Mountain Wave

SPRING 2006

PUEBLO AIRPORT WELCOMES AIR FORCE FLIGHT TRAINING

Beginning in October 2006, the skies around **Pueblo Memorial Airport** will be filled with newly-commissioned US Air Force lieutenants experiencing initial flight training on a career-track to Uncle Sam's 21st-century fighter squadrons.

Contracts were announced in February that will locate flight training services operated by Doss Aviation of Colorado Springs at the Airport for a one-year commitment, with options to extend the contract for another ten years.

The primary flight program is designed to train up to 1700 entry-level Air Force pilots annually during the 40-day program which includes 25 hours of flight time in basic general aviation trainer aircraft. The student pilots will live in specially-designed dorms and train at the southern Colorado airport with near-ideal conditions - great weather, FAA air traffic control facilities, multiple runways, on-site housing - as they prepare to become the next generation of airmen defending freedom. Completion of the primary flight school leads to secondary training in jet aircraft. The airport estimates that operations at **Pueblo Memorial Airport** will triple when training gets into full swing.

GA ACCIDENT RECORD AT NEW LOW - BEST IN TEN YEARS

Are we getting more safety conscious? Are our piloting skills more refined? Are we flying better and safer aircraft?

2004 AOPA Air Safety Foundation statistics are out and the good news is that GA accidents (in aircraft of 12,500 lb. or less) are down by 6.7% to a total of 1413 accidents, as compared to 1514 the previous year. And this during a year in which the FAA estimated that traffic increased by 200,000 GA hours flown. We are now at an historic "low" in accountable accidents of 6.22 accidents per 100,000 hours flown. Total fatalities are also down dramatically.

Of course, the old bug-a-boo, "pilot error", remains the most common cause for disaster. In excess of 75% of all *probable cause* determinations fell into that category when findings were handed down. Mechanical failure and maintenance errors came in a far-distant second. The deadliest pilot-related accident categories were *weather and manuevering in take-off and landing configuration*.

Weather related accidents - when we push the envelope or have "go-home-itis" - accounted for nine out of ten fatalities in 2004. Nearly 70% of such accidents happened in single-engine fixed-gear aircraft.

Flight into hazardous weather conditions, such as thunderstorms, can translate into tragedy. Pilots most commonly rely on ATC to keep them from harm's way and to vector them around severe weather. However, ATC's primary responsibility remains the safe management of traffic and, therefore, it often handles weather advisories on a workload-permitting basis. Alertness while in the cockpit and strong pilot-controller communications are vital in assuring a full understanding of changing enroute weather conditions.

While we can be proud that the number of **general aviation accidents and fatalities have declined by 25% over the past ten years**, we must always remain vigilant and alert - and continue to improve the safety record that makes general aviation one of the safest means of transportation.

Let's make 2006 the best year ever in the skies!

Join our neighbors for a few days of fun and flying at the

NEBRASKA

STATE

FLY-IN

COLORADO CONTINUES PLANNING UPDATE

The 2006 Update of the **Colorado Aviation System Plan** is well underway by *Wilbur Smith Associates, Inc.* An inventory of airport facilities and services in Colorado was conducted by *Short, Elliot and Henderson, Inc.* in the fall of 2005. The data collection and compilation is the foundation of much of the study. Thanks to all the airports that participated in this effort!

The next step in the System Plan is the ***forecasting of future aviation demand and an analysis of the current performance of the state airport system.*** Forecasts of based aircraft, operations and enplanements are being prepared by *Kramer Aerotek, Inc.* of Boulder. The system analysis is based on benchmarks established by the Aeronautics Division and will identify the adequacies and deficiencies of the airport system.

A major focus of this System Plan will include an ***analysis of general aviation airport security***. Students in Metropolitan State College of Denver's Aviation and Aerospace Program are utilizing the Transportation Security Administration's Security Guidelines for General Aviation Airports to determine the security measures that should be in place at Colorado airports. This security evaluation will be complete in May 2006.

