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**MINUTES  
AIRPORT ADVISORY BOARD  
SEPTEMBER 15, 2011**

**Call to Order**

The September 15, 2011, Airport Advisory Board meeting was called to order by Chairman Morgan at 6:00 p.m., in the City Council Chambers.

**Roll Call**

Recording Assistant Jane Madrid called roll. Members present: Tom Lange, Don Dolce, Sarah Lipsy, Howard Morgan, George Anderson, Doedo Schipper, Chris Rodriguez and Council Member Witt. Staff present: Tim Barth, Airport Manager, and Jane Madrid, Recording Assistant.

**Approval of the Minutes**

Chairman Morgan asked for discussion or approval of the June 9, 2011, meeting minutes.

Mr. Anderson asked for corrections on page 2, line 31 of the final minutes, “for” to “from” and page 12, line 32, “repair” to “remain”.

**MR. ANDERSON MADE A MOTION TO APPROVE THE JUNE 9, 2011, MEETING MINUTES WITH CORRECTIONS. MR. SCHIPPER SECONDED THE MOTION.**

**Additional Discussion of the Motion**

No additional discussion.

**Vote**

**MOTION CARRIED: 7-0**

**Adjustment to the Agenda**

Chairman Morgan said there are no adjustments to the agenda. Airport Manager Barth advised the board there are two items for their review at their stations.

**Public Invited to Be Heard**

Chairman Morgan opened the public invited to be heard for items not on the agenda.

Ron Krenznel, 12191 N. 61<sup>st</sup> St. Mr. Krenznel congratulated Jviation for a job well done on the Master Plan and he would like to see the City go forward with the plan.

1  
2 Dan Murray, 3842 Florentine Cir. Mr. Murray has no problem with the noise from the airport.  
3 He is in favor of the extension and would like to see an office building at the airport.

4  
5 Bernie Stoecker, 755 Windflower Dr. Mr. Stoecker said the detractors should not use the noise  
6 from the skydivers as a reason to stop the airport and an extension would be helpful.

7  
8 Dave Shank, 8201 N. 81<sup>st</sup> St. Mr. Shank does not like the idea of a six foot chain link fence  
9 around the airport; it would be more people friendly without the fence. He also said the  
10 skydiving planes could cut back on the noise and commented on how quiet the jets are.

11  
12 No one else wished to speak.

13  
14 Chairman Morgan closed the public invited to be heard.

15  
16 **Old Business**

17  
18 There was no old business.

19  
20 **New Business**

21  
22 **1. Eclipse Jet TV Commercial**

23  
24 **Staff Presentation and Board Discussion**

25  
26 Marc Arnold with Rocky Mountain Jet spoke to the board about his request for approval to film  
27 a TV commercial using their Eclipse Jet at Vance Brand Airport. Mr. Arnold said Rocky  
28 Mountain Jet will be teaming up with Lexus of Denver to shoot the commercial featuring Lexus'  
29 new luxury sport vehicle.

30  
31 Board Member Lipsy asked about how this will be advertised. Mr. Arnold said the shoot will  
32 take place sometime in 2012 because there are only two of these cars in the country that they can  
33 use and a race car driver will also be brought in to drive the car. Mr. Arnold said the amount of  
34 publicity to take place will be their (Lexus) call, but a PR agency and video company will be  
35 hired and will do as much as they can to get the kind of publicity they want. It will not be done  
36 secretly; it will be a public event. Ms. Lipsy is concerned that it may be popular and there may  
37 be some crowd control issues at the airport. Mr. Arnold said he is not anticipating more than a  
38 handful of spectators, but if the word does get it may be a different event. He does not know if  
39 that would be advantageous for Lexus, and it would involve different approvals and supervisions  
40 from the FAA.

41  
42 Airport Manager Barth spoke about crowd control and spectators and said if the board approves  
43 this it will move through the Use of Public Places permit process where that will be addressed.  
44 He said a video was done for the expo this year with a helicopter crew and he does not imagine  
45 the impact being any greater than the expo. Mr. Barth said staff recommendation is to move the  
46 applicant forward through the Use of Public Places process.

