

# Mountain Wave



WINTER 2006

## COLORADO SCORES BIG

### Statewide Presence at National Business Aviation Association Wins New Friends

#### Trivia Question:

What does the **Colorado Division of Aeronautics**, the **Colorado Airport Operators Association**, the **Governor's Office of Economic Development**, ten **Colorado Airports**, **local economic development partners** and a horse named *Thunder* and a calf named *Lighting* all have in common??



*Trade show visitor enjoys Colorado calisthenics astride roping-horse "Thunder" in a quest for the illusive calf, "Lighting".*

If you guessed the **2005 National Business Aviation Association** in Orlando, Florida - then you would be correct!

This year the **Annual NBAA Convention and Trade Show** had a little more western hospitality and excitement as the **Colorado Pavilion** featured the very best of the economic development opportunities at airports throughout the State in a collaborative effort to promote the individual Colorado airports, as well as the entire State of Colorado to the 28,796 attendees.

Activity in the **Colorado Pavilion** was non-stop for the three day convention, where you could test your roping skills on a very well-behaved horse and a calf guaranteed to run straight every time, snack on home-made cookies compliments of **Centennial Airport**, register to win an all-inclusive ski vacation compliments of **Crested Butte** and most importantly, talk aviation business.

Participating in this collaborative effort were **Walker Field Airport**, **Gunnison County Airport**, **Gunnison-Crested Butte Tourism Association**, **Akron-Washington County Airport**, **Colorado Springs Airport**, **Greeley-Weld County Airport**, **Front Range Airport**, **Adams County Economic Development**, **Western Colorado Economic Alliance**, **Jefferson County Airport**, **Jefferson County Economic Development**, **Rifle-Garfield County Airport**, **Centennial Airport**, the **Colorado Airport Operators Association**, the **Governors Office of Economic Development** and the **Colorado Division of Aeronautic**.

**A special thanks to all who participated in this year's exhibit - it would not have been possible without everyone working together to make this convention a success.**



*Colorado airport participants at the National Business Aviation Association convention and trade show in Orlando in November.*

## FAA FUNDS 2006 PROJECTS

Acknowledging the on-going need for airport facilities improvements, the Congress passed - and President Bush signed, the 2006 FAA Appropriation Bill. An over-all \$3.55B was authorized into the **Airport Improvement Program (AIP)**, the massive grant program that continues to address capacity expansion and maintenance of existing facilities. Further down the road, however, the AIP appropriation was cut to \$3.195M to reflect an across-the-board 10% reduction in all federal spending.

**Facilities and Equipment** funding is earmarked at just about \$2.25B and the **Small Community Air Service** grant program receives \$9M. **Essential Air Service** subsidies remain in place without the suggested "local participation" called for earlier.

Colorado's share of the "apportionment" pot, which funds projects currently in the capital improvement program "queue", has yet to be agreed upon.

## CAP ON THE WEB

A unique "on-line museum" has been opened by the **Civil Air Patrol** as a way of marking its 65th anniversary as an Air Force Auxiliary unit. The website ([www.caphistory.org](http://www.caphistory.org)) is the culmination of two multi-year projects by the **CAP Historical Foundation** to preserve and promote the use of the vast historical photography collection available from the CAP.

Formed in 1941 to protect US shipping from enemy submarine operations at the outbreak of WW II, the **Civil Air Patrol** has continued to marshal civilian pilots and private aircraft for emergency and humanitarian activities - conducting nearly 85% of the search-and rescue activities nationwide.

All funding for the virtual museum has come from the **CAP Historical Foundation** and friends of CAP.

## COS TRAFFIC ALERT FOR CONSTRUCTION

For an approximate ten month period beginning in early January, 2006, major runway construction will be taking place on **Runway 35R/17L** at **Colorado Springs Municipal Airport (COS)**. This means all traffic will be configured on Runways 12/30 and 35L/17R and will require specific taxi and departure patterns be implemented. Users and ATCT personnel will need to be alert and respond to a "less-than-perfect" situation until the work is completed - hopefully by October.

