



MOUNTAIN WAVE

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

SPRING 2002

A DECADE DEVOTED TO AIRPORTS

A great deal of water has passed under the bridge since the first feeble steps taken by the Colorado Discretionary Aviation Grant program to infuse financial support into the Colorado aviation system by means of a small grant program.

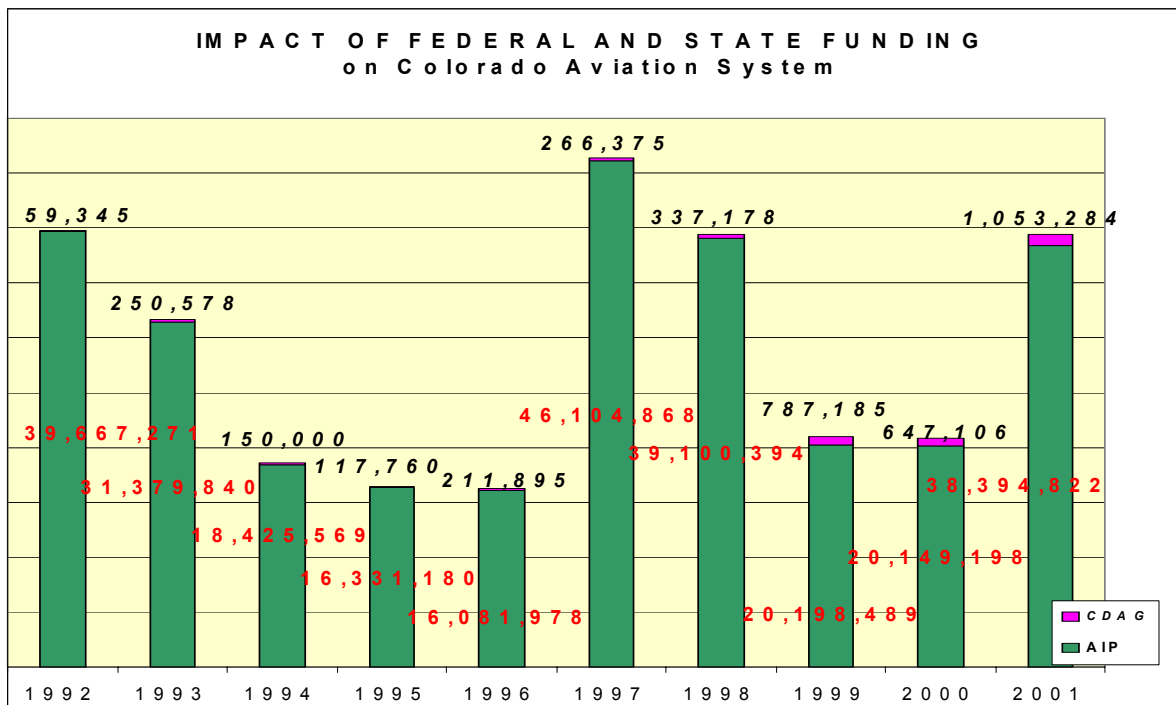
This year's grant awards mark the tenth year of the program - and provide us with an incentive to look in retrospect on the success of the program.

To date, in excess of \$19M of State grant funds have been awarded for individual airport projects. The most consistent and most enduring need is to provide meaningful programs for airfield maintenance and to assist airports in meeting local sponsor-match for federally-funded projects. Nearly \$4M of that ten year total has gone into meeting those local match commitments.

Matching grants have supported the nearly \$300M in FAA-AIP funds which have been invested in Colorado at small commercial service and general aviation airports between 1992 and 2001.

The joint efforts of airports management, CDOT and FAA planners have made possible a very successful Capital Improvement Program (CIP) which annually reviews each airport's needs and earmarks available state and federal funds to do the most good. Projects have been identified well in advance through the CIP's ability to look at the big picture and the long-term deed.

Well over one-quarter of a billion dollars has flowed into improvements and expansion of our aviation system in the past decade from state and federal resources.



Federal Funds and Local Match 1992-2001

THE DIRECTOR'S CHATROOM

Travis Vallin, CDOT-Aeronautics Division Director

Security ...Observations on the New Norm

Over the past six months, a lot of people have been asking me “what is the State of Colorado doing in terms of security at General Aviation airports?”

Well, the answer is simply nothing - yet,...and I want to emphasize the word *yet*.