1  
2 **MR. ANDERSON MADE A MOTION TO ACCEPT THE PLAN AND ADVISE STAFF**  
3 **TO PROCEED. MR. RODRIGUEZ SECONDED THE MOTION.**

4  
5 **Additional Discuss of Motion**

6  
7 Mr. Schipper said in principle this could be good for the airport and the City, but he has some  
8 concern about the process and if one person asks to do this, are others going to come forward and  
9 ask to do the same.

10  
11 Board Member Dolce said each individual that would come forward with a similar proposal  
12 should be considered based on the merits of the proposal.

13  
14 **MOTION CARRIED: 7-0.**

15  
16 **2. Master Plan Chapter 4**

17  
18 **Staff & Jviation Presentation**

19  
20 Airport Manager Barth said staff and Jviation will be presenting Chapter 4 Facility Requirements  
21 to the board. He said this chapter will cover the requirements that are prescribed by the FAA  
22 that need to be met in the Master Plan process and it spells out recommendations and long term  
23 projects for the board to consider. Mr. Barth introduced the Jviation staff: Jacque Zirbes, Bill  
24 Poole, Travis Vallin and Jeff Price.

25  
26 Mr. Vallin said tonight's objectives will be to remind the board of the plans expectations and the  
27 process, update the project status and schedule, understanding of the recommended  
28 improvements and the awareness of next steps. He said the Master Plan study goals are  
29 evaluating the existing facilities while forecasting activity for a 20 year time frame.  
30 Recommendations on needed improvements will be made and prepare a financial plan in later  
31 chapters.

32  
33 Mr. Vallin said a Master Plan **IS**:

- 34
- 35 • Required by the FAA to receive Federal funds
  - 36 • A comprehensive study of the airport
  - 37 • A plan that accommodates future facility needs
  - 38 • It will provide a strategy for funding opportunities for the airport
  - 39 • It will provide an updated airport layout plan set for FAA approval at the end

40 Mr. Vallin said a Master Plan is **NOT**:

- 41
- 42 • A construction project
  - 43 • A development agreement
  - 44 • A noise abatement study
  - 45 • An environmental assessment

46 Mr. Vallin said the City will decide what goes into the Master Plan document.

1  
2 Mr. Vallin said once the Facility Requirements are completed, they will move on to the  
3 alternatives analysis that will give some options to choose from based on the recommendations  
4 of facility requirements.

5  
6 Mr. Vallin said the aviation forecast projections in 2010 were around 61,000, growing to a little  
7 over 92,000 in 2013, which is a step back from previous Master Plans. The based aircraft is  
8 projected to grow from the current number of 340 to over 460 in 2035; this is the baseline of a lot  
9 of the Master Plan recommendations.

10  
11 Mr. Vallin said everything moving forward on the airport will maintain it at the B-II level; the  
12 airplanes in the B-II category are the current airplanes operating at the airport and both piston  
13 and jet aircraft fall into this category. The facility requirements are broken down into some  
14 major categories: Airfield Requirements, Design Standards, Land Side Requirements, Terminal,  
15 Support Facilities, Fuel Storage, De-Icing Facilities, and Utilities.

16  
17 Mr. Vallin said they want to describe what goes into the analysis of how runway is length is  
18 looked at. The first thing that drives that is the altitude that the airport sits (5,055 feet). The  
19 second is the temperature and when the temperature is analyzed, they look for the hottest month  
20 and take the mean daily maximum temperature; that is used in the performance curves. For  
21 Longmont that is about 88.9 degrees. Longmont has high altitude and fairly hot temperatures  
22 which are critical factors in runway length. He said some other factors in runway length are the  
23 maximum take-off weight of the aircraft, the wind speed and direction, and the gradient of the  
24 runway.

25  
26 Bill Poole started by saying there are recommendations and requirements and they are different.  
27 In the Facility Requirements chapter there is a summary table that goes through the functional  
28 areas and whether it is recommended or required. He said the FAA does not have a requirement  
29 for runway length; there is an advisory circular that provides guidance and recommendations.  
30 He said the way large aircraft are defined is 12,500 pounds and above. The smaller aircraft are  
31 looked at by fleet and the FAA has two categories: 95% of the piston fleet under 12,500 pounds  
32 that applies to airports primarily intended to serve medium size communities. The second  
33 category is 100% of the fleet under 12,500 pounds; the curve used for communities on the fringe  
34 of metropolitan areas or has a large population that is remote from a metropolitan area. He said  
35 Longmont is a medium sized community, but it could also fall on the fringe of metropolitan area,  
36 so it could fall into either category. Mr. Poole said taking everything into consideration  
37 (temperature, size, etc.), runway length can be determined. For the 95% fleet described earlier, it  
38 is 6,220 feet and for the 100% fleet it is 6,390 feet. That is for piston aircraft under 12,500  
39 pounds, nothing larger than is currently operating out of the Longmont Airport.