In many cases, general aviation aircraft will be requested to land Runway 30, when 35L is in operation. This will require "land and hold short" procedures be in effect to assure continued safe operations.

Check the [www.springsgov.com/airportpage.asp](http://www.springsgov.com/airportpage.asp) or [www.colorado-aeronautics.org](http://www.colorado-aeronautics.org) for a full explanation of taxi and landing procedures during the construction.

## SPCC "SPILLS" THE BEANS

Once again, EPA has modified its elusive SPCC regulations and proposed an extension to the compliance date to October 31, 2007.

Much has been bantered around since the idea was first generated to regulate prevention and mitigation of oil and petroleum spills in the government's **Spill Prevention, Control and Countermeasure Rule (SPCC)**. Because of ambiguities and interpretation - "but what does that mean?" - repeated extensions have been implemented.

Some clarification was offered by EPA recently to airports confused about how to achieve "secondary containment" in case of a spill from a mobile aircraft refueling truck. The latest briefing from EPA softens the requirement for mobile fuelers and makes the rule a bit more workable and realistic.

**Colorado Airport Operators Association** has remained in touch with the situation and continues to offer guidance to Colorado airports.

The Denver office of the EPA offers a **workshop for the first-50 interested persons** on **February 21st**. Details from Gary Dounay at 303-312-6502 or at [www.epa.gov/region8/opa/wkshop.html](http://www.epa.gov/region8/opa/wkshop.html)

## AN AVIATION MILESTONE

One of the all-time favorites of the aviation community, the Douglas DC-3, is 70 years old. Developed just 30-odd years after Kitty Hawk, the DC-3 revolutionized the aviation industry and put America into the air in numbers 5-fold beyond anything prior to 1935. More than 10,000 were produced in its lifetime.



## KEEP RECORDS UP TO DATE

To stay in compliance with the FAA and TSA directives regarding aircraft registration and security waivers, aircraft owners are urged to verify that all pertinent information on their particular aircraft is current. Failure to assure that FAA files are up-to-date may result in "denial of access to the National Airspace System". These measures are being enforced "in the interest of national security and aviation safety" beginning February 1st.

You can check on the currency of your aircraft information by going to the [faa.gov](http://faa.gov) website and clicking onto the "registrations at risk" link in the left-hand margin of the homepage. You're in the clear if your N-number does not appear on the "at-risk" page.

## Is “Out at 60” Out-of-Date?

It looks like the Senate is stepping into the fray by bringing out of the Science, Commerce and Transportation Committee a bill that would allow airline pilots to continue to fly up until age 65, so long as there was a second flight officer in the cockpit below the age of 60. Always a sticking point with the FAA, the issue now may no longer be an internal issue, but may reflect the interests of the Congress to amend the 45 year old “Out at 60” regulation. ICAO regulations are expected to incorporate a similar age 65 provision in its 2006 revisions, to reflect actions already taken by the European Joint Aviation Authority.

The bill now goes to the full Senate; a parallel bill is expected to be acted on in the House of Representatives shortly.

Pilots required to retire from a pension-default airline at age 60 have found themselves in an ugly *Catch 22* because the government pension bailout program, the Pension Benefit Guarantee Corporation or PBGC, provides a maximum \$29,000.00 annually when drawn at age 60. The later retirement age of 65 provides for a maximum government pension of \$45,000.00. The Senate is now attempting to rectify the disparity, but there are rumors that a presidential veto may be called for if the bill includes subsequent softening of restructure provisions that would allow airlines to re-fund their internal pension programs over a 20 year period.