With the creation of the Transportation Security Administration (TSA) controlling the future course of how people, passengers and cargo will be handled within the National Air Transportation System, there is very little doubt who is calling the shots. Of course, there is no shortage of opinions with every aviation alphabet group from AOPA to AAEE to National Association of State Aviation Officials coming up with their own recommendations and best practices on what should be done in terms of security at GA airports. The only problem at this point is that I’m not really sure if the TSA is truly interested in taking any of their suggestions.

If the process of implementing the GA security measures is anything like the implementation of the security measure for commercial service airports, we will not have to think too hard on what we should be doing for GA security, because we will soon be told what the new requirements will be.

I can’t help but watch the debate continue over what aviation security should be - only to see the TSA stand firm on their position.

A good example of this was demonstrated recently at a conference where there was a debate over the 300-foot rule which states that there will be no parked vehicles within 300 feet of terminal buildings at commercial service airports. This safety measure has caused a great deal of inconvenience and

economic loss at commercial service airports throughout Colorado - and there has been a lot of debate on the impacts of this rule and the potential to get the FAA/TSA to relax the requirements.

This debate was followed up by a presentation from an individual with TSA, who quite simply stated that the 300-foot rule was actually a minimum distance and that they were fighting to keep the restrictions from going to 400 feet!

You can imagine the surprise in the crowd when everyone heard that!

I believe everyone is also seeing the difference in how the TSA interacts with airports versus the FAA. TSA has identified this as a security issue versus an airport issue. I personally fail to see the distinction between the two. However, I believe that what we are all learning is that there will be little room for negotiations when it comes to security requirements at airports.

What does this mean for the Colorado Aeronautics Division and GA airports throughout our great state?

It is difficult to say at this point. However, I truly believe that you can count on more security measures coming to your local airport. *IF* and *WHEN* that happens, you can count on the assistance of the Colorado Aeronautical Board and the Division staff to work with the aviation community in meeting these new security requirements that will soon become the NEW NORM.



A New Look at Airports

Rarely do I digress from being writer and editor, and hesitate to inject personal experience into my role of putting together this ungainly, quarterly newsletter, **Mountain Wave**. But I feel it worthwhile to relate how positively stunned I was on a recent visit to Africa, to see the impact and the importance placed on aviation in a part of the world that modernity forgot to include in her drive to make us all of 21st century mind and body. I was proud of the place that aviation was playing in bringing the rest of the world to an assuredly reluctant and sleepy doorstep.

Recently I visited the west central African republic of Mali - the world's third poorest nation behind Haiti and Bangladesh. I've been in a number of third world countries and was somewhat prepared. Here the mean per capita income is less than \$300 - the life expectancy for both men and women is less than 50.

But, with almost a total lack of safe water, a sewer system or paved road - there were impressive up-country airports that many a Colorado community would show off as a proud "plus" to their economic structure. Most of the construction was new - and some still in process... the terminal at Timbuktu was large and impressive but somebody forgot to pay the light bill. Building the "control tower" at Mopti was just about the only place during my visit where I spotted a construction crane. Believe me, I was grateful to see the ARFF vehicles (albeit aging relics from more prosperous former lives) and adequate safety areas, runway lighting and minimal communications.

True - the key is economics - airports are an economic engine that introduce goods, services and hard currency into remote areas. Tourism is a vital factor in providing a means of bringing jobs, cash flow and new ideas. And the investment alone into runway, ramp and terminal construction means jobs and income into markets where there is precious little more than the occasional sheep, goat or chicken to trade for over-ripe fruits or the occasional vegetable in the market that sports more flies per square inch than men per square mile.

It's hard to boggle the mind with the percent of national capital investment that is represented in those airports, but let's acknowledge the potential - and wish them the very best. May the economic gods that brought the infrastructure find the passengers and goods which will make the enormous investment pay off.



1st Flight - 1903

COUNTDOWN TO KITTY HAWK

1903 - THE CENTENNIAL OF FLIGHT - 2003

At least four replicas of the Wright Flyer are expected to attempt a re-creation of the historical 1903 flight between spring of 2002 and the historical date in December 2003.

The Los Angeles chapter of the American Institute of Aeronautics and Astronautics (AIAA) has been working with groups at CalTech and NASA and are lead by former astronaut, Jack Cherne. Chicago's **Museum of Science and Industry** is basing its "re-creation" work on the Wright Flyer as it hangs in the Smithsonian Air and Space Museum. The *Wright Experience*, based in Warrenton, VA, claims its re-creation will be to exact specifications and use the exact materials that were used in the original (including a duplicate of the fabric that was used on the 1903 version).

