



**MINUTES**  
**Airport Advisory Commission**  
**June 27, 2006**

**COMMISSIONERS PRESENT:** Stephen Ducoff – Chairman  
Lynn French – Vice Chairman  
Bud Breckner  
Bob Kudwa  
Greg Timm  
Dennis Weber

**COMMISSIONERS ABSENT:** Joel Miller

**NON-VOTING MEMBERS PRESENT:** Wally Miller  
Bud Patterson

**NON-VOTING MEMBERS ABSENT:** Jim Bensberg, El Paso County Commissioner  
Rob MacDonald, Pikes Peak Area Council of Governments  
George Sugars, El Paso County DOT

**CITY STAFF PRESENT:** Mark Earle, Director of Aviation  
John Faulkner, Asst. Director, Planning & Development  
Bill Keller, Airport Planning & Development Manager  
Kelly Koon, Special Projects Coordinator  
John McGinley, Asst. Director, Ops & Maintenance  
Gisela Shanahan, Asst. Director, Finance & Admin  
Marc Smith, City Attorney

**CITY STAFF ABSENT:** None

**GUESTS PRESENT:** Sarah Colwell, Gazette  
Lothar von Wolfseck, American Airlines

**CHAIRMAN DUCOFF CALLED THE MEETING TO ORDER AT 3:04 PM**

**Next meeting is Tuesday, July 25, 2006.**

**1. APPROVAL OF THE MAY 23, 2006, MINUTES:**

- Commissioner Ducoff asked for approval of the May 23, 2006 Airport Advisory Commission minutes. Commissioner French made the motion to approve the minutes and Commissioner Weber seconded the motion. The motion was carried by unanimous vote.

**2. PUBLIC OR CITIZEN GROUP COMMENTS:**

- None

**3. GENERAL BUSINESS**

→ **Land Use Items – Bill Keller**

Bill Keller reviewed the following land use items:

- ◆ AR CP 06-00326 / AR DP 06-00327 / AR FP 06-003285
- ◆ AR PUD 06-00336
- ◆ AR DP 06-00329
- ◆ AR DP 06-00364 / AR FP 06-00365
- ◆ CPC ZC 06-00145 / CPC CP 06-00146
- ◆ AR DP 06-00395
- ◆ CPC ZC 06-00148 / CPC CP 06-00149
- ◆ AR FP 06-00412 / R PUD 0600411

Commissioner Weber moved to approve the land use items as recommended by Airport staff and Commissioner French seconded the motion. The motion was carried by unanimous vote.

→ **Discussion and Recommendation Regarding Alcoholic Beverage Advertising in Terminal - John Faulkner**

We have the opportunity to have some advertisers in the terminal that sell alcoholic beverages and the question becomes whether or not this is the appropriate message for the public in the terminal building and whether or not it sets a non-family friendly tone for folks as they travel through the facility. It's possible they may be offended by it. Obviously, the alcoholic beverage folks have spent a lot of money on advertising so we feel that it's probably appropriate to set a policy at large rather than deal with these on a case-by-case basis. We wanted to quiz the Commission and get their feelings about advertising alcohol in the terminal. Chairman Ducoff asked what types of alcohol would be included, beer, wine, hard liquor, everything? John responded that yes, it would be all of those. This discussion is taking place to determine what we will allow: beer, wine and/or hard liquor. Over time all of the above, could have potential in advertising here. Commissioner Weber asked what other airports do. SeaTac allowed advertising of liquor all the way up to Black Velvet and the hard stuff. We were more worried about the types of pictures being used because we didn't want half naked individuals portrayed. Chairman Ducoff asked if John was looking for a recommendation from the Commission, a sense from the Commission. Apparently the airport has been approached for this. Mark interjected and said that Interspace Airport Advertising is responsible for the program. They do these types of ads at airports all over the country and it's all a matter of local policy and contract. We do have the right to limit what they do based on our local tastes. As the citizen's advisory commission for the airport, we looked at this as the staff and floated it on up the line on the City side; the suggestion was to get the Airport Advisory Commission involved. We are looking for a recommendation on whether this is appropriate for this community or not. Chairman Ducoff asked the City Attorney what other

commissions or groups within the City may have some ruled on this. Marc Smith noted that he is not aware of any City ruling on this in any other department. There is not a lot of other advertising like this. Commissioner Kudwa asked how much money would be generated from this advertising. John F said that we get a percentage. Mark E said it would be in the few thousands annually. When you look at what Interspace does, they sell a broad range of ads and typically the places where they do have alcohol ads; they don't overwhelm the terminal building. Usually they are located near the concessions where there is actually alcohol. In the larger airports where they have international service, you'll find it near the bond shops. That's where you'll see the higher end liquor sale ads and in many cases they are in other languages as well because they are aimed at the duty free. Here you'll see something more of the general national ad type and as we do with any ad, we would screen for inappropriateness as to how people are portrayed versus the content. The tendency for alcohol and liquor to sell in a more provocative manner would be controlled just as any other ad would. Commissioner Breckner asked if we've had alcohol ads before. Mark did not know. Commissioner Breckner also asked if we had a prohibition against it? Mark said no. Interspace is very careful about their relationships with the airports and check before they step out into new territory. They have been very good about this. Chairman Ducoff asked for the recommendation of the Commission. Commissioner French made the motion that any kind of tasteful alcohol ads, determined by the airport staff, should be considered by the airport. It is a revenue source of a couple thousand dollars each year. Commissioner Weber seconded the motion. The motion was carried by unanimous vote.

