

Welcome to the first edition of the Greeley-Weld County Airport Authority newsletter! In an effort to keep our tenants and airport users more informed about happenings at the airport, about upcoming events, activities, and airport operational issues, this newsletter will be published every quarter. We also encourage tenants and users of the Greeley-Weld County Airport to submit stories and advertisements about their business and activities on the airport to share with others.



As of this first newsletter, over 72 people have signed up to receive this service, and we hope that this number will continue to grow. In addition to the quarterly newsletter, the Airport Authority will use the email list to make rapid notification to tenants and users of operational or regulatory issues, such as TFR's, runway closures, or other events which warrant immediate notification to the airport's users.

We welcome your feedback. Please let us know what you think of this newsletter service. Email us at mpmckenna@gxy.net with your comments, as well as any ideas for future stories or information that you would like us to include in the next newsletter.

DME and LOM Get Upgrades

Over the past several months, the Airport Authority has received a number of complaints about the Locator Outer Marker (LOM). Specifically, the identifier signal has been faint and could not be picked up until almost on top of the LOM site. The FAA investigated these complaints, and determined that the antenna at the site was malfunctioning. A new antenna has since been installed and, according to pilot reports, the signal is now available from an appropriate distance.

As many know, the DME has been somewhat unreliable over the past few years. When the Runway 34 ILS came online several years ago, it utilized a used DME which came from another regional airport, where it had been de-commissioned. The FAA plans to install and flight check a brand new DME towards the end of March or first week of April. This DME will be of the latest technology, and should alleviate the infrequent failures this system has experienced over the past few years.

EAA 720 TO HOST SNOWBUSTER FLY-IN AND PANCAKE BREAKFAST

EAA Chapter 720 will host its annual Snowbuster Fly-In and Pancake Breakfast on Sunday, April 3rd. The event will run from 7 A.M. to 11 A.M. in the airport's equipment building located on the east side of the terminal apron. Parking will be available for both fly-in and drive-in guests.

Good Luck, Marta!

Marta Barrett, Trajen's employee whose friendly face has graced the front desk for the past year, is moving onward and upward at the end of March. Our friend, Carrie Murphy will return to help out temporarily while Trajen searches for someone to fill the position on a permanent basis.

We Need Your Help! Can You Name This Newsletter?

In trying to come up with a name for this newsletter, the stereotypical and dull "Airport Beacon" and "Landings" came to mind, but so far the best we could come up with was *GXY Flyer*. There are probably much better names out there, so if you think of one, please let us know! You can stop by the office or email us at mpmckenna@gxy.net. If we decide to use your idea, you'll get credit in the next newsletter and the dubious honor of telling all your friends how creative you are. ☺

Construction Projects Scheduled For Summer

Two construction projects are planned which will impact aircraft operations on Runway 9/27 this year: installation of an irrigation siphon across the Runway 9 Safety Area and re-habilitation of the Runway 9/27 electrical system.

During last year's resurfacing project on Runway 9/27, the existing siphon had to be removed. Installation of a new siphon is important because the siphon transfers irrigation water across the airport from the north to south and serves private property adjacent to the airport. This project will begin soon, and will require the closure of Runway 9/27 for about 10 days while workers excavate the area near the end of the runway.

The re-habilitation of the Runway 9/27 electrical system includes the complete replacement of all runway light fixtures, transformers and cabling and was not included in last year's pavement re-habilitation project due to funding constraints. The REIL's on Runway 27 will be replaced, and a new set of REIL's will be installed on the end of Runway 9. The existing four-unit Runway 9 PAPI will be replaced with a new two-unit PAPI. A segmented circle will also be installed around the airport's main wind cone assembly and a new airport rotating beacon and tower will be installed in the northeast quadrant of the airport. Runway distance remaining signs, like the ones on Runway 16/34, are now an FAA requirement for this type of runway and will be installed as well.

The existing electrical system on Runway 9/27 is over 23 years old, and is no longer producing the power and light output required under FAA specifications. Without replacement, the system is expected to start failing over the next few years, making its upkeep more difficult and expensive for the airport. The existing rotating beacon is being replaced for several reasons including its age (30 years) and several electrical malfunctions that have occurred over the past year. The tower itself sits on top of a foundation which has begun cracking and failing over the past year. A recent survey of the tower showed that it was already leaning as a result of the foundation failure, and removing it before it becomes a hazard is necessary. It was decided to relocate the new tower and beacon structure to a place where the light output will not be affected by the surrounding hangar development.

This project will result in the closure of Runway 9/27 for approximately 45 days beginning in June or early July. We understand your concerns about summer runway closures, but your patience is very much appreciated. Without the improvements and upgrades to our airport's basic infrastructure, the long-term viability of these resources would be jeopardized. Thanks for understanding!