

Harris Jet Center Now Sole FBO Operator

With their acquisition of all of Trajen FBO Network's Greeley assets, Harris Jet Center is now the sole FBO operator at the Greeley-Weld County Airport. With the transition complete during the first week of June, Harris Jet Center is now operating out of the space formerly occupied by Trajen in the Airport Terminal Building. Additionally, Harris Jet Center has acquired the former Trajen FBO hangar located just east of the terminal, and has relocated their FBO hangar operations into that facility. The former Harris Jet Center hangar located west of the terminal building has been sold to Aircraft Cylinders and Engines, Inc. of Fort Collins, which has already relocated their aircraft engine maintenance business to the Greeley-Weld County Airport.

AND... Harris Jet Center has also recently announced a name change. Harris Jet Center will now be known as Peak Flight Support. The change in name is intended to represent services that are provided to support the full spectrum of aircraft, while taking advantage of using a little geography as to their location within the U.S. Watch for the new Peak Flight Support logo coming soon! Harris Jet Center / Peak Flight Support has also changed their primary phone number to (970) 336-3010, which is the number formerly used by Trajen, and now also operates the airport Unicom station on behalf of the Airport Authority.

Tenant Association Officers and Airport Staff Meet

The Airport Board in December, 2004, held a day-long goal setting retreat, designed to help establish some of its future goals. One of the goals that evolved from that retreat was to work towards improving communications between the Airport Authority and the Tenants, through the Tenant's Association. Airport staff proposed a monthly meeting between the officers of the Tenant's Association and airport staff, in order to have a regular means of channeling information between the two, and for each to have a regular opportunity to address any concerns to the other. These meetings were established in April, and now take place monthly the week prior to the Airport Board meetings. As a follow up, the President of the Tenant's Association provides a regular report to the Airport Board during the regular monthly Board meetings as to the issues discussed and progress from those meetings. A benefit already achieved, is the identification of various issues, which information should be distributed to the airport tenants on a more wide scale basis. Some of the articles in this newsletter contain information discussed in those meetings.

NAME THE NEWSLETTER UPDATE

In last quarter's edition of the GXY Flyer, we asked for ideas on some good names for our newsletter. Most of the comments we received back so far indicated that the GXY Flyer was pretty good on its own. So there it is, GXY Flyer wins... unless someone out there comes up with a better idea.

GXY Says Goodbye to Mike Strawbridge — Hello to Kevin Freiberg

Mike Strawbridge, the Assistant Airport Manager of the Greeley-Weld County Airport has left his position with the Airport Authority after almost five years. Mike has served as the Assistant Airport Manager since September, 2000, with an 18 month absence during which he served in Operation Iraqi Freedom. Mike has accepted a full time position with a unit of the Colorado Army National Guard based at Buckley Air Force Base, and began his new job on June 1st. He will be training public safety agencies around Colorado in how to respond and manage events involving weapons of mass destruction. The Airport Authority began recruiting to re-fill the position of Assistant Airport Manager in May, and on June 28th, selected Kevin Frieberg to fill the position. Kevin and his family are originally from Berthoud. He graduated in 1996 from Metropolitan State College of Denver, and actually served an internship at the Greeley-Weld County Airport in 1995. Kevin will start his employment with the Greeley-Weld County Airport Authority on August 1st, and we invite everyone to stop by the office to say hello.

Construction Update...

The airport is continuing forward with plans to re-habilitate the electrical system on Runway 9/27 this summer. This work also includes the installation of lightning protection counterpoise wiring on Runway 16/34. This project began on July 18th, with an estimated three-week closure of Runway 16/34. Once 16/34 re-opens, Runway 9/27 will be closed for approximately 45 days. The installation of the Runway 16/34 counterpoise wiring was an addition to this project made by the FAA. Counterpoise wiring is bare copper wire, attached to a series of grounding rods, which is placed below the ground surrounding the runways and taxiways. This project was prompted by a lightning strike which occurred on Taxiway C in 2002, which resulted in over \$80,000 in damage to the airfield electrical system causing a four-month period when no lights were available along a large section of the taxiway. Had the counterpoise wiring been in place at that time, it would have absorbed the lightning strike and resulted in little or no damage at all to the system. The FAA has directed that this system now be added to Runway 16/34 along with the 9/27 project.

Runway 9/27 will be receiving all new underground cabling, new runway edge light fixtures, new Runway End Identifier Lights on both ends, a new 2 unit PAPI on Runway 9, and runway distance remaining signs. Also included is the construction of a segmented circle around the airport's main wind cone, and a new rotating beacon and tower which will be erected near Weld County Road 62 on the east side of Runway 16/34. Please check NOTAMs

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NAVAID Outages and GPS Runway 27 Update...

The Airport Authority asks for the assistance of all pilots in reporting NAVAID outages as soon as they are observed. The FAA has for several years been working towards upgrading NAVAIDs around the country with monitoring devices which automatically report NAVAID malfunctions when they occur. While some systems at the Greeley-Weld County Airport now have this feature, other items such as the LOM do not. It has been noted on a number of occasions that pilots who become aware of the outage due to the inability to pick the NAVAID up, assume someone knows about it, and do not report it themselves. This is often not the case, and the NAVAID may go an extended period without repair because it was never reported to the FAA through the airport. If you notice that a NAVAID is not functioning properly, please report it to the airport at your earliest convenience, so that the information can be passed on to the FAA. This will help to ensure shorter outage periods through timely notification.