Other ongoing tasks included in the System Plan update are an impacted ***property analysis for select system airports*** and a ***state cargo inventory***.

Thanks to Amanda Hill, Wilbur Smith Associates, for this update.

You might want to take advantage of a really great cross-country aid recently produced for Colorado pilots by the **CDOT-Aeronautics Division.**

Pick up your copy of the **2006 COLORADO AWOS STATIONS** guide that includes frequencies, phone numbers and locations throughout the State where the **56 current Automated Weather Observation System sites** can be found. It's made of durable card material and punched to fit into your Aviation Guide ring binder or other publication.

Copies are available at the Division offices at Front Range Airport-Denver, at your local FBO or airport terminal or by calling for your copy to be sent to you for the cost of postage.

FSS REVAMPS SERVICES

Lockheed-Martin, as the federal contractor designated to assume management of the nation's Flight Service Station facilities, has announced that it will begin refitting its operations starting in February 2007.

Included in the overhaul is the **Denver Flight Service Station**, which is scheduled to close on May 14, 2007 to be re-opened as **Flight Service 21 (FS21)** on June 26, 2007.

Denver and Seattle facilities are the only Flight Service Stations in the FAA Northwest Mountain Region that will remain in operation when the makeovers are complete.

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Contact us at: 303-261-4418 or at www.colorado-aeronautics.org

ANNUAL AVIATION CONFERENCE ANNOUNCED

The **Colorado Aeronautical Board** will once again invite its airports constituency to meet for the **Annual Colorado Aviation Conference and Grant Hearings** planned for ***October 12-13 at the Embassy Suites Hotel-Denver International Airport***.

Not only is the annual event an opportunity to discuss the past year at their airports, but also is a great chance for the airport community to meet new faces and greet old friends during the golf tournament, reception and dinner.

The **Colorado Aeronautical Board** holds roundtable discussions with managers and sponsors and shares ideas about the future of the grant program and its goals and aspirations for the state aviation system. Annual grants are approved for 2007.

Conference information and registrations will be mailed to airport managers and sponsors in late summer.

ANOTHER SUCCESSFUL WORKSHOP

Members of EAA Chapter 800 hosted 27 teacher-attendees for introductory flights in light aircraft at the February 18 and 19 **Science of Flight Teacher Workshop** in Grand Junction. A total of 31 teachers attended the two-day workshop which prepares them to introduce aviation curriculum into their classrooms.

The next **Science of Flight Teacher Workshop** is planned for mid-July at the **Weisbrod Aviation Museum on Pueblo Memorial Airport.**

Preparations for a fall workshop are in the planning stages for a new venue at a Southwestern Colorado airport able to support the event. Airports interested in hosting the workshop are asked to contact Darci Wert, CDOT Aviation Education Program Manager at 303-261-4418 or darci.wert@dot.state.co.us.

Special thanks for their support of the Grand Junction workshop go to Dag Adamson and **EAA Chapter 800**, Dwain Watson of **Strand Flying**, the **Commemorative Air Force**, the **Civil Air Patrol** and the **Air Force Association**.

PERMANENT HOME FOR DIVISION

The Aeronautics Division finally has a permanent home!! After living in rented digs for its first seventeen years, the Division finds itself in property recently acquired by the Department of Transportation for the Division. The purchase of the single-story red brick building at **5126 Front Range Parkway** in Watkins from the Front Range Airport Authority was finalized in March and is the realization of months of negotiations.

The Division has been leasing the property from the Airport for the past three years. That building now becomes part of the permanent inventory of CDOT facilities throughout the State. The Division will share the facilities with Troop 1 of the Colorado State Patrol.

It has always been the conviction of the Colorado Aeronautical Board that the Division was best located at an airport - readily accessible to its aviation constituency. The Board and the Divison are pleased with the support given them by CDOT management in assuring a location permanently in touch with the airport community.