40  
41 Mr. Poole said the question may come up if we are already serving that fleet, then why do we  
42 need to extend the runway. He said we may not be serving all of the fleet that could come here  
43 and those that are coming may have to take on less fuel or passengers, which make it less  
44 economical if they have to hop to the next closest airport to get fuel. By extending the runway  
45 500 feet it goes up to 84% of the fleet, 1,000 feet is 90% of the fleet, but to get to the 95% and  
46 100% numbers, the runway would need to be quite a bit longer than it is today. Mr. Poole said

1 for the business jet aircraft you would look at individual aircraft types, their operating manual,  
2 field elevations and temperature adjustments, and with the current runway length at 4,800 feet,  
3 most B-II business jets that could operate out of the Longmont Airport require additional runway  
4 length to do so.

5  
6 Mr. Poole said landing distance does not normally come into play, the more critical factor is  
7 take-off distance, but the runway at Longmont is so short that landing length is an issue. It does  
8 not mean the smaller jets cannot land here; they may need to have less fuel or passengers on  
9 board. These calculations are made at the time of take off, the pilots look at their landing  
10 destination and it may not make it viable if the landing length is too short.

11  
12 Mr. Poole said Aviation will come up with different length alternatives from 0 to 6,400 feet. The  
13 6,400 length may not be practical and people should not think that is what it is going to be. In  
14 the next section of the report it will be determined what is reasonable; the Airport Advisory  
15 Board and City Council will listen to community concerns, weigh that with the other information  
16 provided and make decisions on what is going to be the preferred alternative.

17  
18 Mr. Poole said there are two things going on with the taxiways. The holding bays at the end of  
19 the runways and taxiways are undersized and making it bigger to meet current standards is a  
20 requirement. It is strongly recommended that a full length taxiway is built on the south side of  
21 the airport; the money has been secured from the FAA and that should take place next year. As  
22 far as design standards, safety areas and object free areas (setbacks) are looked at and two items  
23 were identified as requirements. Board Member Rodriguez asked about Section 4.3.7.1, Remove  
24 Taxilane Paint on Runway 29 End, the pavement at the east end of the runway. Mr. Poole said  
25 the FAA is requiring removal of that pavement and will not entertain the idea of a displaced  
26 threshold in this location. The FAA states this area can be confusing to pilots, they would prefer  
27 full extension to the west to make it a full usable pavement extension. Mr. Vallin said there were  
28 a number of these all over the country and the FAA is saying they will address the displaced  
29 thresholds in planning documents, they are trying to eliminate the fact that someone could land  
30 on that piece of pavement.

31  
32 Mr. Poole said the next requirement is that the City own and control the land that the airport sits  
33 on, the trapezoidal areas off the end of the runway (Runway Protection Zone), Airport Road, and  
34 aviation easements. There is one small portion of land that will need to be an easement or  
35 ownership controlled by the airport (southern end of the west side Runway Protection Zone.)  
36 Mr. Vallin said we are asking the FAA to remove the VASI (Visual Approach Slope Indicator)  
37 building out of the Object Free Zone. Mr. Poole said what is being recommended is the VASI  
38 building being removed to put in the new PAPI (Precision Approach Path Indicator). He said  
39 some tie downs on the apron are in an area that should be clear for taxiway A wing tip clearances  
40 and there are different alternatives for expanding the apron to get those tie downs out of the way.

41  
42 Mr. Schipper asked about the east side of the airport and figure 4-6 showing the old Rogers Road  
43 and Airport Road intersection. Mr. Poole said it has been updated to show the curve in Rogers  
44 Road.

45  
46 Mr. Poole said it is recommended to add paint for aiming point markings.