## 2006 CALENDAR Colorado Aeronautical Board

Jan 25	CAB Regular Business Meeting Colorado Airport Operations Assn. Legislative Reception	Brown Palace Hotel Denver
March 24	CAB Regular Business Meeting	Jeffco Airport Broomfield
March 24-29	NASAO Spring Conference	Washington, DC
April 10-12	FAA Airports Conference	Seattle, WA
May 10 May 10-12	CAB Regular Business Meeting CAOA Annual Spring Conference	Glenwood Springs
July 14	CAB Regular Business Meeting	Colorado Springs
Sept 8-13	NASAO Annual Conference	New Orleans, LA
Sept 15	CAB Discretionary Grant Review	Front Range Airport Watkins
Oct TBA	Colorado Aviation Conference Discretionary Grant Hearings	Denver
Oct 17-19	NBAA Convention and Trade Show	Orlando, FL
Dec 13/14	Annual Joint Session Colorado Transportation Commission Colorado Aeronautical Board CAB Regular Business Meeting	CDOT Headquarters Denver

Colorado Aeronautical Board meetings are held throughout the State - the public is welcome. To receive agenda, location and time for any future meeting, please contact the CDOT-Aeronautics Division at 303-261-4498.

## NEW SURFACE AT SPANISH PEAKS AIRFIELD

The improvement and enhancement of the Colorado aviation system has been the charter and commitment of the Colorado Aeronautical Board since its inception nearly twenty years ago. With the rehabilitation of the Spanish Peaks Airfield in Walsenburg, one more valuable facility has been given new life.



The project included a type of cape seal, consisting of a chip and seal with a polymer- modified asphalt-rejuvenating agent called PASS, covered by GSB-88. The products have enhanced low and high temperature properties and resist low temperature cracking, as well as maintaining and restoring asphalt pavements without tracking or bleeding.

## GOVERNOR REAPPOINTS WIESNER

Governor Owens' office announced in November that **Pat Wiesner**, representative of pilot organizations on the Colorado Aeronautical Board, has agreed to serve another three year term.

A long-time proponent of aviation in Colorado, Mr. Wiesner also serves as president of the Wings Over the Rockies Museum and is an FBO owner at Gunnison-Crested Butte Regional Airport.



NBAA trade show visitor wins the Colorado heritage photo of a B-17 while Greeley Apt. manager, Mike Reisman, and CDOT's Shahn Sederberg look on.

**“I expect that we are going to see a cost-based plan that creates a more direct relationship between revenue collected and services provided,” - a veiled threat by Norm Mineta regarding future fee-based services from your friendly FAA?**

**... so stated the USDOT Secretary to members of the Washington Aero Club recently.**

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Contact us at: 303-261-4418 or at [www.colorado-aeronautics.org](http://www.colorado-aeronautics.org)

## BUMPER YEAR FOR BOEING

In a block-buster 2005, the year that saw **Boeing** stock increase to an all-time high in late December, the Seattle-based aircraft manufacturer announced the **best commercial aircraft sales year since 1988**.

**A total of 1002 orders were lead by the venerable work-horses 737, and 777** - and a surprisingly strong order book for the Dreamliner 787 due for delivery in 2008. Over half of the orders were for the 737, including its latest incarnation, the 737-900ER and the expanded BBJ - Boeing Business Jet as a private configuration of the 737. 2005 also saw the last production of the 757.

2004 posted net orders of a mere 272.

Many of the strongest sales commitments came from the Far East - *Air India* ordering a mix of 737, 777 and 787 totaling 68 aircraft. Various Chinese carriers jointly ordered more than 120 new 737s, 777s and 787. *JAL* and *All Nippon Airlines*, the two principal international carriers operating out of the Japan - an excess of 80 planes.

For the first time in a number of years, Boeing seems to be winning the battle with European consortium Airbus. After a strong showing in the American market for the past several years, Airbus appears to have fallen behind Boeing in 2005.

Noticeably missing from the list of Boeing's buyers that constitute the 2005 order book are U.S. carriers, who have either opted for the Airbus, or are deferring capital purchases until a clearer picture appears on their financial horizons.

“Clearly, 2005 was an incredible year for our customers and for Boeing”, said Alan Mulally, Boeing Commercial Aircraft president and CEO.