NEW IDENTIFIERS AT AWOS AIRPORTS

With the FAA certification of recently-installed **Automated Weather Observation System (AWOS)** equipment, a number of Colorado airports are receiving Airport Identifier changes.

Airport	*Old Identifier*	*New Identifier*	*Effective Date*
Nucla	6V6	AIB	April 13, 2006
Buena Vista	7V1	AEJ	April 13, 2006
Delta	1V9	AJZ	April 13, 2006
Salida	0V2	ANK	April 13, 2006
Longmont	2V2	AMR	June 8, 2006

It is anticipated that Identifier changes will be happening soon at Erie Municipal and Fort Morgan Municipal Airports as these sites become active.

WORKING TOGETHER

Travis Vallin, Director

I recently returned from a meeting in Washington D.C. with 38 of my fellow Aeronautics Director colleagues from around the country and the outcome and importance of our meeting was something I wanted to share. The purpose of the **2006 National Association of State Aviation Officials (NASAO) Legislative Conference** was simply to unify our collective voices for the upcoming **2007 FAA Reauthorization Bill.** The importance of this to all of us in Colorado is that the outcome will impact every community in Colorado with an airport and that translates into every aircraft owner and every pilot.

The debate is going to be about *how to fund the aviation system, who pays for the aviation system* and then *how will the funds be distributed* once they are collected. What is different this time from previous FAA reauthorization bills is that both the FAA funding collection mechanism and distribution formula expire in September of 2007.

As a result of the Washington NASAO Legislative Conference, the states have collectively agreed to support the following principles for the upcoming FAA Reauthorization discussion.

Invest in the National Air Transportation System by encouraging Congress to reauthorize the FAA and AIP Program for five years and to reauthorize the existing taxing mechanisms for the next ten years. This will support the three-fold growth in demand that is predicted in the United States by 2025. By supporting the existing tax structure we would encourage Congress to reject user fees for general aviation and the creation of a new collection system that has historically been shown in Europe to be confusing, time consuming and economically detrimental to the general aviation community.

We also recommend reauthorizing AIP at $3.8 billion for FY 2008 and increasing $100 million each year through 2012. This funding level would allow Colorado to continue to invest in our airport infrastructure by keeping our existing planned projects and programs intact at both Commercial Service and General Aviation Airports throughout the State.

We support funding the Essential Air Service Program at $127M, which provides the citizens of Cortez, Alamosa and Pueblo with rural air service and promotes economic development.

Jointly, the federal and state governments and aviation professionals in both the public and private sectors have carefully built the safest, strongest and most efficient transportation system in history. All Americans derive benefits from this system which is the foundation of our national economy. It provides efficient airline and general aviation travel, while supporting the national defense, homeland security, postal and cargo delivery, emergency medical transportation and disaster relief. Now is the time to continue to invest and move forward with our national aviation system - and by working together we will be successful.

NEXT STEP FOR NON-FEDERAL AWOS PROGRAM

Colorado has a growing collection of **Non-Federal Automated Weather Observation System (AWOS) sites**, which greatly enhances the pilot's ability to get certified weather information in the mountains and at many Colorado airports. A number of these sites have been funded jointly by the local sponsor, by use of FAA-General Aviation Entitlement Funds, and by the Colorado Discretionary Aviation Grant program. Together they form a network of current weather information.

In order for an AWOS to be included in the FAA national data base called NADIN, the AWOS sponsor has to pay an FAA certified contractor to capture the information and transfer it to the FAA. If this service is not contracted, the AWOS is "stand alone" and can only be accessed by phone or radio. Nationally, there are over 400 non-federal AWOS units currently excluded from the system.

In the summer of 2005, Colorado took the lead in convening a meeting of nationwide interests to begin the process of working with the **FAA** and the **National Weather Service** to develop a new and more affordable method to configure non-federal AWOS information for the FAA system. At that meeting, it was seen as practical for individual states to work collectively through the **National Association of State Aviation Officials (NASAO).**

NASAO included this concern as a possible item in the **Memorandum of Understanding (MOU)** between the FAA and **NASAO**. Unfortunately, there was not enough time to coordinate this issue through all the offices it will impact, but the matter will be included in the next MOU. In anticipation of the FAA Administrator's support, we will be going forward in our efforts by meeting with the appropriate FAA officials in Washington D.C. in the near future.