1  
2 Mr. Poole said some of the visual navigational aid improvements are based on the FAA  
3 Guidance in the Advisory Circulars, some are from surveys of users, meetings with users and  
4 tenants, as well as consultant experience. He said the PAPI will be upgraded and put on runway  
5 29 also, runway and identifier lights, a remote communications outlet to communicate with the  
6 Longmont center, and improvements to the instrument approaches are all on the list also.

7  
8 Mr. Dolce asked why the beacon light is not listed in the navigational improvements. Mr. Poole  
9 said it is a tough one because the new light meets the standard; unfortunately it is not as bright.  
10 The FAA contributed to that light so you cannot just abandon the federal investment without  
11 paying it back. Mr. Vallin said if it is something that provides the tenants with enhanced ability,  
12 it could be added to the list and discussed with the State.

13  
14 Mr. Rodriguez said in 4.7 Airspace Class and Airspace Traffic Control, the Longmont control  
15 center (Denver Center) has no connection to Longmont airport, the report says pilots talk to  
16 Denver Center and they do not, they talk to Denver Tracon. Mr. Poole thanked him for the  
17 clarification.

18  
19 Mr. Poole said they identified all possible areas on the airport where hangars could go in the  
20 future. There is very little room on the north side of the property and on the south side there  
21 would need to be discussion about how hangars would fit in with the skydiving operations.

22  
23 Mr. Poole said they have heard suggestions about a flight center building or an FBO terminal,  
24 something that could be built by the City or with private funds. If the City builds it, maybe it  
25 could lease out space and turn into revenue making type of operation. Airport Management has  
26 indicated the desire for a snowplow and sweeper; currently those activities are contracted out.  
27 Other items listed are a maintenance building, equipment wash bay, and a jet fuel tank for  
28 increased operations in the future.

29  
30 Mr. Poole said the six foot chain link fence is in the document for safety and security issues and  
31 to keep wildlife off the runway. There is no set requirement for this, it is a recommendation. He  
32 said something that will help out the facilities on the south side of the airport is to bring in  
33 additional utilities. Mr. Vallin said about the fence, USDA will be doing a study at the  
34 Longmont Airport (wildlife study) and if they see anything like a coyote, fox or deer, their first  
35 recommendation will be fencing. He said the world changed drastically in aviation on 9/11 and  
36 when a goose flew into the engine of an airplane and the plane ended up in the Hudson River.

37  
38 **Board Discussion**

39  
40 Mr. Dolce asked if the words “chain link” are generic, he said the fencing at Metro Airport is  
41 very attractive and does not detract from the views. Mr. Poole said at this planning stage, it is  
42 being kept generic. Airport Manager Barth said all the recommendations and requirements being  
43 presented are most likely going to roll into the Capital Improvement Program. As the projects  
44 move through the program each one will be brought before the board and the board will have a  
45 chance to weigh in at that time.

46

1 Mr. Lange asked what the maximum runway length could be where it would not impact 75th  
2 Street. He also asked about the influence zone at each end of the runway, would that have to  
3 cross 75<sup>th</sup> Street. Mr. Poole said they did their due diligence on the runway length, including  
4 those that may not be possible. He said this is jumping ahead in the process; there are still other  
5 areas that need to be looked at. Mr. Poole said 1000 feet is the limit without impacting 75<sup>th</sup>  
6 Street, but a survey has not been done yet to confirm this. He said they asked FAA about roads  
7 in the RPZ, can the RPZ extend out over 75<sup>th</sup> Street, and the FAA said absolutely not; there  
8 cannot be anything in the RPZ. If you look at the entire extension to 6,800 feet, it is not  
9 practical and land would need to be acquired.

10  
11 Mr. Rodriguez asked if the FAA will allow the RPZ on the east because it already exists, but  
12 they will not allow it in new construction. Mr. Poole said yes, and the FAA will not require the  
13 City to clear the current east side RPZ.

14  
15 Chairman Morgan said there are two options for the runway without getting into a major project  
16 and those are nothing or 5,800 feet unless the survey comes back with different information. Mr.  
17 Poole said yes, 5,800 feet is the maximum runway length for this site. Chairman Morgan asked  
18 if someone would like to make a motion on the two options for the runway length.

