



# MOUNTAIN WAVE

Quarterly publication of the Colorado Dept. of Transportation-Aeronautics Division

SUMMER 2002

## AERONAUTICS DIVISION SAYS THANKS

We're all alike - we tend to "take" more than "give"...we surround ourselves with professionals and soon take for granted the amount of energy and concern that goes into each transaction or relationship. It's about time to say THANKS.

The Aeronautics Division pooled its mutual resources and threw an Appreciation Day barbecue hangar party at its offices at Front Range Airport for the many men and women who cross our paths, handle our concerns and help us achieve our goals.

On Friday, May 10th, the staff welcomed more than 100 invitees from the Colorado Department of Transportation, the Federal Aviation Administration, Colorado Aeronautical Board and the metro airports to host a feast of wild-game burgers and all the trimmings - incredible entertainment and prizing winnings on the beautiful day in May.

When is the "hot seat" really the "wet seat"?

When you're Travis Vallin or the half-dozen or so volunteers for the dunk tank.

*Step right up - 3 throws for a \$1!*



A crowd gathers to enjoy a scrumptious lunch and listen for Director Vallin to call their lucky number during the door prize drawing; then to show its appreciation to Chefs Shahn and Bob and hug baby goat, Magic.

# THE DIRECTOR'S CHATROOM

## Travis Vallin, CDOT-Aeronautics Division Director

### Thinking of things to Come ...

In May, the Aeronautics Board held its annual workshop to discuss policy issues as well as identify and discuss upcoming projects and priorities for the Aeronautics Division during the next year.

The first item discussed during the workshop was the financial status of aviation fuel tax receipts, because at the grant hearings last October, the CAB had indicated to a number of airports that -depending on available funding at the end of the year - additional grants might be awarded. Since the grant hearings were held only one month following the events of September 11<sup>th</sup>, our estimates on available aviation funding were truly a "best guess". Our estimates were good in that we have enough funding to meet all of the commitments made last October and we will carry a small amount of funds into 2003. However, the CAB did not feel that any additional grants should be awarded this year in that the CAB wanted some funds available in the case of an emergency "out-of-cycle" request.

The FY 03 funding is looking a little better than what we experienced last year. We have spending authority for the discretionary grant program for \$3M, however, we are projecting fuel tax receipts to only generate approximately \$2.7 Million. Regardless of whether we receive the projected \$2.7M or a higher amount, we will exceed the \$2M awarded through last year's grant program.

The CAB discussed a number of continuation projects such as the update of the Colorado Airport Directory and Airport Aerial Photos. The CAB has established a schedule where each year the Division will be updating either the Aeronautical Chart or the Airport Directory. The new aeronautical chart has just been completed and we have already started the update process for the airport directory that should be available next spring. As many of you are aware the Remote Automated Weather Observation System (AWOS) throughout the mountain passes is an on-going high priority project for the CAB. To date we have six sites completed with two more

coming on line this summer. The Aeronautics Division will be working to maximize the usefulness and efficiency of these eight sites over the next year. This will include trying to implement many of the comments and suggestions we have received from the pilot community who have used the remote AWOS's throughout the state. We will also work on getting this up-to-the-minute weather information available on the Internet.

Recently, the CAB in conjunction with the National Geodetic Survey (NGS) and FAA placed ground survey monuments at many of the Colorado airports in an effort to accelerate the development of RNAV (the new term for GPS) approaches. Our next area of emphasis will be to complete the Obstruction Survey for seven airports that currently do not have any existing airport approach. These airports include Pagosa Springs, Blake Field in Delta, Limon, Walden-Jackson County, Springfield, Nucla-Hopkins Field and Harriet Alexander Field in Salida. We hope to be working with NGS and the FAA later this summer to collect the information required in developing RNAV approaches.

We also hope to be introducing the aviation community to a new Aeronautics employee soon. We are currently advertising for an aviation promotions and education coordinator. This position will be responsible for the development of a statewide aviation education program for all academic levels. This position will also serve in a public relations role for the Division of Aeronautics and aviation in general throughout the State. We are very excited about the addition of this position because we feel that education and the promotion of aviation within Colorado will only ensure the strength and continued support of the Colorado Aviation System.

Speaking for the Aeronautics Division, we look forward to continuing to improve the Colorado Aviation System over the next year and - as always - we look forward from hearing your thoughts and comments on how we can improve our service to you.

# PAVEMENT PROFILES CONTINUE

The Colorado Aeronautics Division maintains one of the most successful pavement management programs in the country. A pivotal aspect of that program is the routine, careful monitoring of existing pavement conditions by Division staff on a tri-annual basis and the use of that information to direct maintenance activities.

Maintenance of airport pavements is pertinent to supporting a useful aviation system. Using the Pavement Condition Index (PCI), which identifies and categorizes the various kinds of pavement wear and makes recommendations for an appropriate maintenance program, the staff can advise airports how best to assure the long-term life of airfield pavements.