Rick Young, who has been building replicas since 1975, is working from photo scans of the original in his workshops at the Virginia Aviation Museum in Richmond. Organizers hope to fly his aircraft, which will be featured at the 2003 **Aviation World's Fair** in Newport News, VA, every day that is flyable. The **Aviation World's Fair** - a 180 acre site on the Newport News-Williamsburg airport - hopes to show the technical and social impact of aviation on the world's society. At least, 60 nations and more than a million people are expected to participate.

Only the *Wright Experience* is schedule to re-enact the flight on December 17, 2003 at 10:35 in Kitty Hawk, N.C., that duplicates the original experience. The Chicago team expects to fly for the first time this April, the California team in the fall and Virginia Aviation Museum team in early 2003.

Although there are bound to be a number of "wanna be" attempts at the centenary flight, it must be realized that the flight of an exact replica - not taking into consideration what we have learned in our industry in the past 100 years - is both a dangerous and an intimidating enterprise. To the purist, even the least concessions to a modern understanding of the art of aviation, diminishes the value of the experience. To the realist, building greater safety into the craft goes a long way toward survival.

Access the www.eaa.org website to learn more about plans to re-enact the history-making flight. Test you knowledge of the Kitty Hawk event by trying your skill at the "Wright Brothers Trivia Challenge" at www.firstflightcentennial.org.

INDUSTRY REPORTS FROM 2001

Although piston sales were down nearly 10% and turboprop deliveries dropped 2.9%, the strength of the BizJet market managed to salvage positive numbers for U.S. general aviation manufacturers in 2001. Worldwide, general aviation sales were off 4.5% from the previous year.

At the end of its fourth consecutive year of growth, 2001 business jet aircraft billings netted \$8.65B, according to General Aviation Manufacturers Assn (GAMA) numbers released in February. Realistically, it must be recognized that much of this activity reflected orders placed before the economic downside or the terrible events of September 2001.

According to survey information just released by GA TEAM 2000, more than 9000 individuals checked out their local flight schools and took advantage of the introductory flights offered by BE A PILOT in 2001. BE A PILOT is a non-profit organization sponsored by the aviation industry which encourages student pilot starts and promotes general aviation flight training through a number of TV, website and magazine advertising campaigns. The long-term goal of BE A PILOT is to expand pilot certifications and lead to increased aircraft ownership. Since its creation in 1997, BE A PILOT has generated nearly 19,000 new student pilots. However, as a trend within the past several months, student pilot starts have been down from past years.

A variety of Colorado airports report lower-than-anticipated fuel sales revenues as they closed out 2001, brought on most notably by the complete shut-down of many general aviation airports in mid-September. Some small aviation businesses are finding it difficult to keep head above water - others are laying off workers and cutting back on hours.

Fuel sales and excise tax revenues deposited in the Colorado Aviation Fund are below last year's numbers, but have not hit bottom as earlier feared. The Aviation Fund is the resource for all Colorado Aeronautical Board grant activities, airport reimbursement and Division operations .

New Class of Pilot Certification Under Review

The draft of the long awaited "Sport-Pilot" certificate, that would regulate and support light-sport aircraft for personal use, has been released by the FAA in the form of a Notice-of-Proposed Rule-Making (NPRM). It's the first significant revision of aircraft and pilot FARs in a long time.

The FAA is now soliciting responses to the "rule" as presented and will take comments and advice regarding it through May 6, 2002. Following this review period, and incorporating any changes found to be prudent, the *proposed rule* will become a *federal regulation*.

The Sport-Pilot certificate addresses operation and flight in one- or two-seater single-engine airplane of maximum gross take-off weights under 1,232 lb. - airplanes, kit-built airplanes, gliders, balloons, ultralights. The proposed regulation further establishes the maintenance and certification requirements for such aircraft. Manufacturers of sport-light aircraft have already begun the task of establishing industry guidelines and a manner by which it can be self-regulated.

The Sport-Pilot designation defines minimum experience, establishes training, instruction, and medical certification. A current driver's licence can be substituted for a Class III medical certificate, so long as pilots self-regulate and ground themselves, if they have any reason to believe that a medical condition exists that would make them unable to operate the aircraft in a safe manner. A written test of aeronautical knowledge is required in converting previously non FAA-certified pilots (such as ultralight operators) to the new Sport-Pilot designation.

The pilot's logbook is the basis of his certification - it defines the category and class, make and model aircraft in which the pilot is approved for flight. It is required to be on his person at any time he is considered "pilot-in-command". Definition and requirements for student training and examination are also set out.

The Experimental Aircraft Association (EAA) has done a good job of boiling the essence of the new regulation into something remotely to be understood. Their website www.eaa.org attempts to enlighten pilots and future pilots in the Sport-Pilot category. The entire NPRM is found in the Federal Register of Feb. 5, 2002.

