the hangar pavements in both the west and east hangar areas. Additionally, before we can build anything, it has to be designed. Going in and re-paving something without adequate engineering information is not only a big mistake, but is somewhat responsible for how the drainage in the hangars

became so messed up to begin with back in the late 1980's and early 1990's. Engineering design work by itself will be fairly expensive for this project. Here is how we plan to make this project work in phases:

1. In 2010, the airport is expected to receive \$150,000.00 in federal grant funds for this project. Since the majority of engineering design work for the entire project must be done on the front end, most of these funds will be used for that design work. The Authority will likely kick in some additional funds from its budget, and along with the leftover grant funds, will re-construct one isolated area of pavement within the west T-hangars. This 2010 construction will most likely be on the north side of the hangar area in order not to create temporary drainage problems.
2. In 2011, it is probable that no new re-construction work will take place. The Authority will forego taking its annual \$150,000.00 in FAA entitlement funds and roll it over into 2012.
3. In 2012, the Authority will take its rollover funds from 2011, and combine it with its 2012 funds for a total of \$300,000.00. Additionally, it is likely that the Authority will be able to borrow (through a State grant loan program) up to two years worth of future entitlement funds, making total project funding available in 2012 as much as \$600,000.00. With that money, a rather significant pavement reconstruction project can be undertaken in the west hangars, and most, if not all of the remaining west hangar pavements may be able to be reconstructed all at once.
4. The Authority will skip taking its entitlement funds in 2013-2014 to repay the loan from 2012, and then start the process over again, possibly using several years worth of entitlement funds to complete the remaining pavement rehabilitation still awaiting attention.

Most immediately, contractors are presently working in the west hangar area conducting survey, and drilling test holes throughout the area to determine sub-surface conditions for engineering design work. This work will continue on and off for several weeks.

Other projects utilizing state grant funds are also planned during the phased rehabilitation of the hangar pavements. Please contact airport staff for additional information.

Update on Snow Removal Functions:



As most of our tenants know by now, the Greeley-Weld County Airport in 2009 acquired two large Oshkosh 2500 series snow broom vehicles surplus from Denver International Airport. Each vehicle carries an 18 foot broom, and has high capacity dual side blowers.

The Greeley-Weld County Airport as of Christmas, had already experienced five significant snow events. In each of these events, airport staff learned more about the capabilities of these machines, and how to use them in a more efficient manner. What is evident, and what was expected, is the substantially improved friction measurements which result when a pavement surface is broomed versus being plowed. In several events, the

runways were plowed and then broomed, while in other events we have simply broomed the runways only. The type of snow and its moisture content dictates which method is used. In both cases, friction/braking action improved substantially over just plowing, going from MU readings of 15-20 with plowing only, to 35 to 40+ after brooming.

As these machines are fairly expensive to operate and maintain, their use is intended primarily for the runways. Most taxiways will continue to be plowed rather than broomed, except in certain circumstances. Airport staff will continue to learn more each time we use them, which will continue to increase the effectiveness they have on the airports runways during snow events, thereby increasing safety.

Airport Rates and Charges

With the start of each new calendar year, the Airport Authority has the opportunity to make any necessary adjustments to the airport's schedule of rates and charges. Ground leases are typically adjusted by any upward changes in the Consumer Price Index (CPI) for the Denver/Boulder/Greeley area as reported by the U.S. Bureau of Labor and Statistics. T-hangar rental rates are sometimes adjusted based upon a current determination of fair market value. A number of factors go into determining what current fair market value is. The common denominator in any rate adjustment is the fact that while many may understand why the adjustments are necessary, rarely if ever is a rate adjustment a welcome treat for our tenants.

Going into the 2010 calendar year, several issues resulted in a determination by the Airport Board of Commissioners that no rental rate adjustments would, or could be made for the upcoming year. First, the CPI for the most recent prior twelve month reporting period actually dropped. While this does not result in any reduction in current ground rental rates, according to the provisions of most ground leases, it keeps the Authority from raising the ground rental rate for the next year. Second, while the Airport Board still had the ability to increase hangar rental rates, it accepted a recommendation from airport staff not to do so. Given the current state of the economy, the impact it has had on a number of tenants and aircraft owners in the area, and the current occupancy rate, airport staff felt that a proposal to adjust these rates would be ill-advised. The Airport Board agreed.

