



Advisory Board Meeting
Minutes – May 19, 2017

Board Members Present:

David Rose – Citizen Representative
Paul Deaderick – Space Sector Representative
Rick Ward, Vice Chair – Aviation Sector
Steve Hogan – Intergovernmental

Board Members Absent:

Barry Gore, Chair – Economic Development Representative
Jeffrey Price – UAV Sector
Meredith Champlin-Eaton – FTG Tenant/Aviation Operations Representative DIA
Raymond Gonzales – Adams County Government Representative
Scott Ullerick – Business Sector

Staff:

Dave Ruppel, Airport Director – Front Range Airport
Jeri Coin, Executive Assistant – Front Range Airport

Welcome & Introductions

Vice Chairman Rick Ward welcomed the members and guests and all rose to give Pledge of Allegiance to the Flag of the United States.

Agenda & Minutes

Vice Chairman Ward asked if there were any changes to the agenda, or minutes and seeing none, he requested a motion that was given by Dave Rose, seconded by Steve Hogan; the April 2017 minutes and the May agenda were accepted as submitted.

Aurora Development Update

Jason Batchelor, Deputy City Manager from the City of Aurora, spoke about development in the City specifically the northeast area of the city, including the Gaylord Rockies Resort & Convention Center, which will be located in Aurora. The Gaylord will feature over 1,500 guest rooms, including 114 well-appointed suites, and over 485,000 square feet of meeting and convention space. He highlighted a proposed development called the Aurora Highlands which would be a large master planned community with approximately 19,000 residential units and several million square feet of retail, commercial, and office space. The proposed area for the development was east of E-470, north of I-70, south of 56th Avenue and west of Powhatan Road. The primary challenge for the proposed development is the lack of transportation infrastructure in the area. Jason also highlighted the large scale warehouse / industrial users that are locating in the area including the two Amazon Fulfillment Centers and the Walmart facility. Jason touched on the current development and the opportunities at Porteos, Majestic, and Fine properties – particularly given their location near the airport, I-70 and E-470.

Vice Chair Ward thanked Jason for his presentation.

New Deal Deicing

Dave Ruppel introduced Laura Miao, Owner of New Deal Deicing, who is in the process of building a manufacturing warehouse at Front Range Airport. Laura explained what their company is about. New Deal Deicing is a Colorado based company specializing in the manufacture and distribution of Solid Runway Deicer for airports. We currently offer Aerospace

Materials Standards (AMS) certified NEWDEAL® Sodium Formate / Sodium Acetate Blend Solid Airfield Deicer that meets current Federal Aviation Administration (FAA) regulations. NEWDEAL® is a solid airfield deicer that meets the FAA requirements of AC 150/5200-30 for commercial airfield use. The product is blend of Sodium Formate and Sodium Acetate designed to capture the advantages of both chemicals. NEWDEAL® retains effectiveness down to 0°F (-18°C). Compared to liquid deicer, NEWDEAL® is a long term anti-icer that dilutes slowly thereby having a longer holdover time. It is more effective at melting and disintegrating packed snow and ice because the individual pellets quickly penetrate the frozen precipitation and continue the melting process from beneath.

They offer a range of support services to meet the needs of each of our NEWDEAL® users. Our staff, experienced in both airfield maintenance and airport operations, provides technical advice and training courses on topics including weather scenarios, application rates, handling, and storage. The raw materials are shipped from China, and combined with other ingredients from U.S. suppliers.

Laura said they hope to start construction in the fall, and once up and running will employ five full time employees.

Dave Ruppel added that we are excited to have their company out here at the airport.

The Vice Chair thanked Laura for the presentation.

Remote Tower Update

Dave Ulane, Aeronautics Director, with CDOT gave an update on the remote tower program.

Dave Ulane thanked Rick Ward for the introduction, and said as a former airport guy, he was excited to see Laura's company, New Deal Deicing coming to Front Range Airport, and he noted in his previous life, he had spent hundreds of thousands of dollars on that type of product. A lot of the cost was for transportation of the deicer, as it was shipped in from Iowa; this will be really cool for Colorado airports to have access to that material right here in Colorado.

Fort Collins-Loveland Municipal Airport has been named as the first test facility for the FAA's new Virtual Air Traffic Control Tower technology. Currently, the field is non-towered. The new system, which will be up and running by this summer, is expected to help attract commercial operators to the airport. The high-tech array will provide an enhanced level of air safety at a cost dramatically lower than the expense required for construction and staffing of traditional towers. A remotely operated control tower operated by Saab has been in test mode in Leesburg, Virginia, but the Loveland facility will be the first test of the FAA's own system. Saab's system has been fully operational since April at Ornskoldsvik Airport in Sweden.

Remote towers make it possible to pool together controllers from lightly used airports into a central facility, and to extend services to airports that don't have towers. Also, large sprawling airports like O'Hare that now have multiple towers could consolidate in one facility. An array of cameras and sensors sends data to the controllers, and features such as object tracking, night vision and image enhancement help to enhance controllers' situational awareness, even in low-visibility conditions, according to Saab. The system planned for Loveland will gather position and flight data from aircraft both in flight and on the ground, fixing their exact positions. It also will monitor movement of vehicles and other objects on the ground, including animals, near airport runways, and send that information to FAA controllers at the central location.