The routine care of the more than 310 million square feet of pavement requires significant amounts of airport sponsor funding and is a major factor in the award from the state's annual grant program. Because of the consistent attention given to initiating the right care in a timely manner, over 73% of the state pavements fall into the "good" category when inspected by Division staff.

This year the Division intends to inspect 23 airports located throughout the Eastern Plains and within the Denver metro area. All 77 of Colorado's public use airports are inspected on a three-year rotation.

***NTSB recently issued its findings regarding the Gulfstream that crashed in light snow on approach to the Aspen-Pitkin County Airport in March of 2001 which claimed 18 lives.***

*The report cited operations of the aircraft below MDA without visual reference to the runway; vague wording of a recently-issued NOTAM restricting the nighttime use of the VOR-DME-C approach; and that a NOTAM specifically stating that "circling not authorized at night for R/way 15" had not been received by the ATCT crew, as probably causes.*



**1st Flight - 1903**

## **COUNTDOWN TO KITTY HAWK**

1903 - THE CENTENNIAL OF FLIGHT - 2003

Two brothers - one goal.

The *Wright Brothers*-how many times have you heard them referred to jointly. Yes, there was Orville, who won the coin toss and actually took the first powered flight...12 seconds and 120 ft... and Wilbur, the "genius" of the two, who could methodically see through problems and find solutions.

Both laid claim to an analytical sense that allowed them to look at complex problems and break them down into very simple explanations. Both were ambitious- and they wanted something that would challenge both their intellect and their mechanical and engineering skills.

Both had grey-blue eyes and protruding ears. But they dressed well - even to high collar shirts and ties while working at the bicycle workshop and during their visits to Kitty Hawk...grey men in grey suits-not particularly outgoing, tending to be secretive during the experimental stage of the first Wright Flyer and during the years following Kitty Hawk, when they kept it under wraps while obtaining a patent.

Orville was painfully shy in public and never addressed an audience. Wilbur, although also shy, was more confident. Neither smoked nor drank. They never married. They spend their lives together, shared their financial resources, lived together and vacationed together...even signed checks as the "*Wright Brothers*".

Wilbur once said that neither had time for a wife AND an airplane. So with no family responsibilities, they were free to focus their energies on figuring how to fly. When Wilbur became discouraged, Orville was more up-beat and kept the project alive.

When Wilbur died of typhoid fever in 1912, something of Orville died as well...there were no more genius thoughts - the chain was broken.

## NEW CHARTS ARE IN

After a lots of waiting - and a number of promised delivery dates gone by the wayside, the 2002-2003 Colorado Aeronautical chart is here!

Many of you who are regular subscribers to the *Mountain Wave* have already received your copy . Those of you who are casual readers of our quarterly newsletter, may pick up a copy at your local airport or FBO, or can receive one from the Division by calling **303-241-4418** or by logging onto our website and finding the **2002-2003 chart icon at [www.colorado-aeronautics.org](http://www.colorado-aeronautics.org)**.

The Division is proud to offer this Centennial edition of the Colorado aeronautical chart free of cost. An accompanying airport directory update will be available within a year.

Both are made available to the flying public through a grant from the Colorado Aeronautical Board.

## 2003 Grant Period Opens

2003 Colorado Discretionary Aviation Grant applications will be mailed by July first to public-owned airports and aviation facilities for funding of 2003 airport projects. The closing date for receipt of applications is August 23, with award hearings by the Colorado Aeronautical Board set for October 3 and 4, in conjunction with the annual meeting of the Colorado Airport Operators Assn. at Estes Park.

The Colorado Aeronautical Board annually selects the most significant individual aviation projects for award of the estimated \$3M available from sales and excise taxes on aviation fuels sold at Colorado airports. Emphasis this year will likely be on the support of local communities to match federal AIP grants and in maintaining Colorado airport infrastructure.

## FAA ANNOUNCES APPOINTMENT OF NEW COLORADO PLANNER

The Denver FAA-Airports District Office recently announced the selection of Scott Fredericksen as the new planner for Colorado airports. Mr. Fredericksen, who has been with the Denver ADO for some time, worked previously as engineer responsible for airport projects in Wyoming.

He replaces Jim Fels, who accepted a position as lead planner in the FAA Harrisburg (PA) ADO.

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## FAA Places New Emphasis on Runway Incursion Awareness

For the past several years, a significant emphasis has been placed on helping the aviation public understand airside safety. Runway incursions are defined as "any occurrence at an airport involving an aircraft, a vehicle, a person or an object on the ground that creates a collision hazard or results in loss of separation with an aircraft taking off, intending to take off, landing, or intending to land".

Runway incursions were down in 2001 as a result of the public awareness created by the FAA in dealing with this problem. But there remains a higher than acceptable level of surface situations.