TSA IS HERE!

With the formation of the Transportation Security Administration, Uncle Sam has stepped in to bring structure and funding for the improvement of airport security and to provide a higher level of safety on board aircraft flying from US airports. No small order!

In mid-November, the Congress moved the responsibility for airport and airborne security away from the FAA and the airlines, and placed it with the newly-formed Transportation Security Administration (TSA). Most pertinent to the action, the legislation made all screeners federal employees who must be US citizens, mandated screening of all baggage, expanded the sky marshal program, enhanced cockpit security and established a \$2.50 per-passenger-per-leg boarding surcharge to fund the improved security program.

The federal legislation authorized \$1.5B for commercial service airports to help cover the increased costs of security measures. \$175M was earmarked in the DOD budget for airport security costs, although this amount is not expected to cover more than a small portion of the increased costs.

81 security directors are being hired and soon will be in place at the nation's largest airports. This is the beginning of a large build-up as the Transportation Security Administration begins hiring to bring its operating staff of screeners and support staff to nearly 50,000.

On a similar vein, the House has passed and sent to the Senate its version of a GA Relief Bill, aimed at bringing aid to small businesses crippled by airspace closures and restrictions resulting from the September 11 tragedy. Similar legislation has been introduced in the Senate to provide grants, loan guarantees and extended insurance coverage totaling \$5.5B. Both bills are being enthusiastically supported by the alphabet organizations which realize the devastating impact these events have had on general aviation.

After \$7M losses in 2001, Airlines Look to the Future

After the frightening events of September 2001 and the hit taken by the airline industry, that community is once again trying to focus on the long-term. Growth potential, estimated to be 4% prior to the terrorist attacks, is expected to regain some of its steam starting next year. But the goal of 1 billion passengers annually, has been deferred from 2010 to 2013.

Jane Garvey, FAA Administrator, suggests, "Aviation is simply too important, too integral to our economy, to the fabric of our society, to our quality of life." Her agency has once again focused its attention on ensuring that the National Airspace System can handle the steady growth. "Soon enough, the community again will be faced with the challenge of meeting, not stimulating demand," she stated.

Once again, the FAA is focusing on projected traffic growth through 2013, which will translate into 23.5% increase in towered-airport operations, 22% hike in instrument operations and 25% rise in air route traffic control center activities during that time. As for passenger enplanements, the FAA projects boardings to climb by 14% in 2003 - after a 12% decline in 2002. When once again at the parity of 2001, the industry expects to see a steady increase in enplanements and operations by the airlines, averaging 4% annually through the 10-year window.

ATA president, Carol Hallett, says "All parties involved - airlines, airports, airline employees, governments at all levels - must focus on getting passengers and products back in the air."

New charts due soon

Revisions to the Colorado aeronautical chart should be available to pilots sometime around the end of April, according to State Aeronautics planner, Shahn Sederberg.

*Copies of the new chart will be mailed to persons currently on the Division's **Mountain Wave** mailing list- others may receive a copy by calling Shahn at the Division - 303-261-4418.*

That perfect summer outing ...

Why not take the opportunity this summer to visit some of the friendly airports in Colorado?

Be prepared to experience the hospitality of our aviation community - go with an expectation of incredible beauty below you enroute - take time to explore the communities whose airports you are visiting. It's a great way to learn more about our State - and airports make it so easy to get to and from. Many airports have courtesy cars available for a short run into town - at others you'll find car rentals and local shuttle services to take you to hotels and restaurants and tourist attractions. In any case, our airports make a business of friendly customer service... you'll really feel welcome.

Here are a couple of suggestions for that perfect weekend outing.

Try a green chili burger at the Barnstormer Cafe at **Greeley-Weld County Airport (GXY)**.

Make a day of it at **La Junta Municipal Airport (LHX)** and visit Bent's Old Fort - a re-creation of life along the old Santa Fe Trail.

Hop over to the Royal Gorge from the **Fremont County Airport (1V6)**.

Schedule a rafting trip on the Arkansas River from **Buena Vista Municipal Airport (7V1)**.

Stroll the art and antique shops in Salida from **Harriet Alexander Field (0V2)**.

Take the gondola to "the top" for lunch from the **Aspen-Pitkin County Airport (ASE)**.

Get there in the early morning to take a hot air balloon ride from **Steamboat Springs Airport (SBS)**.

Ride the spectacular Durango-Silverton R/R when you visit the **Durango-La Plata Airport (DRO)**.

Enjoy a bike trip along Lake County's newest cycling trail from the **Leadville Airport (LXV)**.