There is however a few instances in which several tenants rates may be adjusted in 2010 for a specific reason. The most recent adjustment to the base ground rental rate was effective in January, 2008. The Airport Board approved a new base rate which was above the rate currently being paid by any existing tenant at that time. While lease provisions kept the Authority from increasing ground rental rates more than the CPI changes in each year, a policy was adopted by the Board concerning leases that expire or are subject to renewal options after that date.

Several new leases that have been executed since January, 2008 were done so at the new base rental rate. In 2010, several pre-existing

ground leases are scheduled to expire. As a condition of the granting of a new lease on these sites, they will be required to come under the new base ground rental rate. The majority of the leases affected by this policy in 2010 will only see minimal overall changes in actual rental payments since the total square footage of most of these leases are somewhat minimal.

The airport staff and Board will continue to closely monitor economic conditions which may impact the Authority's Rates and Charges policy, and take actions based upon a combination of the airports needs, fair market values, and how such decisions may impact our tenants.

Additional information concerning the Airport Authority's Rates and Charges policy can be obtained by contacting airport staff during normal business hours.

Airport Board Changes for 2010

Times change, and so does the Airport Board of Commissioners. After six years of service on the Greeley-Weld County Airport Authority Board of Commissioners, Ed Phillipsen recently retired from the Airport Board. Ed served as Chairman of the Airport Board for the past three years, and filled one of the two seats reserved for Greeley City Council Members. The Board and staff of the Airport Authority thank Ed for his leadership and guidance over these past six years, and for the positive changes and improvements to the airport that took place during his tenure as Chairman. Airport Board Vice Chairman Bill Garcia is presently filling the Chairman's seat until the election of new officers for 2010, which will take place at the January 21st Airport Board meeting.

Now filling the seat on the Airport Board formerly held by Ed Phillipsen, is newly elected Greeley City Council member Sandi Elder. Sandi started her service on the Airport Board beginning with the November, 2009 meeting, and will serve a four year term.



Ed Phillipsen receives recognition for service



Sandi Elder

Who's New at the Airport

Another thing which starts anew with each calendar year is the Airport Authority's Airport Management/Operations Intern. The Greeley-Weld County Airport Authority participates in the Colorado State Airport Management Grant Intern Program, which provides state funding for the annual cost of airport management interns. The program permits the Airport Authority to supplement its administrative and operations staff at a significantly reduced annual cost. In 2009, Aliza Wilson-Wheeler from Metro State College in Denver filled the airport intern position. She has recently completed all of the requirements of the annual intern program, and will be remaining on the airport staff through the end of January.

For 2010, the airport intern position has been filled by John Kure, a recent graduate of Southern Illinois University, with a Bachelors degree in Airport Management. John will be joining the Airport Authority staff beginning on January 11th, and will be exposed to all of the facets of operating the Greeley-Weld County Airport. John will eventually be handling numerous functions for the airport, and coming into direct contact with many different tenants.

COPIER FOR SALE

The Greeley-Weld County Airport Authority has for sale a Sharp Model ARM350N digital copier. The machine has four built in paper trays, plus external bypass trays, a built in collater, stapler, and many other features.

The unit is in good condition, and has been under a maintenance contract during its entire service at the airport. The unit is computer network ready, and has a relatively low copy count.

The Airport Authority will be accepting bids for purchase of the copier until 5 P.M. on January 29th, 2010. The minimum bid is \$500.00. The unit can be inspected by appointment by contacting Mandy Longstreth at (970) 336-3003 during normal business hours.

2010 Airport Board of Commissioners

Bill Garcia

Board of Weld County Commissioners

Charles Archibeque

Greeley City Council

Sean Conway

Board of Weld County Commissioners

Sandi Elder

Greeley City Council

Darrel Dilley

Weld County Citizen Appointee

Ed Fickes

City of Greeley Citizen Appointee

Ernie Crownover

Joint City/County Citizen Appointee

2010 Greeley-Weld County Airport Calendar Now Available:



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2010 Airport Board Meeting Dates:

January 21st
February 18th
March 18th
April 15th
May 20th
June 17th
July 15th
August 19th
September 16th
October 21st
November 18th
December 16th