## AWOS UPDATE

T.K. Gwin, Airports Engineer

As you probably know, our original **Mountain AWOS** (Automated Weather Observing System) project was to install 12 AWOS units in strategic locations throughout the mountains to provide critical weather information. The first site we installed in this project was the site on Niwot Ridge to capture information for **Corona Pass**.

Maintaining the mountain sites is a challenge and this particular site proved to be impractical to support. This AWOS has now been moved to **Mines Peak on Berthoud Pass**. We had been waiting for the FCC license in order to have the FAA certify the site. This license was granted on January 6<sup>th</sup>. Since access to this site will have to be by snow-cat, we are formulating a plan to calibrate and certify the site. We hope to have the site certified and on-line in February. This will complete the installation of all 12 sites.

With this phase coming to an end you may ask; what now?

Again, you may be aware that we hire a contractor to provide service that sends the AWOS-reported information to the FAA data base, which in turn makes this data available to the National Weather Service and Flight Service Stations. This data base is called **NADIN (National Airspace Data Interchange Network)**. Currently there is a single source through which to enter this information into **NADIN** - and it is too costly for many airports. Without this service, each AWOS is simply a stand alone unit and can only be accessed by phone or via VHS radio transmission within 25 miles. This is the case with most non-federal AWOS units at airports in Colorado. But this also applies to non-federal AWOS sites throughout the United States.

We think that there are better options to allow access to **NADIN**. The Division of Aeronautics hosted a summit meeting in Boulder last summer concerning this issue. It was attended by many States, the FAA, NOAA, and the National Weather Service. One conclusion was that the FAA has never established a requirement to support non-federal AWOS sites.

As a result of this, we approached the **National Association of State Aviation Officials (NASAO)**. They have agreed to include this concern in this year's **Memorandum of Understanding (MOU) between the FAA and NASAO**. The language has been drafted and sent to the MOU Committee. We hope to see this presented to the FAA near the end of March. Our hope is that through this effort we will help to form a national policy that will allow all non-federal AWOS installations to be included in the national data system.

## Oh, Let Me Count the Ways

Travis Vallin, Director - CDOT Aeronautics Division

How many times have you thought about what life was like before everyone had cell phones, or that GPS in your airplane, or the internet? If you are like most people, it is difficult to imagine life today without all the things that are now so commonly a part of our daily lives.

That is the same way I feel about being a part of the Colorado Department of Transportation (CDOT). I can not imagine the Aeronautics Division functioning any other way. Now you may be wondering why I am reflecting on the benefits of belonging to an organization which is most noticeably recognized for our bright orange snow plows, rush hour traffic jams and a transportation project named after a dinosaur? Well, I am doing this to simply let the aviation community know that we are in good hands as a part of CDOT.

The history: In 1992 the Colorado Department of Transportation was created in State statute to replace the long-standing Colorado Department of Highways. This was done to address and coordinate the various multi-modal transportation issues within the State, thus bringing the Division of Aeronautics from under the Department of Military Affairs (we were under Military Affairs I guess because they flew some really cool airplanes?) into the newly created Colorado Department of Transportation. Those were some interesting times as I was just beginning my career with the Aeronautics Division and didn't know much about the Aeronautics Division or CDOT but simply put - it was a time of change and some uncertainty.

How would an office of 6 people representing aviation interests be treated within an organization of over 4,000 employees whose main focus had been surface transportation? The Aeronautics Division was such a young organization being created just three years prior in 1989 so the office was still developing and creating its own identity as well as the processes and procedures to effectively manage the Colorado Aviation Fund. To say the least, what occurred over the next 14 years was an educational experience for everyone. That is why I now know the meaning of such acronyms as TPR, STIP, TIP, MPO and those within CDOT are familiar with such acronyms as CIP, NOTAM, ILS, FSDO and FAA. Sure there were some bumps along the way - but there have been many more good days than bad.

