



Advisory Board Meeting
Minutes – August 26, 2016

Board Members Present:

Barry Gore, Chair – Economic Development Representative
Rick Ward, Vice Chair – Aviation Sector
Meredith Champlin-Eaton – FTG Tenant/Aviation Operations Representative DIA
Paul Deaderick – Space Sector Representative
Scott Ullerick – Business Sector
Todd Leopold – Adams County Government Representative

Board Members Absent:

David Rose – Citizen Representative
Jeffrey Price – UAV Sector
Steve Hogan – Intergovernmental

Staff:

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

Welcome & Introductions

Chairman Barry Gore welcomed the members and guests and all rose to give Pledge of Allegiance to the Flag of the United States.

Agenda & Minutes

Chairman Gore asked if there were any changes to the agenda, or minutes and seeing none, he requested a motion that was given by Rick Ward, seconded by Paul Deaderick; the June 2016 minutes and August agenda were accepted as submitted.

CDOT-Aeronautics Brief

Chairman Gore introduced Dave Ulane, Director, Colorado Department of Transportation (CDOT), Division of Aeronautics, who led with a memory of his first solo flight, which had taken place, this month, 29 years ago, on runway 26, here at KFTG.

They are part of CDOT, which has approximately 3,500 employees statewide; their division has 8, and are located on the Front Range Airport. Dave acknowledged and introduced Bryce Shuck, Business Manager, who joined their team back in March. The Division was created in 1991, and they are celebrating their 25th anniversary.

The division is accountable, and reports to a Type 1 Board, known as Colorado Aeronautical Board (CAB), which is made up of a 7 member panel that is appointed by the Governor, and has the same authority as the transportation commission for the state.

The Division is tasked with taking all of the aviation fuel sales tax revenue and investing it back into the aviation system. This fuel tax comes from 3 sources; jet fuel is subject to a 2.9 percent sales tax, non-commercial users pay 4 cents a gallon, and avgas (100LL) users pay 6 cents a gallon. State statute allocates 65 percent of that tax goes back to the airport where the fuel was sold.

There are 74 public airports in Colorado, 14 have commercial service, and 60 are general aviation (GA). Airport disbursements account for nearly 67 percent of the money expended from the aviation fund, and the remaining funds are used for the Colorado Discretionary Aviation Grant Program (CDAG). Other programs, include, their Mountain AWOS, which stands for Automated

Weather Observing System; Colorado is the first state to own and operate, its own AWOS. 12 AWOS stations have been installed at critical mountain passes. The Division partners with several Colorado airports, to provide airport management internship, for their aviation education program; out of the 8 staff the Division has currently has, 4 had been in the internship program. Program designed to encourage airports to use preventative asphalt maintenance practices that are proven to extend the lifespan of airport runways, taxiways, and apron surfaces. CAB funded crack fill machines strategically located at airports across Colorado. 90% rebate up to \$10,000 for crack fill material when purchased through the state bid system.

Currently they are working on their remote Virtual Air Traffic Control Tower demo project, and are partnering with the FAA to develop the first federally designed remote air traffic control tower, which will be installed at Fort Collins -Loveland Municipal Airport, and will use cameras, as well as radar data feed. This will allow for airports to operate with an ATCT for a fraction of the cost of a brick and mortar tower. The Division helped with funding and supplied the FAA with about 9 million dollars towards the project. Dave stated, this will continue Colorado's reputation as pioneer's in aviation. Their goal is to have a certified system that the FAA will incorporate into the national air space system. The project should be ready with equipment installed by early spring of 2017, with initial testing and assessments of the new virtual technology to start next summer.

Dave Ulane thanked everyone for their time and added that Dave Ruppel is a great landlord. Chairman Gore thanked Dave for his insightful presentation, and he and the other board members looked forward to hearing updates on these interesting projects.