19  
20 Mr. Rodriguez asked Airport Manager Barth when a packet is sent to City Council, do they want  
21 multiple options, some may not be viable, but not impossible. Airport Manager Barth said this  
22 was discussed in 2002-04 in the last Master Plan. 75<sup>th</sup> Street is considered an arterial road in  
23 Boulder County; it moves a large quantity of traffic north to Highway 66 and south to Highway  
24 119 into Boulder. He said anything longer than 1000' feet would require 75<sup>th</sup> Street to be  
25 relocated and there was no desire on the part of City Council in the last Master Plan, to work  
26 with Boulder County to relocate 75<sup>th</sup> Street. He said the FAA would probably not fund  
27 relocation of 75<sup>th</sup> Street out of the RPZ and 75<sup>th</sup> Street is the boundary for the Longmont  
28 planning area, which means everything to the west falls within Boulder County planning area.  
29 Airport Manager Barth said his professional opinion would be that going beyond 75<sup>th</sup> Street  
30 would not be practical.

31  
32 Mr. Anderson asked to put in a recommendation to extend the runway 1,000 feet, nothing more.  
33 Ms. Lipsy asked why a motion is being considered, this section of the Master Plan talks about  
34 what we have and what the forecast predicts. There are not any recommendations about what  
35 should be done with the runway and this all seems premature. Airport Manager Barth said Ms.  
36 Lipsy is correct, these are just different alternatives that can be analyzed and we are not looking  
37 for a recommendation at this time, there are alternatives to be looked at for consideration. Mr.  
38 Anderson said it would take an act of God, a bomb landing in the middle of 75<sup>th</sup> Street to move  
39 it, so why do we put that alternative in the document? Airport Manager Barth asked Mr.  
40 Anderson if he is saying why we bother doing analysis on the other alternatives if they are not  
41 feasible. Mr. Anderson said he understands we are trying to show people what we should have  
42 and would probably have a better chance of getting the shorter length, but if the longer extension  
43 is not possible, why are we putting it in.

44  
45 Mr. Dolce said Mr. Rodriguez asked what the council would like to see, he did not hear the  
46 answer to that. Airport Manager Barth asked Council Member Witt to answer that question.

1 Council Member Witt asked the consultants how much it would cost to do the analysis for all of  
2 the options as opposed to just the one that may be possible. Mr. Vallin said it will not cost any  
3 additional money; it is their job to evaluate all options. He said if the board wants to limit the  
4 options to a certain number, they can do that, or they call look at all options and provide the  
5 information. Council Member Witt asked if it would take additional time and Mr. Vallin said  
6 no. Council Member Witt said her observation after being on council for two years is that  
7 Boulder County is not interested in building more roads, she does not see that happening and  
8 council will review it when they get it.

9  
10 Mr. Rodriguez said based on the assumption the FAA would not want to move 75<sup>th</sup>, he could see  
11 putting more than two options out there and one being based on the CDOT recommendation on  
12 page 4-2, of approximately 6,200 feet. Mr. Vallin said that recommendation came from a  
13 systems plan that was done about six or seven years ago, that is CDOT looking the system of  
14 airports and they came up with some performance measures. He said because of the role that  
15 Longmont played in that performance measure, they recommended that Longmont meet 75  
16 percent of the fleet mix. That is part of their recommendation and they are in the process of  
17 updating the systems plan study.

18  
19 Mr. Rodriguez said during the last master plan open houses, it was good to have more options  
20 even if a couple of them are farfetched, it is good for conversation. For those who may be against  
21 a longer runway on principle alone, this is why he asked about using the overrun area on the east  
22 side, the more runway we have on the east side of the airport the higher they will be over the  
23 homes on the west side of the airport and the reverse is true. He said if it is not going to cost  
24 anymore money or time and we can get it on council's agenda quickly, we should have more  
25 options. Two options are kind of limiting.

26  
27 Mr. Schipper said it might be helpful for the general public to see a three dimensional or side  
28 view picture of an average plane taking off from 75<sup>th</sup> Street going east, and at what altitude it  
29 would be at the end of the runway before it flies outside of airport property.

30  
31 Ms. Lipsy asked again why we are limiting the choices in the requirements sections, this section  
32 is about what the FAA recommends, what does our fleet require; it has nothing to do with the  
33 facilities on the airport. It is about what we want, why are we talking about limiting that, that  
34 should be in the next section where the recommendations are discussed.