Fast forward to today and it is easy to look back on all the benefits that being a part of CDOT has brought to not only the Aeronautics Division, but the aviation community as a whole. From processing every payment request - to keeping our computers running - to the procurement of the Mountain AWOS equipment and numerous other airport maintenance projects throughout the years ... to the CDOT surplus equipment program to the printing of *The Mountain Wave*. It is hard if not impossible to put a dollar value on these types of services.

But there are other programs, such as the State Infrastructure Bank program, of which airports have utilized over \$12 million dollars of funding supported by and at the direction of CDOT and the Transportation Commission. We are also in the process of working with the FAA to implement a solution for the Colorado Mountain Radar Project. Without the support of CDOT, without question, we would have not been able to even begin to address this aviation problem.

Each December for the past seven years, the Transportation Commission has held a joint meeting with the Aeronautical Board to specifically address and discuss aviation issues within the State. This not only shows the commitment CDOT has to all of us in aviation, but it also shows the importance aviation plays within the Statewide Transportation System.

As we look to the future I can only imagine continuing to involve CDOT into more and more of what we do for the benefit of the entire aviation system.

### ANOTHER ACCOLADE FOR DIA

*This year's favorite north American airport* is our own **Denver International Airport** - according to recent results of a poll by [Business Traveler Magazine](#). The publication cited the airport's on-time performance, customer service, baggage care and ambience as deciding factors in its selection.

It is expected that **DIA** will set another record...2005 numbers of total passengers traveling through the airport will surpass previous records, reaching 40+M over the 12 month period.

**Hopkins Field at Nucla is the latest in the list of Colorado airports with new Automated Weather Observation System (AWOS) sites to come on line. The Nucla frequency is 132.525.**

**New AWOS sites receiving frequencies are:**

**Buena Vista - 132.95**

**Salida - 132.85**

**Delta - 134.0 (970-874-3251)**

**Additional sites will come on line in the next few months at a number of Colorado airports, including Erie Municipal and Stevens Field-Pagosa Springs.**

# AVIATION EVENTS CALENDAR - YOUR LINK TO COMMUNITY EVENTS

To stay in touch with the dynamics of the Colorado aviation scene, look no further than the **AVIATION EVENTS CALENDAR** on the [CDOT-Aeronautics Division website](#)...it's your guide to what's happening!

It's also your entree to promoting your event or activity - to helping your constituency stay "in touch".

The **Add an Event** prompt at the bottom of the screen lets you email directly from the website with details about special events or club activities going on in Colorado - to watch your event receive state-wide attention and response.



You can reach the Division - and the **annual calendar** by accessing the familiar **AVIATION EVENTS CALENDAR** logo at [www.colorado-aeronautics.org](http://www.colorado-aeronautics.org) or by calling Darci Wert at 303-261-4418.

**Check Happenings Often!**

March 2006						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
		1 FAA Chapter 12 Monthly Meeting - Wichita	2		3	4
5	6	7	8	9	10 Cook's Dinner Day, Wings Museum - Denver	11
					12 Colorado 8th Meeting - Ft Collins	13
		14 Aurora West Meeting - FAA	15 FAA Safety Seminar, VFR Charts - Luf		16 FAA Chapter 43 Site	17
					18 FAA Safety Seminar, VFR & PFD Charts - DEN	19
					20 FAA Safety Seminar - Aspen - CO	21
					22 Frontier Building Day, Montrose Museum, Pueblo	23
24	25	26	27	28	29 Broken Flying Day, Steamboat Museum - Pueblo	30
		31 FAA Chapter 12 Monthly Meeting - Denver			1 Open Cockpit Day, Steamboat Museum - Pueblo	2
					3 Blue indicates events in Colorado. Teal indicates events in other states.	

**Get the inside on what's going on....Link your event to the world!**

[www.colorado-aeronautics.org](http://www.colorado-aeronautics.org)



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PRSR STD  
U.S.POSTAGE  
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DENVER, CO  
Permit No. 738

- Resurfaced runway at Spanish Peaks**
- Colorado scores *BIG* at NBAA**
- Traffic alerts at "the Springs"**
- More AWOS come on line**