Board Member Interview Summary

Barry Gore, Chairman, spoke about interviews he had recently conducted with the FRAAB, inquiring on their priorities for the airport. The number one unanimous response was the need for hangar space. There are waiting lists for hangar space at every airport in the metro area. The overwhelming priority is hangar construction, whether we have investors that want to build, for private use, or the county investing in the infrastructure, to build hangars and then lease them. It appears to be a pretty safe risk, as they have been in demand for the last several years. Dave Ruppel said they had been in discussion with Adams County and they are working on hangar development being added to the preliminary budget for next year. Looking at it from a business perspective, and cost benefit analysis, we feel certain that if T-hangars were built, they would be leased out before ground was broken, which would help with the cost to build. Other alternatives to think about are a loan with the state, or the county, which would have very low interest. Dave added they had spoken with several hangar developers, and they just need someone to take that next step. We have put it into our 2017 budget request for T-hangars. A key factor right now is Marketing and awareness; we need to continue to work on making sure people know where the airport is located, and not just with the aviation community. The Chairman had received feedback and high enthusiasm for non-aviation business development on the airport; recently he and Dave Ruppel had talked with a company that will have their business here at FTG, and even though they serve the aviation industry, because they don't have an aircraft, they are considered non-aviation. If we can find more companies that serve the industry and are aviation related, then it would be good fit for the airport. Another possibility is Agri businesses they this includes the growing process and the treatment of the food after harvest. Green houses have been talked about in the Aerotropolis plan, and they seem compatible, and this might be a consideration for Front Range too. Avionics and maintenance repair would be two other opportunities. Other considerations were security and fencing; the Chair said these are the major themes and he would supply Dave Ruppel with a more detailed report.

Master Plan Update

Hilary Fletcher, Deputy Project Manager with Aviation, gave a brief update on the Master Plan (MP), and acknowledged that they had met with the Planning Advisory Committee (PAC) for 2 hours that morning. They went through the current working papers, which are on the website. Today they talked about the facility requirements that are a result of the baseline inventory, the aviation demand forecast for the next 20 years, and according to FAA design standards, what it will need on the facility to meet that demand over the next 20 years. Also covered were alternatives to meet those demands. Pavement strength and taxiway work, minimum intensity lighting were also discussed. The MP website can be accessed from the Airport's webpage. Hilary asked the PAC to give their comments, and would appreciate those by September 16th. The next PAC meeting should take place in a couple of months, where they will discuss the land use implications, and that we have compatible land use; they will also look at Adams County's comp plan, and make sure there aren't any conflicts and it's meeting the needs, the goal is to complement each other. Go over the financial aspect, funding availability, and see what it is going to take, and set the priority of projects. They will look ahead beyond the 20 years; the good news, this airport is in great condition, and there is a lot of potential. They want to preserve the future, and that is what they are calling an ultimate layout plan. They are working with the FAA to finalize the forecast and she thanked everyone for getting their hangar inspections done, it really brought up the numbers, for based aircraft and they found it had been under reported by the FAA.

The Chairman thanked Hilary for her update.

Air & Spaceport Update

Dave Ruppel said they had touched on building hangars, and T-hangars and are working with the county; it is in the preliminary budget, for next year. All of the larger hangars that are normally used over the holiday period for transient traffic are full with long term tenants. The revenue generated over a 4 month period (November – February) is approximately \$180,000 this is a big amount, we will miss out on, due to lack of hangar space.

Road improvement is in conjunction with the county road and bridge department, which will begin in September; this will encompass, the Front Range Parkway, Cessna Way and taxi lanes back in the hangar area, which has long been considered the worst of the pavement.

The roof on the FBO hangar is in the middle of being repaired and that construction should be completed soon.

As Barry Gore, mentioned a lease will be finalized and signed with a non-aeronautical business fairly soon. In addition there is a solar company that plans a solar farm on the east side of Imboden and that agreement is in the final stages. Pen Air, currently fly's short routes to and from Denver, out of DEN and they are running a maintenance repair facility out of Big Blue; they are in a 6 month – 1 year lease, and we hope to make this a long term lease.

There has been an increase in our airport operations, this past summer, due to Doss Aviation The Initial Flight Training (IFT) program provides the Air Force with a turn-key flight training program in their facility that can support up to 2,200 aviation candidates per year. The Pueblo site offers a U.S. Air Force Undergraduate Flight Training, military-like training environment that includes an elite cadre of highly experienced flight instructors and a fleet of contractor-owned Diamond Aircraft DA-20's. Doss Aviation, Inc. also directly supports the cadet flight training and familiarization program at the U.S. Air Force Academy (USAFA). They provide the complete Contracted Logistics Support (CLS) capability for this unique Training program.

- Cirrus SR-20's: In support of the Academy's Powered Flight Program (PFP), Doss Aviation, Inc. provides mission ready aircraft to the USAF to support Cadet flight training and familiarization.