The **Colorado Aeronautical Board** has funded a project that will provide equipment to configure each of the State's mountain sites and develop a central server that will collect and forward all statewide non-federal AWOS information to the FAA.

We're taking the first step toward bringing Colorado's non-federal AWOS sites into the national system. Once our Mountain AWOS sites are complete, we will work to include non-federal sites across the State. CDOT-Aeronautics engineer, T.K. Gwin, has been recognized nationally for his leadership in drawing attention to the need to put this valuable information to use.

Colorado Pilots Association Past President, **Patti Arthur**, was appointed to the **Chaffee County/Harriet Alexander Field Airport Board** by the Chaffee County Board of Commissioners.

Patti is an aviation attorney and airline pilot/instructor for US Airways Express. She and her husband Steve live in Salida, Colorado.

PUEBLO CONTROLLER HONORED

Pueblo Tower controller, Randy Neu, is recipient of the Archie League Medal of Safety for his calm and reassuring assistance to the pilot of a C182 in IMC conditions - disoriented on short final, suffering from vertigo, and in serious trouble.

Randy immediately took control, carefully vectoring the pilot out of the clouds and re-establishing him on the localizer to make a second approach and a safe landing.

"He saved our lives" was the grateful response of the pilot and his wife when they visited the tower after landing. "I have not heard a more professional performance. I'm a pilot and a controller for 34 years and it made me proud to witness this save." reported Phil Murtha, controller-in-charge of the tower that May morning.

Vertigo - or spatial disorientation - must be reversed and the aircraft righted within three minutes or the flight is likely to spin out of control with fatal results. The award, given by the FAA for outstanding performance by an air traffic controller, is named to honor **Archie League**. An early "flagman" on duty at a St. Louis airport before 1920, League assisted aircraft with separation, direction control and landing conditions. When colored flags were replaced by a radio tower in the 1930's, he remained on the job and is regarded as the nation's first air traffic controller.

NICE GOIN', GUYS!

Congratulations to Coloradans, **Pat Davis** of Lafayette and **John Robert Scott** of Denver.

Pat is the FAA Northwest Mountain Region winner of the **Aviation Maintenance Technician Award for 2006**. A Marine Corps veteran, he is Director of Maintenance at Aviation Services, a full-service FBO at Boulder Municipal Airport, and is an instructor at Westwood College of Aviation Technology.

John is the **2006 Northwest Mountain Region Aviation Safety Counselor of the Year.** Assistant chief flight instructor at Air West Flight Club at Jeffco, he holds CFI, AGI and ATP ratings.

National General Aviation Awards have been presented by the FAA and industry sponsors for the past 43 years, acknowledging outstanding individuals in the fields of flight instruction, aviation maintenance and avionics, and safety counselors.

AOPA ANNOUNCES FUTURE VENUES

The **Aircraft Owners and Pilots Association, AOPA,** invites its membership and those with an interest in general aviation to share ***what's up*** with their compadres at the annual **AOPA EXPO**. This year's event is scheduled for **November 9-11 in Palm Springs, CA.** Future dates include Hartford CT in 2007, San Jose CA in 2008, and Tampa FL in 2009.

Take this opportunity to visit a new and exciting part of the country while meeting with and learning from fellow aviators.

COLORADO TO BE TEST AREA FOR IMPROVED RADAR COVERAGE

At its meeting on March 24th, the **Colorado Aeronautical Board** placed its whole-hearted stamp of approval on preparations - now in the final stages - for the installation of a "test platform" of radar coverage that will revolutionize the way Denver Center "sees" departures and arrivals at Colorado's mountain airports.