FAA cites the lack of adequate focus given to *surface movement areas while training* and a *lack of cockpit awareness* as the most critical areas of concern. Inadequate stress on good ground procedures result from a loss of situational awareness, poor radio communications and disorientation while taxiing or during pre-takeoff operations. Airport users and vehicle operators often do not understand airfield markings, thus straying into operational areas, placing themselves and others in serious jeopardy. Even licensed pilots frequently do not fully understand airfield signage, lighting, and taxiway/ runway markings.

Two new Advisory Circulars (A/Cs) and a **Pilot Guide to Airport Signs and Marking** are available to the pilot community at a new FAA website to help better understand the runway environment. (<http://www.faa.gov/runwaysafety>). Order them free of cost and USE THEM!

# COLORADO DOWNS WYOMING in First Annual *BATTLE OF THE TITANS*



What a better way to end an otherwise routine conference?

Challenge your neighbors to a grudge match on the field of battle...*softball and bat-tle*, that is.

The Colorado gang barely outlasted the Wyoming team - so look out next year. But the trophy currently sits proudly in the offices of the CDOT-Aeronautics Division after the first annual COWY Conference Championship Game played following the Monday, April 15th session of the FAA Northwest Mountain Region Annual Airport Conference held in Denver and attended by airport and aeronautics staffs from throughout the seven states Northwest Region.

The victorious Colorado team (below) was made up of FAA, Division and airport representatives.

They were coached by CAB member and Walker Field airport manager, Corinne Nystrom, (left) being carried on a victory lap atop the shoulders of Ken Maenpa and Shahn Sederberg.



# General Aviation Threats

## *Part of the New Equation?*

Whether or not they prove to be only fabrications of an evil Al-Qaeda imagination or something sinister in the works, there remains a persistent and repetitive series of threats against the nation and its airway system since the onset of terrorist activities.

Repeated alerts regarding activity by terrorists within the general aviation community pose a real threat to the lifeline of GA. Because some of these may prove to be the real thing, we cannot ignore even the most outlandish warning. Americans have learned to be more vigilant - but, in our typical "get-back-to-business" attitude, we have also become more insular and blaise. Since last September's shockwaves have receded, we have "come down" a little and are no longer expecting evil around the next corner, even though it may be there when we least expect it.

Could it be that this is exactly what the terrorists are expecting? Knowing that it is human nature to instinctively go back to the norm, are we not letting our guard down? Because the government is making a more vivid and concerted effort to be up-front with the American public, are we being bombarded with so much negative information that soon enough it all rolls off?

General aviation is our industry - the open skies are our skies. We must protect them by both taking every threat seriously and still getting on with the life we love. Restrictions that were imposed after 9-11 may be around for a long time and our world may forever have changed. This may be a long confrontation.

Stay vigilant, but stay with general aviation.

*MOUNTAIN WAVE* is a quarterly publication of the Colorado Department of Transportation Aeronautics Division.

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*Or call us at:* 303-261-4418

*Visit our website at:*  
[www.colorado-aeronautics.org](http://www.colorado-aeronautics.org)

*With this issue of the **Mountain Wave**, the CDOT Aeronautics Division is setting out on a new tack - one that we hope will give you a better information product and a more prompt and timely method of receiving it.*

*On the following pages, we are asking you to provide us with your email and/ or fax address, as well as any update to your current postal address.*

*This information will allow us to provide the **Mountain Wave** in a variety of media formats... traditional hard copy mailed to your home or office; email or next-day fax - and as always, the website continues to provide an internet copy which can be downloaded or printed.*

*But one of the most exciting aspects of a contact via email or fax, is that we will be able to provide you with up-to-the-minute advisories - "**Aeronautics Notams**" that can be sent to you as new and essential issues call for it.*

*It will take a little time to build a comprehensive data-base, so your patience is important. But, we feel the transition is worth the wait and the change-over will provide a vital communications link between you and your Colorado Aeronautics Division.*

*We look forward to your co-operation as we move into the electronic arena. Please respond to our request for information - and let us know how we can best serve you - copy through the mail, on the internet, via email or as an overnight fax. We look forward to hearing from you.*

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# ***Mountain Wave* is going on the Web!**

Your CDOT-Aeronautics Division quarterly newsletter is now available on the world wide web. You can log onto either of these websites to see, read and print off our newsletter at any time:

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

**[www.dot.state.co.us](http://www.dot.state.co.us)**

*(click on news and Info, then Employee News)*

By logging onto our website, you will have access to *Mountain Wave* about one month before you would receive a printed copy. You won't have to worry about misplacing a printed copy; the current and previous editions of *Mountain Wave* will always be there for your reference, at any time you need them.

If you still want your own copy of *Mountain Wave*, you have the option of receiving a PDF file via e-mail, or receiving a printed copy. Fill out the handy form on the reverse side, detach this page, fold it over and staple it, put on a stamp, and send it back to us. It's as easy as that. (we need to hear from you - we will assume that subscribers who don't reply would prefer reading the *Mountain Wave* on line and will be automatically deleted from our mailing list.)

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**New Aero charts available**

**Appreciation Day  
at AERONAUTICS**

**Colorado beats Wyoming  
for COWY Championship**