- Cessna 150's and 182's: In support of the Cadet pilot competition program, Doss Aviation, Inc. supports training and operational support for local and deployed training missions. For more information on Doss, please visit their website at: www.dossaviation.com Another operations driver was from the Air Force Academy, where they were bringing 3 to 4 aircraft a day for training. Both Doss and the Air Force enjoyed lunch in the café. Overall it has been a 7 to 8 percent increase, which is very positive, and we hope to sustain that growth. Dave Ruppel continued with Spaceport and stated that all of the required documents are in the FAA hands, the last of the answers to the EA questions were returned a little over a month ago. We are now waiting for them to complete their internal discussions. They are going through some very heated internal debates on how they want to handle spaceports on airports; we aren't the first airport to have a spaceport, and they haven't had those types of discussions at those other locations, such as Midland and Houston, TX. Once they work out those internal policies; we anticipate the license to be finalized. We have had a lot of interest and support from political entities, and we are encouraging that continued support, to help move it along. Chairman Gore said it was 5 years ago that Rocket Crafters approached them and said you'd be a great place for a spaceport. At the time, our response was what's that; however in the past 5 years there has been an explosion in the aerospace industry. The Chairman acknowledged Meredith Chapman-Eaton, who asked if we were the only local GA airport that had land to build hangars on. Dave Ruppel answered and said that both Rocky Mountain Metro and Centennial had some space; however they are restricted, on how it's used and they both have agreements with developers on how it can develop and expand. Dave added the hangar shortage is recognized, and was even acknowledged by an FAA representative at the PAC meeting that very morning, and she stated the hangar shortage is at a critical stage. The Chairman thanked Dave for the update.

Board Member Comment

The Chairman had several comments to make after asking if other board members would like to comment; nothing was reported from the other board members. The Chairman explained that Mark Sander has moved on, and asked Todd Leopold, what needs to happen to replace his marketing position. Todd in turn, asked if Mark had sent in a formal resignation; Barry answered no; he and Dave were told verbally. Todd said it is an Adams County Commissioner appointed position to serve on a board. The vacated positions will be advertised by Katie Burczek, executive assistant, to the BoCC, and then the citizen advisory board will interview all of the candidates and make their selection. The Chairman thanked Todd for his answer. Chairman Gore reported that a study on the Aerotropolis by HDR, the engineering firm that was contracted by CDOT, who was hired by DIA, has been completed, and they have made presentations to all of the stake holders, about what they identified as infrastructure needs and other needs a future Aerotropolis could have. It should be available on the CDOT website and the Chairman said he would be glad to discuss this topic, or answer any questions anyone might have.

Public Comment

Bill Totten, long time FTG tenant and part of the EAA Young Eagles, Chapter 301, didn't have a report, as he had not been able to fly; he did say that the Young Eagles would be flying tomorrow.

Chairman Gore asked Dave Ruppel to give information on the upcoming Colorado Mile, which would be the 2nd annual, and will be held Friday, Saturday and Sunday of the Labor Day weekend. They will close the north south runway and let registered vehicles race the clock; they are all timed races and don't race against another vehicle. Last year some of the top speeds were 237 MPH and there were several that hoped to break that speed this year. Dave reminded

the tenants on the airport that they could go to the front desk in the terminal and be hooked up with a free attendance pass for the event. The charge for the public to attend as spectators will be \$25 for parking. There will be food and t-shirt vendors at the event.

The marketing piece is important and raising awareness for the airport. We don't have to pay for this marketing and everything they put out and advertise is tied to our logo, and is one of the reasons we have these events.

The Chair recognized Paul Deaderick, who asked if they had made a final decision on the name and branding that included spaceport. Chairman Gore said that Kristin Sullivan, with Adams County had worked with Vicky Lea with Metro Denver - Colorado Space Coalition to do an informal survey monkey and the aerospace industry, and he believed it had been a 3-1 ration in favor, of Colorado Air and Spaceport, versus keeping the Spaceport Colorado name. Todd Leopold explained that they still discussing it, and hopes to have an answer soon to have consolidated branding.

Set Agenda

Agenda items for the upcoming meeting were discussed and the Chairman asked Dave if he would look into the telemarketing piece. Dave said he had reached out to CenturyLink, and was waiting to hear back.

Adjournment

No further business came before the Board and the Chairman requested a motion to adjourn the meeting; Rick Ward moved to adjourn and Scott Ullerick seconded the motion, the meeting was adjourned at 2:05 p.m. The next Front Range Airport Advisory Board meeting, is scheduled for Friday, September 23, 2016 at 1:00 p.m., in the second floor, large conference room in the Airport Terminal.

Approved by: Barry B Gore 9/23/16
Chairman Date