Dave Ruppel told Dave Ulane that the Division of Aeronautics had done an exceptional job of fixing the financial issues, and he asked for a brief update. Dave Ulane, said he was happy to give an update, and added it is some of the best news they have had. He went on to say it was no secret about the financial difficulty the Division ran into about 2 1/2 years ago. They thought they would be at a positive balance in early 2020, and thanks largely in part to Denver International Airport, with an increase in fuel sales, and higher level of activity that expectation

has exceeded all records, we can see a financial positive will most likely happen at the end of this year. They will be attending the CAO Spring Conference, where they will talk about putting in place a contingency fund that is indexed to their grants that are outstanding, so if that were to happen again, they could accommodate that downfall internally, instead of having to go negative, and ask for help. He thought the grant cycle after this next one, is where they should get back to a more traditional grant program. He added that Dave Ruppel is a great landlord, and he appreciated the staff, and all they do for the Division.

Vice Chair Ward thanked Dave Ulane for his update.

Master Plan Update

Dave Ruppel presented an update on the Master Plan that was given by the Aviation engineering team, at a study session to the Adams County, Board of County Commissioners ("BOCC") on Tuesday, May 2, 2017. Dave reported that the commissioners had received the FRAAB recommendation to proceed with the Master Plan direction. We are in the process of getting the document prepared for submission to the FAA.

Dave added that there are a few select story boards downstairs that Aviation put together, and he was going to find a way to put more out for display.

Air & Spaceport Update

Spaceport License

Dave Ruppel had recently been to Washington D.C. to meet with a team of FAA personnel, to talk about moving the spaceport license forward. It has been met with road blocks, and it came down to changing the vehicle type from a concept Y to a concept X. The Concept X uses normal jet engines for its departure, flies to a designated airspace to engage the rocket engines and then returns to the airport after its mission using the conventional jet engines. This Concept seems to answer most of the concerns that the FAA had expressed and is expected to have no more impact on DEN's operations than any other flight at FTG. We had difficulty establishing specific airspace requirements for the Concept Y vehicle and the adjustment of the license application to focus on the Concept X vehicle appears to have simplified the airspace problem and helped to gain broad based support within the FAA. We had a conference call about a month ago with the FAA lines of business that are involved to talk about the specifics of making this change and agreed that the flight path development is the critical first step. The FAA Airports District Office and local ATC met to begin this discussion and we are expecting to hear in the next week or so what the specific airspace will look like. The basic parameters are that the vehicle would take off and land horizontally under jet power, the operations would take place during daylight hours, and the vehicle would fly no less than 50 miles and no more than 150 miles away from Denver International Airport to perform its rocket powered climb. The rocket powered climb would take place in designated special use airspace that is roughly 100 miles long and 50 miles wide, established by Air Traffic Control. This airspace would be cleared for roughly 30 minutes while the vehicle performs rocket powered operations. The taxiing of the vehicle to and from the mission preparation area at the airport and to the runway does not require airspace to be cleared. Air Traffic Control will treat the vehicle like an airplane and assume it performs like one during those parts of the mission.

The FAA is assisting us with the changes that are necessary for the Launch Site Operators License Application and the Environmental Assessment

Events

War Bird and Auto Show-Memorial Day Weekend, and will take place on Saturday, May 27th, from 8 – 2.

The Vice Chairman thanked Dave Ruppel for the update.

Marketing Update

Dave Ruppel said he was still working on the marketing strategy, and would have more information at next month's meeting, and will present a written document, for their review and comment.

Board Member Comment

The Vice Chairman asked the board if they had any comments, when none were heard he went onto say that spaceport is a big deal, and will change the momentum of this airport.

Public Comment

Bill Totten, long time FTG tenant and part of the EAA Young Eagles, Chapter 301, reported there had been 34 kids, 11 pilots with aircraft, and 14 ground crew. The next event will be June 3rd. Walt Barbo, long time FTG tenant addressed the board, and said for those of you that were not at the last meeting, he had complained that the audience couldn't hear what was being said, and he wanted everyone to know the advisory board had come up with a creative solution to move everyone closer to the board.

Several tenants came forward at the meeting to discuss the property tax increase that they were assessed this year on their private aircraft hangar; they reported it had gone up 250%. Dave Ruppel said he had spoken with several hangar owners, as well as the Adams County Tax Assessor, Patsy Melonakis, and as the airport, there is not a lot that we can do. Dave suggested that the tenants make their individual, or group appeals directly to the assessor's office. Dave Rose asked how long the appeal process was; Dave Ruppel thought it ended in June.

The Vice Chairman thanked them for their comments.

Set Agenda

The Vice Chair asked if the board had any agenda items for the next meeting, none were given at the meeting, and he requested that they be sent to him, and Dave Ruppel via email.

Adjournment

No further business came before the Board and the meeting was adjourned at 2:10 p.m. The next Front Range Airport Advisory Board meeting, is scheduled for Friday, June 23, 2017 at 1:00 p.m., in the second floor, large conference room in the Airport Terminal.

Approved by:

Richard J. Ward
Vice Chairman

8-25-17
Date