→ **Discussion and Recommendation Regarding Program to Honor Distinguished Citizens – Mark Earle**

We've been discussing a Citizens Recognition Program to be displayed within the terminal building and is something we have done a lot of research on. Unfortunately the research has not uncovered a lot of information for us. We were finally able to finish some research about Chicago's program. It is not run by the airport, but an historical society which is attached to a local heritage museum. That's not a bad idea when you look at programs like this. When the program is tied to history and contribution to the community, to have some involvement from the local heritage museum is probably a good idea. We can discuss the recommendation on how to recognize people into the program. With not a lot of guidance to go by, we discussed this internally and then with other airports and came up with some framework for the program. For the induction of citizens, we are a little concerned about inducting one person at a time initially. You can get into problems about where to focus and how many people. When you're looking back historically, there is a little bit of catch up to be done with the beginning of a program. We suggest the induction of six citizens, or pick another number, depending on the total overall number of people we anticipate coming into the program. If you initially induct up to six people, you could get a broad range of representation of the community that goes into the initial display. Mark recommended the induction of one to two citizens per year each year. Going forward, if you get to a point where you feel like no one is deserving of being inducted in that particular year, it doesn't have to be done that year. It should be capped at inducting two people per year, at least for the initial part of the program. We are looking to place the recognition in the exit corridor of the lower level that leads out to the parking lot. If you inducted six people initially, and then did it in pairs, you could expand the program evenly down the corridor to where it matches on either side. This would help spread the traffic flow in this area. Over a period of about ten years, you would do some catching up on honoring those from the past, and taking the opportunity during that same period to sprinkle in people that have passed recently and are deserving of going into the program. We would recommend six citizens initially and then one to two each year thereafter.

The requirements are still fairly loose and at other airports are very open. It has been a way to allow a lot of flexibility for citizens to honor things they didn't necessarily expect or envision in the program initially. We are suggesting that inductees are honored for their unique

contributions to the well-being of the community. All aspects of community life will be considered, including social, political and economic contributions. This gives you an opportunity to honor someone who is a leader in the social development of the city or to honor a business leader or someone who contributed to the development of the community itself. These are the three areas to start with and if there are others we need to specifically name in establishing a policy, we'll be glad to add them in.

We don't think this program should be limited to the City of Colorado Springs. COS is a regional airport so the program should be framed to include more of the vicinity or region of Colorado Springs which will give some flexibility. A lot of our great contributors didn't live in the city limits. Commissioner French asked if we should eliminate the word immediate vicinity from the recommendation. Mark noted that the program should not limit it to where someone that really does need to be recommended for the program can't be.

For the selection process there needs to be flexibility and should be more than one group involved. Staff needs to be involved in the process so we can do the research to make sure that there is not an issue with anyone that has been nominated, which may be construed as offensive to the community. We suggest that the AAC nominate citizens by a majority vote. The nomination would initiate the process. When someone is nominated, they will be researched by a staff committee made up of airport and Pioneers Museum personnel. Staff from the museum could help with the historical part. Commissioner Weber asked who is the museum staff? Mark answered that the museum is a City entity and is part of Cultural Services. Commissioner Weber asked if there is already a museum committee out there. Mark said no. The museum staff is accustomed to doing this kind of stuff and portraying history in the City. This will create a good tie that could be built into the program. At the same time, we don't want to let go of it so much that the staff at the airport loses touch. We suggest that the Advisory Commission do the nominations and then a staff committee from the Airport and Museum review them and then conduct a historical research. We would set a parameter so that anyone would know what we're doing all the time. We would set up a formal program for doing the research and then have it reported back in a formal presentation to the Advisory Commission. At that point, if the staff recommendation is to go forward with the nomination, and no issues have been uncovered, then the Commission could make a formal recommendation to the City Council. The City Council would take a formal action by accepting the recommendation by the Advisory Commission, or not. The selection process would end with the City Council confirming the recommendation through passage of a resolution.

This is the process that we feel has checks and balances and involves an agency that's accustomed to doing these types of things. One thing that was missed on the requirements for induction was that the party must be deceased for a minimum of one year. The problems you run into are very emotional immediately after someone has died. Another issue that you run into is getting different kinds of politics involved with someone that's still living. We have heard this again and again from anyone that's been involved in any type of recognition program. When we first brought this issue up, the Commission discussed this as something they'd like to see in the program. Staff agrees and would like to see it included.

