



Minutes of the Regular Meeting of the Airport Board March 20, 2018

I. Call to Order / Attendance

A regular meeting of the Airport Board was called to order at 8:30 AM, Tuesday, March 20, 2018, at the Central Colorado Regional Airport, 27960 County Road 319, Buena Vista, Colorado by Chair Dennis Heap. Additional Board Members present were Vice-chair Tom Warren, Jerry Steinauer, Mal Sillars, and Taylor Albrecht. Also in attendance were Town Administrator Phillip Puckett, Airport Manager Jack Wyles, Deputy Town Clerk Melanie Jacobs, and Mark Godonis.

II. Pledge of Allegiance

Heap led in the Pledge of Allegiance.

III. Public Comment

Godonis indicated that he had read CCRA's Chamber of Commerce listing and had come away with two concerns about the wording: 1) how is 'longest mountain runway' being defined?, and 2) claiming that this is the closest airport to Monarch, Breckenridge, Ski Cooper, and Copper Mountain ski areas is not accurate as Salida is nearer to the first and Leadville is closer to the other three.

After some discussion, the Board decided that using 'longest high-altitude runway in Colorado' would be more precise, and altering the other claim to read that CCRA is the 'most centrally located' airport in reference to the four ski areas would resolve that issue. Wyles agreed to make those changes.

Godonis then updated Board members on construction of his hangar. Half the roof has been finished at this point, with the ongoing high winds being the biggest challenge to completion of the project.

IV. Approval of Minutes – February 20, 2018

Sillars motioned for approval of the February 20, 2018 minutes. Albrecht seconded. **Motion #1** passed unanimously.

V. Reports

A. Operations

Wyles noted that the SRE building had been cleared for use by the FAA and vehicles are being stored there presently. The natural gas line will be going in soon. Leonardo (formerly AgustaWestland) is on track to be at the airport for high-altitude testing from mid-July through the end of August. Wyles is working on drafting a contract for them now. He has not heard from Bell Helicopter recently, but is talking to another company about bringing in a helicopter during the summer of 2019.

Wyles also informed the Board that he had met with a CDOT employee and learned that CCRA's crack seal machine is a regional asset. It will continue to be stored here

but CDOT will foot the maintenance bill from now on. AWOS was just inspected and found to be functioning correctly, and all FCC licenses have been brought up to date.

The Trustees recently approved an amendment to the Reach ground lease. Reach is expected to move down to the Salida hospital at the end of October, but has agreed to continue its lease at CCRA on a month-to-month basis if those facilities are not completed on time. Wyles is looking into the possibility of retaining the modular living quarters currently used by Reach staff as possible overnight pilot housing. He has yet to ascertain whether or not this would be a financially sound decision and will gather the information needed to answer that question.

The old refueler was sold for \$15,000 and has already been removed from airport grounds.

Board members then took a look at February 2017 and 2018 operations numbers, and noticed that Jet A sales were down significantly this year. Wyles indicated that this was largely due to a reduction in military activity. Sillars suggested adding a specific 'military' category to the operations reports in future, and Wyles stated he would make that part of the new report template he is putting together.

In response to a question from the Board, Puckett said that CCRA would continue to be promoted as a high-altitude testing location. Heap advised that the airport send a representative to the Schedulers and Dispatchers conference and the Heli-Expo, as former Airport Manager Jill Sullivan was able to do some beneficial networking while in attendance last year. Godonis remarked that personnel involved in high-altitude testing prefer to have de-icing capability available, and suggested that if this market is to be seriously pursued CCRA will need to look at obtaining this equipment.

Heap stated that he would like CCRA to have its own Facebook page. Wyles indicated that he has been asking customers to leave feedback about the airport on FlightAware and AirNav; Albrecht mentioned ForeFlight as an app that includes a comment function. The Board encouraged Wyles to continue soliciting online feedback from airport users.

B. Financial

Wyles drew the Board's attention to the financial report included in the meeting packet. No one had questions.

VI. Old Business

A. Southard Lease Buyout

Puckett let Board members know that he had taken their recommendation to the Trustees, who had authorized Town staff to proceed with negotiations. The first step will be to contact Southard and find out if he is interested in pursuing the agreement, given the maximum offer limitation imposed by the Trustees in Executive Session. If Southard's response is favorable, Puckett will contact the condo associations to make sure everyone is on the same page as the process moves forward.

B. Airport Business Plan Update

Heap indicated that the Business Plan and Accident Manual had both been uploaded to Google Drive, and asked Board members to save their remarks to the same drive so they would be available for Wyles to review. Wyles will revise the documents as comments are received and when they have been updated to the Board's satisfaction, they will be passed on to the Board of Trustees for formal adoption.

C. Accident Manual

Already discussed.

VII. New Business

A. AEJ Weather System – Mal Sillars

Sillars gave a PowerPoint presentation to Board members during which he described the various data sources located at CCRA and explained what happens with the data they generate. He began with the white box by the fence north of the terminal building. This is the climate system, and it keeps track of the weather and unusual events (thunder, fog, etc.). This data is loaded into a web sheet every morning and goes to a number of places, including CSU and Pueblo.

Just south of the AWOS equipment is an automated weather station. It is off-grid and was originally installed with the intent of gathering data to track climate change. Though defunded in 2014, it is still running and its data is now available through MesoWest, a service run by the University of Utah.

A weather vane is situated at the north end of the airport; it is connected to the readout in the line shack.

AWOS generates the most information. It has been Town-owned and -operated since 2004. The data stream is routed into the terminal building where the numbers can be viewed on the monitors that were recently installed in the conference room, the testing room, and the pilots' lounge. This data is also available via phone or radio, and because it is sent to the National Weather Service it can be obtained by anyone else who wants it.

Real-time data (regarding wind speed/direction, temperature, and density altitude) is entered for every hour of the day, and this information updates automatically throughout the system. The most frequent requesters of this data are those with an interest in conducting testing at CCRA. As an aside, Sillars noted that wind numbers do not support the need for a crosswind runway at the airport.

B. Airport Open House

Heap stated that he would like to see the airport host an Open House this year. Wyles suggested September as a potentially good month for such an event, and will look into merging it with the annual HAATS barbeque.

VIII. Other Business

Godonis expressed a lack of enthusiasm for Reach's occasional tendency to launch their helicopters from a location in among the hangars, rather than utilizing the tie-down area that they lease from the airport for this purpose. Wyles said he would follow up with them to emphasize the importance of their using the agreed-upon launch area at all times.

IX. Adjournment

Heap noted that there was no further business to come before the Board. Steinauer motioned to adjourn and was seconded by Sillars. **Motion #2** carried and the meeting adjourned at 9:47 AM.

RESPECTFULLY SUBMITTED:



CHAIR DENNIS HEAP



DEPUTY TOWN CLERK MELANIE JACOBS