Speaking of NAVAID outages, it was reported recently to the airport staff that Denver Tracon was advising pilots that the Runway 27 GPS approach was no longer available. After some quick investigation, it was discovered that the FAA Flight Procedures Division in Oklahoma City, OK, temporarily terminated the approach, due to a misinterpretation of some numerical information on the Airport Layout Plan for the airport. The frustrating part of this situation, was that the decision was made, and the approach terminated, without anyone in the Flight Procedures Office making a single phone call to the Denver FAA office, or the airport, to advise us of the situation. Subsequently, they took no action to clarify the information. Once discovered by the airport staff, action was taken to verify the information and to have the Flight Procedures Office re-institute the approach, which was accomplished the first week of June.

Board of Commissioners

Survey Update

Tenants received with their April statements a survey from the airport's Board of Commissioners which asked a variety of questions concerning service at the airport. The results of this survey were tabulated during the month of May, and reported to the Airport Board. The Board then held a special work session to discuss the results of the survey, and used this information to determine what areas it desired to work on improving. Using the results, a baseline threshold was established by which future survey results will be measured. The airport staff will be working over the next month or so to come up with implementation strategies to improve the airport's performance in these areas. With July statements, each tenant received a report as to the results of each question from the survey.

Operating Costs vs. Revenues ...

One of the issues discussed at the last staff/tenant officers meeting, had to do with how the airport intends to pay for maintaining new development projects without requiring the existing tenants to shoulder the burden financially through rent. It is important to note up front that as inflation and the local Consumer Price Index (CPI) continue to rise, it is inevitable that rents and service fees charged by the airport will have to rise as well. This in order to be able to maintain an existing level of service and upkeep of the airport facilities, even if no new development takes place on the airport. At the end of 2005 it will have been three years since any rental rate increase on hangars or ground rent will have taken place, mainly because the Airport Authority has been able to cut expenses in many areas, while maintaining an existing level of service to its tenants. It is too early in the year however to determine if that will be able to continue into 2006.

Most plans for maintaining future development projects on the airport after they are built are predicated upon the generation of new revenue which those projects will help to attract and support. For example, in the 1997 to 2000 time frame, there was concern from some that the cost of maintaining Runway 16/34, which was under construction, would

be placed upon the existing tenants, many of whom said they would not benefit greatly from the project. However, since the project has been completed, new business activity, and other new construction projects on the airport which generated new revenue to the airport were completed. This additional revenue covers much of the cost of operating the new airfield infrastructure. Additionally, some tenants likely found that since the runway has been opened these last five years, that they have experienced some increases in sales.

The same holds true for future projects, such as the proposed air traffic control tower. While admittedly some would prefer not to have a tower developed at GXY, others do, and see that their businesses, as well as overall safety at the airport, stands to benefit. The tower itself is also intended to be an attractant for future private development projects, which will again generate new revenues to the airport to support the on-going costs of operation of the airport's infrastructure. While the Airport Authority recognizes that not everyone will agree with this premise, the fact that minimal increases in rents have occurred only twice in the past five years, while multiple private development projects have been completed during this same period which generate new revenues, hopefully speaks for itself. On the other hand, if the community were to take a "no new development" stance at the airport, the cost of operating the airport facilities would still continue to rise, with no new revenue sources to pay for it. Then the existing tenant base would be required to shoulder the burden, or forced to give up some of the services and amenities it has enjoyed at the airport for many years.

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The Greeley-Weld County Airport would like to welcome two new commercial aviation tenants to our facility...

Aircraft Cylinders and Engines now operates from Hangar 39, the former Harris Jet Center Hangar. Aircraft Cylinders and Engines is owned by Joe Folchert, who has been in operation for about 9 years at the Fort Collins Downtown Airport. The company relocated to the Greeley-Weld County Airport recently, and began operating in early July. Aircraft Cylinders and Engines specializes in aircraft engine cylinder and component work, along with engine overhaul and other general aircraft maintenance. Engine overhaul services are one of the items noted by a number of tenants in the recent tenant's survey that would be a highly desirable service to have at the airport in the future, so the arrival of this company is very timely. Aircraft Cylinders and Engines can be reached at their new local phone number (970) 350-0540, or via email at acecylinders@msn.com

Also... **Dr. Fred Groves, M.D.**, A.M.E. recently announced his plans to open a medical examination center at the Greeley-Weld County Airport, from which he will offer airmen medical exams to the pilot community. The examination center will be located inside the Harris Jet Center/Peak Flight Support hangar at 621 Ed Beegles Lane. The services will be available two mornings each week, and appointments and other information can be obtained by calling (970) 352-4590.

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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 mpmckenna@gxy.net. Also, if you would like to share your news with others, email that to us and we'll be happy to put it in the next newsletter.