We looked at establishing an outside board to raise the funds, or a non-profit. One problem with establishing a non-profit is that another board is involved in the decision process. We suggest allowing the staff to meet with Paul Butcher and some of the others who have had more experience at this on establishing a public fund of some structure to where funds are collected and solicited for this purpose. We would go to businesses and individuals and collect the funds which would be administered by the City for the maintenance and administration of the program. There is a lot of detail not written in this recommendation as Mark tried to keep it as general as possible. Details such as looking to the future to the ownership that people will have in this. Additionally, there should be a policy adopted by the

Advisory Commission and approved by the City Council indicating that the City has the right to reformulate the displays at some time in the future if space becomes an issue or if it starts affecting flows in and out of the airport. When you get to the point where you have 20 displays, 10 on each side, you need to reserve the right to make the display configuration to include more people. Detail like this should be written into a program as we move forward on developing it past the general guidelines. We are looking for comment today, but not a recommendation. Commissioner French suggested adding "including but not limited to" social, political and economical contributions as there may be medical people, education people or military people to recognize. He also recommended adding that the individual must have lived in the Colorado Springs region and been deceased for a minimum of one year. Commissioner Weber asked why we were working on this program. Chairman Ducoff asked will City Council say, "Airport Commission, we'd like you to consider such and such a person", or will they do it the way they've done some other things, without asking. Mark noted that the street naming was the main reason for initiating this process. This program is being put into place because other questions will keep coming up in the future. We've had three or four occasions in the last three years where people have asked us to do an honorarium for someone, but we had no policy or program limiting it. Chairman Ducoff noted that we are actually building a City of Colorado Springs Hall of Fame, because it doesn't have to be aviation related. Mark said that would be a good thing to mention to City Council. City Council will have to understand that we need parameters so the program can be controlled to ensure fairness. The Council saw the need for a program for these types of requests at the airport. Commissioner Weber expressed the airport will have a Colorado Springs Hall of Fame in the corridor going out to the parking lot. Mark said, yes, it could be put that way. There are airports throughout the country that do have similar programs. Commissioner Weber said that if we're going to do something, it should be airport related. Chairman Ducoff took a poll and asked if the Commission felt this should be aviation related. Commissioner Breckner complimented Mark on the structure of the program. He then noted that he wasn't anticipating that we would address just anyone in the region who made a contribution; he thought it was just airport also. Chairman Ducoff reiterated that was why he wanted to get a sense of what the Commission felt. When you think about politicians trying to get recognized when they've done nothing for the airport, it is possible this will be an issue down the road especially if the politician was at odds with us and then wanted to be recognized. Chairman Ducoff reminded that the program requires the person to be dead for a year. Commissioner Breckner said he feels the person being recognized should be gone for five years. Commissioner Timm said he thinks that this almost becomes a history museum if we look at it from the standpoint of everyone. Is General Palmer going to have the first spot and is Pike next? These are the ones that are already recognized but if we don't, then we aren't really telling the story of Colorado Springs. Chairman Ducoff asked if the airport is the appropriate location for this type of recognition program. Commissioner Kudwa said that if there isn't a policy then anyone can come to us with any proposition, so we need to get something in writing. I'm willing to discuss if this should be aviation only or everyone, but the main issue is that we need a policy. Chairman Ducoff asked if we do develop a policy, do we need to have City Council approve it in order for it to hold any weight? Commissioner W. Miller asked if this isn't something directly related to aviation or the airport, then why are we getting involved and supports drafting a policy for protection of the airport. Commissioner Weber stated that if City Council wants to change the name of the airport or any other building out here, they will do it without our approval. For us to think that we will have some control over what City Council wants to do out here naming wise is ridiculous. He also does not see any benefit to a Colorado Springs Hall of Fame in that corridor. If we are going to do this it should be people doing something strictly for the City and making a specific request for something in the airport. Commissioner Patterson clarified that at one time Council was trying to name the airport and it was then reduced to naming the terminal because it was creating huge issues the people don't really see. Commissioner French is leaning to the point of the language that was developed by Mark, but we should add aviation and the airport after economic contributions. It could be a

little broader than just the airport. Commissioner Weber said it should just be something we have control over. Commissioner French said that it's not like the concourse is going to be turned into a history museum, but it is a good idea to have a policy. Commissioner Weber noted that if we announce we have a policy, then we will be inundated with requests. Commissioner Timm said that in the old terminal there used to be some plaques and wondered where those were now. Mark said that there is a dedication plaque in the ticketing area. Chairman Ducoff suggested that this item be fast tracked and asked if anyone was interested in forming a sub-committee to put more flesh to this. Commissioner Breckner and Kudwa volunteered and Commissioner Weber will be an alternate. Chairman Ducoff asked if Kudwa had a sense of the group. Mark said we should aim at putting this on the next agenda and the questions that have come up should be covered by the committee. The sub-committee can report back to the Commission within the next 10 days. Mark noted that this request has come to the committee because the airport has received some requests and none have been aviation related.

#### **4. STAFF REPORTS**

##### **→ Traffic Report - Gisela Shanahan**

- Total enplaned passengers for May were 90,969, an increase of 3.2%; year to date numbers are 404,086 representing a 2.3% increase above 2005 up from a 2.1% increase in April. Enplaned passengers have reached a three year high.
- Landed weight is down 1.9% YTD; a slight decrease from last month. The number of actual landings is relatively flat (33 less than last year) but the weight decrease is due to fewer cargo flights that are on average heavier than commercial passenger aircraft.
- Total revenue landings for 2006 are 8,328. The total number of landings for 2006 is 0.4% below 2005 attributable primarily to cargo aircraft. No real change from last month.
- Total aircraft operations are approximately 15.9% lower than last year. Decrease primarily in military operations.
- Freight and cargo pounds continue to rebound moving slightly into the positive side of 0.2% after a low in 2005, with an increase in enplaned cargo of 12.1% in May.
- Average enplanements per departure remain at 53 YTD.
- Average landed weight is down primarily to decrease in the number of cargo landings.
- Average load factor for 2006 is 70.9% YTD, an increase of one point over last month.