Visit the carousel museum when you stop at the **Burlington-Kit Carson County Airport (5C0)**.

Experience Pike's Peak country - only a few minutes away from the **Colorado Springs Municipal Airport (COS)**.

Enjoy a day of shopping at Flatirons Mall from the **Jeffco Airport (BJC)**- or Park Meadows Mall from **Centennial Airport (APA)** in the Denver metro area.

Stroll the romantic mining town of Creede from **Mineral County Airport (Q39)** - stay for dinner or take in a performance at the summer repertory theater.

Visit Anasazi sites at Mesa Verde and Ute Mountain Ute locations from **Cortez Muni. Airport (CEZ)**.

Flying in Colorado is always an exhilarating experience - so long as we appreciate the impact of winds, density altitude and weather conditions. Enjoy the summer - Come back safely.

We're Gonna miss you, Nance

The ADO will not be the same - nor will Colorado aviation - after the March 1st retirement of our best friend -and a guy who knew more about Colorado airports than the rest of us put together - FAA-ADO Colorado supervisor, Nance Earley. It's a well deserved time off - after more than 40 years of putting up with the needs of Colorado airports.

We thank you, Nance, for having made our State the richer for your being among us. We'll miss you - and don't forget to stop in to see your friends every now and then.



Eagle County Regional Airport recently celebrated the opening of the expanded passenger terminal facility at the airport.

While we were saying "Good Bye" to Nance, we heard that another friend of Colorado aviation has accepted a lead planner position with the FAA-Airports District Office in Harrisburg, PA.

As a native of Pennsylvania, Jim Fels, FAA Colorado planner, has every right to want to return to his roots, but his friends in Colorado (and those of us who have worked with him on numerous aviation projects) will say a sad "So Long" and a genuine "We'll Miss You" when he leaves at the middle of May.

You're one of the best! God speed!

GOVERNOR REAPPOINTS CAB MEMBER HAROLD PATTON

Following the resignation of Jeff Price as a representative of Eastern Plains governments on the **Colorado Aeronautical Board**, Governor Owens has re-appointed former Board vice chairman, Harold Patton to serve the remaining 18 months of Mr. Price's term.

Mr. Patton, a resident of Greenwood Village, served the Board from January 1999 through December 2001 as the representative of aviation interests statewide. He has been active in the aviation community for a number of years.

In recent action, confirmation was given by the Colorado Senate to the appointments of Bob Anderson of Granby, who represents Western Slope governments, and John Hansen of Longmont, as the representative of pilot associations statewide. Both members will serve through 2004.

CAB Member, Corinne Nystrom, has accepted the position of president of the **Colorado Airport Operators Assn.** for the coming year. Ms. Nystrom is manager of Walker Field Airport in Grand Junction and represents airport management on the Board.

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Write us at: CDOT-Aeronautics Division
5126 Front Range Parkway
Watkins, CO 80137

Or call us at: 303-261-4418

Visit our website at:
www.colorado-aeronautics.org

LANDINGS FOR LINDBERGH

You and your airplane can celebrate part of aviation history by participating in the collective remembrance of the May 21, 1927 flight that changed aviation - and made every pilot believe anything was possible... the first solo trans-Atlantic flight from New York to Paris.

Everyone knows the story well - but, here's an opportunity to honor the legacy of Charles Lindbergh, who believed that the technology he loved could exist in balance with the beauty of the natural world he learned to know from the air.

*Across the world on May 18th - 3 days shy of the historic flight 75 years ago - anyone with a valid pilot's license and current medical certificate can register and fly an aircraft in the **LANDINGS FOR LINDBERGH** celebration. Log onto the Charles A. and Anne Morrow Lindbergh Foundation's website to register for the event. Your contribution to the Foundation of \$250.00 will be used to further the Foundation's interests. As a thank-you for your support of the Lindbergh Foundation's work, you will receive a personalized commemorate pewter replica of the **Spirit of St. Louis** and will be entered into the drawing for a year's free lease on a new Cirrus SR22.*

To register and for more information, log onto the Lindbergh Foundation website at www.lindberghspirit.com. or call 763-576-1596. Registrations must be made to the Foundation by May 13, 2002.

Another local Colorado airport AWOS has come on line. The next time you're planning to be near Canon City (Fremont County Airport - 1V6), you can check weather on 719-784-0353 or 121.45. Both the AWOS and frequency/ phone are still in TEST mode.

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Sport Pilot Certification Near

10 Years of Airport Funding

What Next for TSA?

Summer Calendar

.. .and Places to Go