With the full cooperation and backing of the **Federal Aviation Administration's Air Traffic Organization (ATO)** management in Washington, the Aeronautical Board has underwritten placement of multi-lateration radar services in Routt, Garfield, and Moffat Counties in northwestern Colorado for services into **Yampa Valley Regional Airport** in Hayden, **Garfield County Regional Airport** in Rifle, **Craig-Moffat County Airport** in Craig and **Bob Adams Field** in Steamboat Springs. Radar facilities which will form the cooperative "window" for improved services will be sited on county-supported locations throughout the test area. Work will begin as soon as practical on the installation and implementation of the program - with an on-line date as early as 18 months from start of installation.

Costs for the initial implementation of "test platform" radar are estimated at $6.8M, shared equally between the **Colorado Transportation Commission** and the **Colorado Aviation Fund**. The Aviation Fund will be tapped for an initial $2.7M and the remaining $700,000 will be loan funds currently available to the Board from the **State Infrastructure Bank** .

When proven successful after the test period at these designated airports, an expanded program that will serve the remainder of Colorado's mountain commercial airports is foreseen to follow. We can look toward expansion of facilities to meet additional needs and expanded federal support funds to see the program to a finish.

The Colorado radar service program is modeled after the Capstone Program, which was implemented in Alaska in the 1990's. There the majority of the costs were accommodated by Congressional appropriation. Capstone addressed both the placement of multi-lateration sites and ADS-B (Automatic Dependent Surveillance-Broadcast) radar sites into areas where terrain and facilities limitations posed serious safety issues. Present in the 2007 FAA Budget are provisions to work toward the implementation of ADS-B radar nationally as a means to provide "better surveillance coverage in difficult geographical terrain. ADS-B will be critical in FAA's efforts to meet the future demand for air traffic services."

The development of this test program has been a cooperative effort by a number of players: **FAA-ATO personnel** in Washington, the **Colorado Aeronautical Board**, the **Colorado Transportation Commission** and **local community and county governments** in the participating counties. Although aimed at better radar service into and out of mountain commercial service airports, the program will impact ALL traffic in the high country, providing a more efficient management of traffic and a safer environment for all aircraft.

"WRECK-CHASERS" LOOK TO NEW HORIZONS

Challenged by the intrigue of the quest, members of the **Colorado Aviation Historical Society (CAHS) Aviation Archaeology Program** have banded together as an informed, trained cadre of volunteers to investigate the archaeology of aviation accidents hidden in mountain passes, along granite faces of high terrain and in farmer's fields throughout Colorado. CAHS's small army of dedicated volunteers is both fit enough to trek to remote sites and properly trained in methods of researching, locating, identifying and recording historic locations and artifacts.

This relatively new adventurous discipline emerged in the United States as "wreck-chasing" in the 1980's. It has its roots in the fascination held by English and Continental European interests in the multitude of World War II sites which have recently drawn the attention of serious academicians, historians and government officials for their ability to reflect relevent military history.

Since the early 1960's, the National Transportation Safety Board (NTSB) has thoroughly investigated and documented civilian and commercial accidents and most of the wreckage has been removed by insurance interests. So, the focus of the Colorado investigators will be the more than 200 documented sites where military aircraft met their end away from the immediate vicinity of military fields and major airports in the State.

A sophisticated program of 16 hours of classroom indoctrination and up to 16 hours of actual field exercises will be required before true investigations can be meaningful and successful. **Aviation Archaeology classes** will address pertinent laws, basic orienteering, research tools and techniques, elementary aircraft accident investigation, and site documentation.

To join this adventurous group of aviation archaeologists with the **Colorado Aviation Historical Society** and **be part of the training**, go to the Society's website at www.coloradoaviationhistoricalsociety.org and click on *Aviation Archaeology.* Classes taught by Colorado and Wyoming Wreck Chasers, TIGHAR (The International Group of Historic Aircraft Recovery), the U.S. Park Service and the Federal Aviation Administration are **planned for Jeffco Airport on June 17 and 18**.

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GA Accidents at New Low

Aviation Conference Announced