##### **→ Finance Report - Gisela Shanahan**

- Airline revenue is slightly above budget YTD at 0.04% in line with our expectations. Airline revenue is 2.9% above 2005 numbers.
- Concession revenue is 2.2% below budget YTD, an improvement from 3.5% below in April. Actual concession sales are up 11.5% over 2005.
- Terminal area revenue is 1.0% below budget YTD, more than a 2.05% improvement over last month. The actual terminal area revenue is 6.7% above 2005 numbers with a significant increase of 8.5% in parking revenues.
- Other area revenues are 12.3% above budget. We have finally received outstanding fuel excise tax refunds from the State.
- Overall revenue is 13.4% above budget for May and up 0.6% YTD. Actual revenue for 2006 is 5.7% above 2005 year to date.
- For expenditures, total actuals are approximately \$485,289 below budget for YTD. Compared to 2005 expenditures are running 3.1% less. Personnel costs and reductions in repairs and maintenance are the primary drivers in reduced expenses.

- Net operating income is \$3.4M YTD excluding debt service.
- Concession gross sales are up 5.0% YTD.

→ **Operations and Maintenance – John McGinley**

- We have had two aircraft incidents over the last two weeks. The first one occurred on June 16, 2006. It was an EA-6B Prowler that was based at Whidbey Naval Air Station in Washington State. This aircraft was destined for Jacksonville, FL via Grand Junction, Colorado Springs and probably some other stops along the way. The aircraft was being transported down to Jacksonville so it could go through a major retrofit. They were going to do a top to bottom restoration of the aircraft. The aircraft had some limits on it due to its age and they were going to harden the aircraft up to take all the G restrictions off it. When it landed in Colorado Springs, reportedly it blew a tire, lost directional control and went off the runway. The right main collapsed and then it came to a stop resting on the right wing, the nose wheel and the left main. The incident happened right around lunch time, 12:30, and it took until about 10:45 in the evening to get the aircraft out of the grass and on to the pavement. We were lucky this day because it was not hot at all. When we contacted the airlines to figure out what the impact was, there were about three flights that were impacted that day due to having only Runway 12/30 available. This accident is still under investigation. There has been a team from the US Navy that has been in town all last week. There may be a follow-up meeting next week. Commissioner Kudwa asked if the tire blew and it went off the runway and then the right main collapsed. Mark said yes, that's what appears to have happened.
- The next incident was the Xcel jet that was being taken up for a local flight around 10 am on Thursday last week. It had an issue upon take off; don't know what the problem was. He got between 100' and 200' in the air and the pilot put it back on the ground. Not sure what happened, but it went off the left side of the runway, went into the grass and came to rest about 4000' down the east side of the runway. Runway 17R was in use that day. This accident is also under investigation. Mark noted that John is understating the effort that takes place that he and his crew did to get the airplanes recovered and the runway back open. It's really critical when we normally have the benefit of two precision runways and multiple approaches with different ways you can get in and out of the airport. In order to get the runway back open you have to move quickly and the case with the Navy aircraft, there is a lot of back and forth between the military agencies, the airport, the air traffic people and NTSB, its not an easy thing to get everyone coordinated and to get permission to get the aircraft moved and out of the way so that you can get the precision runway back up and running. John and his staff did a terrific job doing this. The amount of time this took is the reason we had minimal impact on the air carriers. Commissioner Kudwa asked if there were three on the Navy aircraft and not four. John has spoken to some of the folks in Jacksonville and they will probably truck the aircraft down there for the restoration. They were looking at replacing the spar that goes to the wings, so any damage to the wings is a non-factor. The main consideration for repairs is probably in the landing gear and the underbelly of the aircraft.
- Earlier this month we completed the seal coat project on Runway 12/30. For those of you that fly in and out on a regular basis, you've probably seen it. This project was about \$126,000 and 50% of this was funded through the State of Colorado's aviation grant program. The seal coat puts a protective barrier on the runway which protects the runway from further oxidation and drying activity. Oxidation breaks down the binding component in the asphalt.

- On the GA side of the house, Premier Helicopter has begun flight training operations at the jetCenter. They have signed a lease with the Colorado jetCenter and are currently in the process of moving in. They have about four students in the Colorado Springs area. They are shuttling helicopters here from Jefferson County. As early as next week they could have a helicopter up here from Scottsdale, AZ, which will be their first aircraft for their operation. They hope to get another helicopter up here in August. The chief pilot seemed very excited about the program. They have three students now and hope to add four or five more in August. They promote a 200 hour program where they bring students in and take them all the way through their CFII; hire them on as instructors and after they reach 1000 hours they claim they have a number of companies they can place the pilots with. They seem to have a very successful program.
- We have a couple of events coming up. September 13-17 we have the Malibu Mirage Owner Pilots Association. They are expecting about 125 aircraft. October 4-8 we have the American Bonanza Society here and October 17-19 is the NBAA convention in Orlando, FL.
- Commissioner French asked about the status of the jetCenter hangar. Mark said the transition for the jetCenter is waiting for the Skywest hangar to be completed. Once this is done, Skywest will move out of the old terminal building and the old WestPac hangar. That will allow us to then to meet our commitment to the jetCenter to demolish the remainder of the older terminal building so they can move forward with the remainder of their project. The jetCenter was willing to delay their plans when Skywest moved in.