35  
36 Airport Manager Barth said if there is no additional discussion, staff is looking for a motion to  
37 accept Chapter 4 as presented and move it on to City Council on October 18.

38  
39 Mr. Anderson said he feel strongly about putting options in about the runway extension that are  
40 not possible. Why keep adding to it and not just say we are going to stop at 75<sup>th</sup> Street.

41  
42 Mr. Dolce asked to make note of some changes on the document. Page 4.6, table 4.3 FAA  
43 Runway Length Requirements, it states "large airplanes of 60,000 pounds or less..." he said that  
44 is a classification. Possibly a footnote to that would be to add "Longmont's runway is rated at  
45 30,000 pounds, single wheel gear..." we are never going to get 60,000 pounds in Longmont.  
46 Mr. Poole said on the table of the specific aircraft types, they looked at weight to make sure they

1 didn't have those in there and that is why they chose not to use those charts, it is in the document  
2 only because it is part of the advisory circular, but he likes the suggestion for clarification. Mr.  
3 Dolce wanted to clarify the issue of removing the pavement that shows on Figure 4.2, to propose  
4 or recommend that we go forward with using that as a take-off zone, but not a landing zone, have  
5 it positioned the correct way and have that in there, would that fly with the FAA or would it not  
6 be approved anyway. Mr. Vallin said the FAA would put the runway lights across the initial  
7 threshold, it would end up being a paved safety area; the threshold lights will be across the  
8 threshold to make it unusable.

9  
10 Mr. Rodriguez said this process has taken long enough. We have the interest of the newspaper,  
11 we have the communities' interest now, and maybe more after the open house, he says "why  
12 not". It is that time of year the board needs to hear where people stand on this, so why not put it  
13 out there now. Why not jump ahead and propose a couple options. Ms. Lipsy said her response  
14 to "why not this?" is because the board is making a motion on Chapter 4.

15  
16 Ms. Lipsy went through some items she would like clarification. On page 4-6, she likes the  
17 graph showing the percentage of the fleet being served, it shows we are missing 25% and that is  
18 big. If that figure could be included that would be great. She said at the end of the runway  
19 section, could there be a summary of the conclusions, what the FAA recommended, what does  
20 95 percent of the fleet get us, what are the size recommendations, etc. Ms. Lipsy said on page  
21 4-23, in the Instrument Approach Procedures, it is recommended the FAA reevaluate  
22 Longmont's instrument approaches, she does not know what they would reevaluate and how that  
23 would relate to changing a procedure at the airport and would a different recommendation be  
24 beneficial to the airport. Mr. Poole said there is not a good survey on the approaches so the FAA  
25 would survey by an aircraft and look to see what is there.

26  
27 Chairman Morgan noted the report has ISL instead of ILS.

28  
29 Mr. Anderson said on page 4-22 it says" the wind cones need to must be made frangible..." He  
30 asked if for a change to that sentence.

31  
32 Ms. Lipsy said in Section 4.9.2, the math should be checked, there is one section that states  
33 there is 340 based aircraft, if you subtract out 36, it should read 304 are in hangars. Earlier in the  
34 conversation it was mentioned that there are 302 in hangars. On page 4-30, there is a paragraph  
35 in the middle of the page that says "TSA has not taken a position that GA airports and aircraft  
36 are a threat" and Ms. Lipsy would like to know if they have not take a position at all or a  
37 position that they are not a threat. Jeff Price of Jviation said the TSA has taken the position that  
38 general aviation aircraft are not a threat until about a week ago. This document was drafted  
39 several weeks ago and it was based on a government accountability report from 2 years back.  
40 That report said overall TSA/Department of Homeland Security, do not consider a significant  
41 threat from the GA community and then one week before the 10 year anniversary of 9/11, they  
42 had some information people were looking at this. He said they would be happy to change it  
43 with the new information. Ms. Lipsy asked if it is updated with the new information, will it  
44 change any of the other outcomes. Mr. Price said it is too early to tell at this point, the GA  
45 industry has been battered around for the past decade on whether it is a threat or not. The large

1 aircraft security program rewrite will help clarify what they believe could be a threat from GA  
2 community and that might be the better recommendation.

