

**Airport Advisory Board Workshop**  
**Fremont County Airport**  
**January 22, 2014**  
**8:00am**

**Members Present:** John Marietta, Chairman; Len Mino; Duane Cozadd; Tom Schilf; Greg Tabuteau; Jim Woolworth

**Members Absent:** Jay Seavy

**Other Officials Present:** Richard Baker, Airport Manager

**Others Present:** Bryce Nelson; Hans Miesler; John Emmerling

**Purpose:** The purpose of this meeting was to begin planning for the 2014 Fremont County Airport Fly-In/Airshow and to review the Airport Security Assessment conducted in June of 2013 and determine recommendations to be made to the County Commissioners regarding security measures at the Airport.

The meeting was called to order at 0800 by Chairman John Marietta. Members were welcomed and thanked for their interest in getting an early start on planning the 2014 Airshow.

**Discussion:**

**AIRSHOW**

- Our Airshow is tentatively scheduled for September 27<sup>th</sup>. This deconflicts with other known airshows in the region. ***A MOTION was made to publish this event date on fly-in and airshow calenders and on the CDOT website ASAP. The motion was seconded and carried unanimously.*** John Marietta will follow-up.
- Chairman Marietta stated that our first priority in preparing for this year's Airshow is to secure sponsors for the event. Sponsorship's are even more important this year because the loss of Federal PILT funds paid to the County (approximately 10% of the County's annual budget). Last year the county supported the Airshow with funds for expenses in the amount of 4 to 5 thousand dollars. This year, with 10% less money in the General Fund, the airport must strive to be self-sufficient in funding the event. Greg Tabuteau suggested we set up a box for donations at the entrance to help with expenses.
- Funds that are collected for the event will have to be held in an LLC or some other separate fund to insure they are separate from County funds. Tax implications for any funds collected have to be understood. John Emmerling volunteered to follow-up with George Sugars, County Manager, to determine how best to handle collected funds.
- Sponsors for these events are motivated by different things including: the potential for future business, having a genuine interest in the activity or treating it as a means for advertising their business. We could advertise for our sponsors thru PA announcement, programs and banners. Dick Baker said he has already secured some sponsorships: Armstrong Consulting has committed \$3000 for two performances by Don Nelson, Our Fuel vendor has committed \$500 of fuel for participating aircraft, Mark (Royal Gorge Train) has committed to match last year's payment for trash service, Les Lyman (environvmental) will donate porta potties and trash containers.
- Anticipated expenses are: Insurance (\$1100 - \$1200); Fire Protection (\$700), Sound System (\$200 - \$300 – Ed Norton has offered to help with this , we would like to ask him to narrate the event as well); Don Nelson performance (\$3000); Renegades performance (\$1500 + smoke and oil)
- George Rosel has agreed once again to be Air Boss for the show. Better radios and/or antennae will be required for show communications this year. Last year show communications were poor with hand helds and the fire truck radio that were used.
- We have commitments from some participants already: B-25 fly-by, Sea Fury and T-6 static displays.
- Airfield closure for the airshow period must be more strictly observed this year. There were several arrivals last year that were allowed entrance to the airfield that was NOTAM'ed closed.
- Quarterly meetings will continue for planning the event until June, then monthly meetings up to the event in September. The next planning meeting will be March 26<sup>th</sup>.

## SECURITY ASSESSMENT

Comments from the 2013 Security Assessment (June 2013) were reviewed and discussed for the purpose of making recommendations to the County Commissioners on follow-up actions. A summary of these recommendations will be presented to the Commissioners at the next Quarterly Airport Board meeting in March. The following assessment comments were discussed:

### Airport Security Plan

“Consider requiring the use of badges to identify all airport personnel”

- Not warranted for level of security risk in this area
- Not usual and customary for a small general aviation airport
- **Recommend Do Not Implement** at this time but be sensitive to potential changes in security risk (Airport employees have badges that identify them as persons of authority and they should wear them)

“Consider reward and feedback program” (provides monetary rewards to tenants that report suspicious activities or opportunities to improve security at the airport)

- **Recommend Do Not Implement.** Not the best use of limited funds at Fremont County Airport.