#### → **Planning and Development – John Faulkner**

- It's been another good month. As you came in you probably saw the progress on the Business Park. The grading for both the Northrop pad and the Aerospace pad are now complete. We are now going through a certification process this week and next to ensure that the grades meet what the design grade was. What you see out there in dirt work as you drive in is pretty much the final grade. Mark and John looked at it last week from the inside of the pad and its remarkable how much work was done over the last month to get those sites in place. There is still some work to be done in the next few weeks on both the water line and storm drainage. That's the last components of our part of the Business Park. There will be some roadway work next spring, but in terms of the actual sites, that's about all we have left to do to get those sites operational and ready to go. The sewer and water lines should be complete in the next 60 days. There is one pond, which is in the low depression to the right and then there is a second pond further south that will be constructed in the next phase of the program. The road is being rough graded right now and will be left in the current grade for construction and then the pavement grade will go on next spring. We are getting to the end of the earth work and the utility work is coming together also. The site tenants are in a sequenced fashion. Aerospace intends to be on-site constructing by mid-July, while Lowe plans to take a bit longer. They are going to start in September. You'll begin seeing site work out there by next month. About this time next month, Aerospace will be on-site beginning to lay the foundation so they can start tilt up construction. Its moving quickly and there is quite a bit of exciting activity out there on the construction side. On the planning side, we met with the Marketing Committee earlier this month to begin theming the park and the roadways. That committee basically asked us to try and formulate a set of examples from other Business Parks that have come together around airports nationwide. They were curious about local developments and how they were themed, so we're going to assemble some materials for them to review on how these parks are themed. Our next meeting will be in July. Chairman Ducoff asked whose committee is this? John responded that initially it was a group of volunteers that were interested in getting involved in the Business Park. Mark said that there were two

committees formed at the outset of the development, prior to Mark arriving here. One was a Concept Committee and the other a Marketing Committee. Bud Breckner sat on the Concept Committee. We had AAC members initially on both committees. The Marketing Committee was made up of commercial realtors, local marketing firms, the Chamber, and EDC. It was generally to give marketing advice as the project developed and to give some guidance from marketing pieces to general concepts. The Marketing Committee was dormant for a long period of time while the Concept Committee did its work and scoped the park. Now that the park is scoped, and the planning processes are approved, the Marketing Committee has been reinitiated and will finish up their process and give us more input on the marketing process. Chairman Ducoff asked if there is any representation by the AAC and who established the committee? Greg Timm said he has not gotten any notices about meetings. Mark is not sure if this was a City Council designation or if it was done by the airport or if it was just a broad reach. Chairman Ducoff asked if we would look into this. I've heard a comment and want to be sure this is still representative and not too parochial. We have a great aerial photo of the Business Park with the mountain in the background (shown on the screen). This illustrates a couple of flat sites and it's quite remarkable. This picture was taken from the south end of 17L looking towards the mountain. The ADACG in the foreground and then the two Business Parks sites with the mountain in the background. The project is moving along very well and we are on schedule. We have tenants ready to begin construction and have a signed lease with Aerospace. We expect to wrap up Northrop here in the next couple of days.

- Taxiway rehabilitation – we met with the consultant over the last couple of weeks to finalize their analysis of our taxiway infrastructure and what recommendations they have for us to rehabilitate the taxiways. What they are doing right now is taking the results of that study and formulating that into a programmatic approach into how we would go about replacing some of the taxiways. They are also looking for some opportunities, such as where do we want to lay a single row of panels rather than an entire taxiway, how could we save some money that way and is it really worth it. When you do that, you really work on the corners of the asphalt, when you're laying that one section. They are going to formulate that into an overall programmatic approach to taxiway rehabilitation and present us with the final study in the next couple of weeks.
- Airport signage – we met with the consultant in the last couple of weeks and they have final concepts and locations for signs. We got a good look at what the signs will look like, the fonts, and where those signs will go and what the best way finding methodology is for the airport. They will be formulating that study into a final product and sending that to us in the next couple of weeks along with some cost estimates, what they think it will cost us to put together the new signage package for the whole airport.
- West Side - we finished design of the utilities infrastructure that will serve Intermountain and the Proprius parcels. We have some utility relocations that need to happen and the design is now complete. What we plan to do is add that to the Blue Ridge contract for Aviation Way so we'll start construction on that hopefully within the next two weeks and get the parcels situated so construction can begin on the Proprius parcel.
- We have started construction on the AOA roads. In the next couple of weeks we'll be moving into the Peterson portion of this by the golf course, at the side of Peterson. As we move into this project, we have the coordination issues with Peterson, but we plan to have the whole project complete by September and the whole portion paved from the west side to the gate at Peterson. This project is going along well.