3  
4 Ms. Lipsy said it there was a recommendation about a snow plow. Who is going to drive the  
5 snow plow? Mr. Barth said right now it is a recommendation, if it becomes a reality, who drives  
6 the snow plow will be discussed at a staff level. Ms. Lipsy just wanted to know if it needs to be  
7 budgeted for and Mr. Barth said if it happens that will be figured out at that time.

8  
9 Council Member Witt asked the Aviation consultants if they have any problem getting Chapter 5  
10 completed in the next 30 days. Aviation staff said no. Council Member Witt strongly urged the  
11 board not to cancel the October meeting; they will have some momentum going and does not  
12 want this to stall out.

13  
14 Mr. Rodriguez asked if this was going to come back as just Chapter 5 or more chapters. Mr.  
15 Poole said just Chapter 5. Once the preferred alternatives are known, then the environmental and  
16 financial chapters will be done. Mr. Vallin said all the alternatives will be given and the board  
17 will give a direction from the alternatives. Aviation will take that direction and feed it through  
18 the next filter. Mr. Rodriguez asked if the runway possibilities were narrowed down tonight,  
19 would it speed up the process. Mr. Poole said no, they will provide cost estimates in the next 30  
20 days.

21  
22 **MS. LIPSCY MADE A MOTION TO ACCEPT CHAPTER 4 DRAFT OF THE AIRPORT**  
23 **MASTER PLAN AS AMENDED. MR. SCHIPPER SECONDED THE MOTION.**

24  
25 **Additional Discuss of Motion**

26  
27 Mr. Rodriguez said he will support this, but he was hoping to speed the process up. At one  
28 chapter per month, how long is this going to take. Mr. Vallin said final wrap is set for the first  
29 quarter of 2012. Once the alternatives are narrowed down by the board and council, it will move  
30 fairly quickly. He said they are also looking at FAA approval in the first quarter of 2012. Nick  
31 Wolfrum, Engineering Services Manager, said he has looked through the schedule and the  
32 alternatives analysis will come back for direction, then the rest of the work gets done, it will not  
33 be individual chapters. Mr. Rodriguez asked what the odds are for an October meeting; it is less  
34 than 30 days away. Mr. Barth said he does not anticipate a board meeting in October, the  
35 council meeting is October 18 and there will not be any new information to submit to the board  
36 before the October 18 council meeting. He said he expects to reconvene in November with  
37 Chapter 5. Mr. Wolfrum said this will be discussed and it might require moving the meeting to a  
38 different date to allow staff to get the packet out. Council Member Witt strongly recommended  
39 that the board meet in October.

40  
41 **Vote**

42  
43 **MOTION CARRIED: 7-0.**

44  
45  
46 **Airport Master Plan Open House Update**

1  
2 Jeff Price with Jviation discussed the Airport Master Plan Open House. Mr. Price said public  
3 input is required as part of the Airport Master Plan, we need enough public commentary so the  
4 information can be received from the community. It is also about sharing information with the  
5 community. The purpose is to trade information; it is not to propose any agenda one way or the  
6 other. All the information is documented which is another requirement.  
7

8 Mr. Price said the open house is scheduled for September 29, 4-8 p.m., Parks Administration  
9 Building, 7 S. Sunset Street. Parking for staff is at Izaak Walton clubhouse. Food and beverages  
10 will be provided. Comment cards will be available for the public to leave commentary.  
11

12 Mr. Price showed the board a video of the event location and the set up/process planned for the  
13 evening. Registration will be at the front door; name, address and email address will be captured  
14 at this point. If people feel it is important enough to come to the open house, we would like their  
15 email address to continue to update them. The next step is the main station with Travis and  
16 Hillary from Jviation. They will be the greeters, a brochure will be provided and they will be  
17 providing an overview of the master plan. The remainder of the room will have several different  
18 stations for the public to obtain information.  
19

20 Mr. Price discussed the different stations at the event. The Master Plan welcome station will  
21 have information about what has already been presented publicly about the master plan, what it  
22 is and what it is not and the master plan process. There will be a Forecast station (Jviation staff),  
23 Inventory station (Jviation staff), Noise Abatement station (city staff), Environment station  
24 (Jviation staff) and Facility Requirements station (Jviation staff).  
25

