

Professional Experience*PRINCIPAL*

Airport Development Group,
March 1995 to Present

ASSOCIATE PRINCIPAL

Airport Development Group,
June 1988 to March, 1995

AIRPORT ENGINEER

Airport Development Group,
April 1986 to June 1988

*MEMBER-CHAFFEE COUNTY
AIRPORT COMMISSION*

1980 to 1985

*CONSTRUCTION**SUPERINTENDENT/ENGINEER*

Butala Construction
Company, Inc., 1983 to
1986

*PILOT AND FLIGHT
INSTRUCTOR*

Salida Flying Service, Inc.
and Shavano Airlines, 1980
to 1985

U.S. AIR FORCE PILOT

1970 to 1976; Honorable
Discharge - Captain

Education

Bachelor of Science - Civil
Engineering - U.S. Air Force
Academy, Colorado
Springs, CO - 1970

Professional Affiliations

American Society of Civil
Engineers,

Aircraft Owners and Pilots
Association,

Colorado Pilots Association

Registrations

Professional Engineer, 1986;
Alabama, Arizona,
Colorado, Kansas,
Mississippi, Nebraska,
Nevada, Utah, and
Wyoming.

Professional Summary

Mr. Kellerman has enjoyed a diverse career leading to his current position, principal-in-charge of engineering at ADG. Starting with military and civilian flying, he gained a unique perspective of airports and our aviation system. Mr. Kellerman has spent the past twenty-one years practicing civil engineering on airports. A 1970 graduate of the U. S. Air Force Academy with a B.S. degree in Civil Engineering, Mr. Kellerman served as a military pilot for six years. During that time, interests and duties included integration of airport facilities and navigational aids with flying activities. He was selected to attend specialized training in establishing and evaluating instrument approach procedures and navigational aids. Subsequent to his military service, Mr. Kellerman has given flight instruction, flew charters, provided corporate pilot services, and briefly flew for a commuter airline.

With ADG (previously Muller Sirhall & Assoc.) since 1986, he has participated in airport planning and design with projects ranging from small general aviation airports to such notable airports as Stapleton International Airport, Denver International Airport, NASA Shuttle Landing Facility, and historic Wendover Airport in Utah. Projects included all aspects of airport development including pavements, drainage, electrical systems, navigational aids, roads, parking lots, utilities, fencing, buildings, etc. Mr. Kellerman manages all engineering design and construction engineering.

During his tenure as ADG's head of design and construction activities, Mr. Kellerman has amassed a number of awards for excellence that should be the envy of the industry. No less than twelve awards for excellence in paving, both asphalt and concrete, have been awarded for ADG projects. This pursuit of excellence is reflected in all design and construction activities and results in ADG's reputation for completing projects on time, on budget, and with the highest quality.

Featured Projects

Reconstruct and Relocate Main Runway, Worland Municipal Airport, Wyoming

As part of relocation of the runway to meet ARC C-II standards the runway was extended to the south, reconstructed in the center section and removed on the north end. This project was completed over a 5 year period; during which time the single runway airport with commercial service was kept operational except for small interruptions for tie-ins. This project also included the reconstruction, and relocation of the entire parallel taxiway. The project also included the moving of approximately 350,000 cubic yards of embankment from a large hill south of the airport for use on the runway and runway safety area to meet ARC C-II standards. This project was completed using AIP and state funds. The last phase of the project also included a rehabilitation of the entire aircraft parking apron and access road, which was added at a significant savings from doing these projects separately.

Reconstruct and Extend Main Runway, John Bell Williams Airport, Mississippi

The project was completed over three years, it involved the extension of the runway, and taxiway as well as the rehabilitation and overlay of the main runway. The safety areas were also improved to meet ARC C-II standards. The embankment for the runway extension was removed from a hill on the west side of the airport that was graded to provide a new area for apron expansion. This provided a cost savings for the future development of the airport. The project was completed using AIP funds.