- On Aviation Way - we are hoping to vacate the Fountain intersection on July 11. With the weather this year, it's been tough to keep the dust down. This is a fairly big project and there have been a lot of coordination issues but we feel we've worked with the construction management team and the contractor the last couple of weeks to try and come up with a better communication plan to work with the tenants. This has made some enroutes over there to let them know what we're doing, how long and where. This will help a lot. Hopefully as we move north, those issues will subside some and we can turn that intersection back over and get way finding a little straightened out. It will help all the tenants over there. We just started talking about the landscape design and are hoping that we'll have a landscaping plan for that area in about 3-4 weeks and actually get the landscaping in this year. We're hoping to follow that project with a clean up program that will make it look a lot nicer and have some irrigated areas. We hope to make it look a lot nicer than it has for some time. When we get done with this in October, we'll have a product all throughout that looks really nice.
- Runway - we had a couple issues in the last month that we dealt with. There was an oil shortage and for a couple of days we thought we were going to have some issues. The product that is used to make the asphalt for the runway, the particular refinery we were getting it from put our contractor on allocation for a couple of days. He said they were running low so they were going to put out an allocation to all their contractors. We felt this was a serious concern because it cut our production ability in half for that asphalt. Within a couple of days we were able to find another Sinclair refinery that had the material that we could bring in. Our contractor worked with us to come up with a plan to get that oil up here and into production. Within a couple days, our contractor came up with a plan and found some extra crews to make up the difference. The good news is as it relates to the quantity of oil, we are in pretty good shape and won't experience any schedule delays. We are out there today putting asphalt on top of the cement treated soil (CTS). There is some concrete down already at one of the intersections at the north end of Echo and we plan to have full concrete construction going within the next three weeks. The project is doing fairly well and we hope to keep it that way. We are still hoping to have this completed at the beginning of November. Commissioner Kudwa asked if our runway will accept and A380? Mark responded that the runways are easy to convert; it's the taxiways and terminal that are not. The terminals and taxiways are the big dollar items. Commissioner Kudwa asked if we are being included in these types of discussions. Mark said no because there really is no market here for the A380. From a planning standpoint, we look at it but are not planning for it. If we felt there was ever a possibility to have an aircraft of that size we would consider it. Our market would probably not support it. John F said that Seattle decided their market would not support a 380 either. Commissioner French asked about the construction of the runway. How deep is the CTS? John said its 16". Commissioner French asked if it's mixed with water. John said that you're looking for a certain strength. The design mix is about 1 ¾% concrete added to the soil and then you fluctuate the water mix to get the strength you need. We were targeting a particular strength, 350psi, and we have a tolerance level up to 500psi. This is part of the new science of this runway. In the past, no one cared how strong that CTS was and so some of the psi's were getting into the thousands. What that does is give you a very inflexible layer at the bottom and when the concrete panels on top are trying to move around, you get some sub-surface issues. One of the things about this runway that's a little bit different is the water content was fluctuated along with a lower percentage of concrete in order to get a layer that wasn't quite as tough. It's ideal to have a layer that's tough enough to move the paving equipment across it to get the asphalt down, but not so hard its going to put a lot of pressure up on the surface above. The next layer is the asphalt, which goes down in a series of layers so that you have a flexible layer in there that gives the concrete the ability to move around some. The moisture is the other item of concern; making sure that the right amount of moisture gets contained in there. The asphalt layer provides a

little bit of flexibility, which is the layer we're on. The oil shortage was in laying that asphalt. The oil is a big component of it along with the aggregate piece that goes in. On top of that we will have the concrete above, which will provide the strength and durability. You have those three main levels that give you a sub-surface that's strong with a flexible base and then on top of that. Commissioner French asked how thick the concrete is. John said its 16". So the three layers will be 16, 8 and 16. Mark noted that concrete needs expansion joints to keep it from cracking. The runway is poured in long strips and with cracks designed in, which creates panels. The panels are designed to move. One of the design flaws from the past was that the base underneath didn't allow the panels to move as much as they needed to. Commissioner Kudwa asked for clarification of what potassium acetate is. John said that it's a liquid sprayed on the ground to raise the temperature.

- John McGinley showed a variety of photos of the Business Park, ADACG, and runway projects that were taken on Friday.

→ **Director's Report – Mark Earle**

- Mark announced that Gisela has been officially placed in the Asst Director of Finance and Administration position.
- Now that we have a full staff, we are reaching out and becoming more involved in the airport community in general. We've been going to the NBAA conference for the last few years and will continue to do that to stay involved with the GA community. We are also going to get more involved by hosting the NBAA luncheon for the regional representative, Steve Hadley, on July 12 at the Radisson. He is very much an advocate of the GA community and hope he will be for us as well. This is one meeting not to miss if you're a pilot. We will have representatives from Denver Center come down to discuss airspace issues in the area. The conversations will be very interesting because of some of the military airspace issues that have arisen in recent months. We will also continue to sponsor the quarterly tenant meetings and then in 2007 we will sponsor the AAE International Facilities Conference. We have sponsored it in the past about five to six years ago and it's our turn again. The operations and maintenance staff will be heavily involved. It gives them a chance to get involved with staff from other airports around the country. We'll give out more details as the date gets closer. In either 2007 or 2008 we will be hosting one of the Colorado Airport Operators conferences. They have two a year and one of them is always up in the Denver area at the Embassy Suites at DIA and the other one moves around Colorado. Its time for us to host one so we're going to step up for this. We will be glad to listen to any suggestions for getting more involved in the GA side or the air carrier side through getting our staff involved in the national trade associations on subjects that matter to this community.
- Airport Overlay – we reported at the last meeting that City Council had approved the Airport Overlay ordinance, which is now in place. We are now going through a process with the County. They are working toward passage of an ordinance that will have essentially the same requirements. Two weeks ago, they held a workshop for the County Commission. Bill Keller and Mark attended and ended up presenting to them. Most of the ideas were really well received by the County Commission. Greg was at the meeting representing his business interests and before the County Commission he made some nice comments about the Airport's process. We appreciate Greg's support in front of the Commission. The County process will next go to the County Planning Commission. Bill said it will be heard by the Planning Commission in late July and then will go to the County Commission as part of a much larger code adoption sometime in late August. The