### Airport Emergency Plan

“Consider adding emergency communications capability with full interoperability (Hand held 800 MHz radio (UHF) capable of communicating with other emergency response agencies)

- Radios are costly (estimate \$2200 each)
- The County had a grant request in for a number of these radios. Jim Woolworth will contact Steve Morrissey to see if the Airport can be included in their request for grant money to acquire a radio.
- **Recommend Implementation** if radio can be funded.

“Review the need for adding a business continuity plan”

- Unclear as to whether this refers to Airport Operations or to tenant businesses. Jim Woolworth will clarify with Robert Olislagers.
- Add comment to Emergency Plan stating “Airport business are responsible for their own business safety/continuity plans”
- **Recommend Implementation.** Address Airport Operations continuity plan in the Emergency Plan.

### Airport Access Controls

“Gates are open during the day and have light-weight aluminum arms providing easy access to the airport. Consider hardening of gates and employ full-time controlled access of airside of the airport, including RC gate”

- Skydive business customers access the field thru the frontage road gate and do not know access code so gate is kept open during business hours.
- Hardening gates would be an expense the airport cannot presently afford
- As with other general aviation airports, we must rely on tenant vigilance to identify security threats
- We should continue operation as is (Frontage gate open during normal business hours, closed at all other times. Other gates closed at all times except to coded entry)
- **Recommend Do Not Implement.** Add comment to Security Plan that all gates will be closed during times of elevated national security threat level.

“Consider implementing visitor sign-in/sign-out log at the airport and maintaining record.”

- Contact information is collected from people who fly in but not other visitors
- Unmanageable due to volume of visitors who access the field for skydiving activities
- **Recommend Do Not Implement.**

## Barriers

“Consider replacing 2-strand barbed wire fencing with 6’ – 8’ chain link”

- Airfield perimeter is partially compliant.
- **Recommend Implementation** as grant money becomes available. (Long term effort)

## Monitoring and Surveillance

“Consider, is there any need for Fremont County to add any of the following detectors: Explosive, Chemical Agent, Biological Agent, Radiological Agent, Metal Detectors or Night Vision Optics (IR, Thermal)”

- Not needed given the high level of access and low threat at this field.
- **Recommend Do Not Implement.**

## Inspection

“Consider random personnel searches, vehicle searches, aircraft searches and cargo/shipment searches during periods of heightened security alert”

- Law enforcement responsibility. Part of their normal operations, if they suspect something they search.
- Airport personnel should not be doing this.
- **Recommend Do Not Implement.**

## Security Forces

“Because the airport relies on 3<sup>rd</sup> party responders, consider Table Top Exercises (TTX) and Tri-Annual exercises”

- Good idea, we should do
- County Emergency Planning Office should be in the lead on this
- Fire responders (airport and community) have no specific training for dealing with aircraft accidents.
- Investigate to see what training is available and appropriate for responders.
- **Recommend Implementation.** Jim Woolworth to follow-up with Steve Morrissey

## Security Program

“Consider emergency notification system in the event of suspicious helicopter activity with regard to the nearby prison system, including emergency contact lists in the event of a suspected breakout.”

- Impracticable for airport personnel to predict where helicopters that depart the airport are destined for or what their intentions are.
- “Suspicious activity” would first be noticed by, and reportable by, prison guards.
- **Recommend Do Not Implement.**

## Incidence Response

“Consider activating reverse 911 at the airport”

- Already in-place for hard line phone
- Requires registration of any cell phones
- **Recommend Implementation.**
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“Consider NIMS training for airport personnel (National Incident Management System)”

- On-line training is available on FEMA.gov website
- Check with Steve Morrissey to see if he coordinates training (Jim Woolworth)
- **Recommend Implementation.**

## Infrastructure Interdependencies

“Consider backup generator”

- Agree, we could use one
- ***Recommend Implementation.*** Do this if grant money becomes available (long term want)

“Wireless communications untested. Can it handle overload during emergencies? What’s our back-up?”

- Agree, 800 MHz interoperable radio is possible back-up if we can obtain one.

There being no further items for discussion, Chairman Marietta adjourned the meeting at 9:34am.

Minutes submitted by: Jim Woolworth