26 Mr. Price said they would like the Airport Advisory Board to attend the Open House. He  
27 stressed that the purpose of the meeting is to listen and receive commentary. He said the  
28 comment cards will be collected and PDF'd, that is a requirement of the FAA, and will become a  
29 part of the public records. Comments will be summarized and available for dissemination.  
30

31 Mr. Schipper asked that on the comment cards it is stated that they will become part of public  
32 records, so people take ownership of what is said on the card.  
33

### 34 **3. Information Item – Fire Inspection Update**

35

36 Airport Manager Barth states the inspections are in process and 45 to 50 hangars are done to  
37 date. An LMO update will go out on the corrective items they have found (majority are use of  
38 extension cords and storage of non aviation items). The intent of the inspection is that fire code is  
39 met and that the requirements of the lease agreements with the City are met. The inspections  
40 will continue into 2012.  
41

42 Mr. Anderson asked Mr. Barth what happened with the issue of dogs at the airport. Mr. Barth  
43 said there has been successful compliance; many tenants are walking their dogs on the sidewalks  
44 around the airport. The State Division of Aeronautics visited the airport several weeks ago and  
45 commented on the improvement. Chairman Morgan asked about the signage that was discussed  
46 regarding dogs. Mr. Barth said that will be bumped up on the priority list.

1  
2 Mr. Dolce said it would be nice to have signs posted around the airport advising people they are  
3 in the Airport Influence Zone, similar to signs posted in the City of Centennial. Mr. Schipper  
4 said the signs in the area that say Airport Road should be sufficient. Mr. Dolce said he  
5 understands the comment and logically it makes sense, but having it well defined on other roads  
6 in the area with small street signs would help.

7  
8 **Final Call – Public Invited to be Heard**

9  
10 Chairman Morgan opened the final call – public invited to be heard.

11  
12 Marc Arnold, 8243 Cattail. Mr. Arnold said he is in favor of the runway extension and he is  
13 disappointed to learn that the longer options cannot happen. His operation will still be weight  
14 limited on landing even with the 5,800 foot runway when the temperature is above 23 degrees  
15 Fahrenheit. An extension to 5,800 feet is a modest improvement, the methodology used is good  
16 and the process makes sense, but the conclusion ending up 5,800 feet is saying we are not going  
17 to serve the wider aviation business community. He said it is disappointing to lose the 300 feet  
18 on the east side of the airport, but he understands FAA’s rationale. Mr. Arnold said the time  
19 frame of the Master Plan is to look out 10 years or longer, he would urge the board not to take a  
20 phased approach off the table.

21  
22 Mr. Arnold said it would be nice if the commercial operators had access to commercial signage  
23 on Airport Road so people would know what businesses are at the airport. Mr. Arnold thanked  
24 Aviation and Airport Manager Barth for all their work and time they have put into this process.

25  
26 No one else wished to speak.

27  
28 Chairman Morgan closed the final call – public invited to be heard.

29  
30 **Board Comments**

31  
32 Mr. Rodriguez asked if a business is leasing space from the City through an agreement by  
33 ordinance, and paying taxes, if the business is being harassed or threatened, does the City or City  
34 Attorney get involved. Airport Manager Barth said if it is in reference to a private business and  
35 they meet the requirements of the City, they operate as a private business leasing land from the  
36 City, the City would not get involved. Mr. Rodriguez said if one of the biggest companies at the  
37 airport is being threatened with being run out of business by people who may not like them, he  
38 would have hoped the City would have something to say about it.

39  
40 **Staff Comments**

41  
42 Airport Manager Barth said he just received some information about an FAA extension to the  
43 Authorization Bill that will fund the FAA for only four more months, allowing more time to  
44 work out a long term bill. If the FAA goes into a furlough, it could affect the Master Plan  
45 process.

46

1 **Adjournment**

2  
3 **MR. ANDERSON MADE A MOTION TO ADJOURN THE MEETING. MR.**  
4 **RODRIGUEZ SECONDED THE MOTION.**

5  
6 **MOTION CARRIED: 7-0.**

7  
8 The meeting was adjourned at 8:11 p.m.

9  
10 Respectfully submitted,

11  
12  
13 Chairman Morgan  
14 Airport Advisory Board

15  
16 /jm 9/20/11