process should be completed by early in the 4<sup>th</sup> quarter. The main area of concern up to this point has been the impact that an overlay would have on private property. Commissioners discussed the balance between private property rights and protecting public facilities such as the airport.

- Commissioner Kudwa said he'd attended a couple meetings in Washington DC and said they were talking about doing a test of the ski cities in Colorado for ADSB. Who is in charge of this? Nobody at Denver Center knew anything about this. ADSB is an automated directional surveillance beacon and it's supposed to give everything you have in Mode S, gives GPS information and eliminates the need for radar. It puts out a signal about every two seconds instead of every twelve seconds. It would be ideal in mountainous terrain. Mark said that it's his understanding that the system is being tested at the national level and that the mountainous areas of Colorado were selected to test out some of the unique capabilities of the equipment. ARSR (air route surveillance radar) typically has to have broad open areas to get the coverage at lower altitudes. In mountainous areas, you end up losing coverage in the valleys and in the radar shadows behind high terrain. Commissioner Kudwa inquired if any of the airport staff are involved in this and Mark said no we are not. We would be glad to get involved, but the FAA has limited the testing to the mountains up to this point. It's would be a great thing to get involved in. We'll report back next month with more information. Mark has seen this modeled and believes its functioning in the Rockies. Commissioner Kudwa would like to find out anything about this he can. Commissioner W. Miller said he has some info about this.
- Commissioner Kudwa wanted to know what we've heard about Blakely replacing Mineta. This will have a lot to do with air traffic control. Mark said he's hearing the same thing right now. The FAA recently announced that major changes are in the works, and have taken the first step by reorganizing the air traffic division into three geographic areas. Colorado will be included in the Western area which will be based out of Seattle. The next step is going to be a complete revamping internally of how the air traffic workforce is put together. Commissioner Kudwa said he feels Mineta has held things down a bit and this could result in considerable change for the air traffic system. Mark said yes, it could and that some decisions have already been announced. The most significant was FAA's recent announcement of their intent to move completely away from radar, VORs or any other ground based navigation system. All systems would be satellite based. The only facilities that would remain "on the ground" would be those associated with an ATC tower. Chairman Ducoff asked why this is a problem. Commissioner Kudwa said it's not a problem, but as things change in the aviation industry there is resistance. Mark noted the way it's structured now, the FAA has individual radar facilities in small cities like Pueblo and Colorado Springs. Such facilities are associated with a tower and provide radar separation and advisory services in an area up to 40 miles from the associated airport. The technology has existed for more than 20 years to relocate all of the air traffic process except for the tower into the air traffic control centers. They haven't done this for a number of reasons. Security has been cited, where they have concerns about concentrating all ATC resources for an entire region into one spot. The primary source of resistance, however, has been political. TRACONS and TRACABS provide high-paying federal jobs (\$80,000 to \$100,000 a year). In many areas, these are some of the best paying jobs in the region. The political representatives in those areas have fought hard to keep them. The FAA is currently considering the use of a BRAC-type process to get around the political process and reform the air traffic division

## **5. OTHER BUSINESS**

- None

## 6. CHAIRMAN'S COMMENTS

- The Chairman asked how we are coming on a date for the terminal grand opening. Mark replied that we will discuss calendars and get back with a date now that all the renovation details are complete.
- Chairman inquired about the status of the Cukjati contract and when it expires. Mark said that it's still in place with 1 more extension left.
- On June 6, thanks to Lothar and his staff, we had an outstanding opportunity to visit the Systems Operations Center and the maintenance facility at Alliance. It was just an incredible tour and we want to thank Lothar and American Airlines. It was quite an eye opener as to how the world's largest airline is managed and has a departure every 13 seconds worldwide. Commissioner Kudwa was mentioned frequently there!
- We've had discussion about the date of the meetings and we want to place the meetings legally in which we need to provide notification to the community, but at the same time we want to have as much participation as possible from the Commissioners. Next meeting is July 25 as scheduled. If there is discussion about this, that's ok. I'm in favor of moving this a day or two to be sure we have a quorum as well as participation, but at the same time for staff to produce the financials, etc, we do need to look at this for the fourth week. These should be reviewed on a case by case basis. Looks like we'll have a quorum so the meeting stands for July 25.
- Commissioner W. Miller thanked the staff for keeping the Commissioners informed immediately upon emergency situations at the airport. Mark stated that Kelly does a good of sending press releases right away.
- Commissioner Timm expressed that he doesn't really understand the Commission's role with the Business Park and requested explanation. He feels the Commissioners should understand more about the Business Park and was under the impression that the Commission would be a little more involved. Who makes the decisions on tenants, lease rates, and how all of this comes about? This is the first time that he has heard about the two new tenants in the Business Park. Mark explained that traditionally, the Commission has not gotten involved in day-to-day negotiations for leases or decisions on someone coming in. In many cases, for instance with Northrop Grumman and Aerospace, we were under agreements not to divulge that information. We run into the same issue on air service when it comes to what we can report and what we can't. Mark will gather information about the Marketing and Concept Committees and how they were structured. It is our understanding that they were intentionally structured apart from the AAC as a means to get more citizens and interest groups involved in the process. The AAC was receiving reports from time to time as the Park developed. As for going forward, we do have structures in place for decision-making that was put together using input from the Concept and Marketing Committees, staff and our consultants. This includes a set of design and development standards which describe how the Park will be governed, and include standards on landscaping, signage and roadways. Staff will give a full briefing on the process and standards for the Park within the next few weeks. Chairman Ducoff recommended that we schedule a special meeting for this so the appropriate amount of time is dedicated to it. A workshop would be a good idea. Commissioner Weber suggested that it be scheduled prior to the next Commission meeting.

- Mark reported on the status of the Wright Amendment issue. Information was sent out about the political compromise that is in the works. Lothar may be able to give us American's perspective. We have seen public statements by Southwest Airlines and American, praising the compromise. The compromise essentially is that the Wright Amendment goes away gradually, over a seven year period. Some restrictions would be lifted immediately, others would be phased out. In crafting the compromise, all parties recognized that the Wright Amendment was justified at the outset but has now outlived its purpose. Everyone also recognized that it would be disruptive to eliminate the restrictions without regard for the impact that it would have on DFW and the air carriers that operate there. Lothar mentioned that through-ticketing, such as SW selling tickets out of Love to points beyond St. Louis, with a stop in St. Louis, will be a big plus on the SW side. Conversely, on the gates, it's capped at 20 in the compromise. The master plan called for 30 or 31. American is at three right now. The overall plan is eight years to abolish the Wright Amendment. The compromise really identifies the carriers' and DFW destiny in the future. Now we can plan accordingly because we know the status of the Wright Amendment and what it will do. There is also some teeth in the compromise in that there are penalties if should SW deviates from the compromise. Those penalties are significant reduction of gates at Love for SW, which would then become available for other carriers. There are some real guidelines and structure to it that we think will be positive for everyone involved. The main thing is that everyone knows and can plan accordingly. We would still like the resolution from Colorado Springs asking Congress to move briskly to approve the compromise, if that would be possible. We will pursue this with other communities as well. Mark asked what the deadline is for this, but Lothar didn't know. Chairman Ducoff said that would be helpful because as it stands, the City's position is in support of repeal of the Wright Amendment. Considering the latest proposal, the City may want to consider tailoring its position to support of the compromise.
- Commissioner Weber asked if we are considering a cell phone lot. Mark said yes we are and the issue right now is that the only safe place to do have a cell lot is the current commercial staging area. People have been informally using this area as the cell phone lot already. We are concerned with the safety of this lot because drivers have to cross three lanes of traffic to get to the lower section of the building to pick someone up. There is also the issue of vehicle inspections during higher security levels. We would want to design the lot so we wouldn't have to discontinue the service during periods of increased vehicle inspections. For smaller airports, there has always been a concern about diverting revenue from the parking operation. However, the reality is that people expect a cell lot these days, so it's a service we will provide. The opportunity for us to design and build a new facility will come up when we do the roadway overlay. This is programmed for next year.

**AIRPORT STAFF ACTION ITEMS**

<b>Action Item</b>	<b>Assigned To</b>	<b>Status</b>
Schedule meeting with Mark, Bud B and Bob K as Recognition Program Subcommittee Denny will be alternate; Report back within 10 days.	Kelly	Mtg. set for 7/13
Email recognition info from Mark to Wally Miller	Kelly	Completed 6/29
Check on Allegiant service at Ft. Collins	Gisela	Completed 6/29
Review Business Park Marketing committee – history and	Mark/John	Will cover in workshop scheduled for 7/25

Action Item	Assigned To	Status
how attendees were chosen		
Is there a warranty on the Runway?	John F	The runway has a materials and workmanship warranty for two years but liability for faulty work is ongoing.
Send out date for NBAA lunch	Kelly	Completed 6/29
Find info on ADSB	John M	Complete, will report back at next meeting
Schedule terminal grand opening	Mark/Kelly	Set for 7/18
Business Park workshop prior to next meeting	Mark	Scheduled from 1:30 – 3:00 on 7/25
Send reminders about photos to Joel and Greg	Kelly	Completed 6/29
Find out Wright Amendment support deadline	Lothar	
Cell Phone Lot discussion		pending

**Chairman Ducoff adjourned the meeting at 5:07 p.m.**

Minutes respectfully submitted by:  
Kelly Koon, Special Projects Coordinator