



MOUNTAIN WAVE

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

WINTER 2003

AERONAUTICAL BOARD SUPPORTS AIRPORTS IN MEETING EPA REGULATION UPDATES

The Colorado Aeronautical Board has stepped up to the plate once again to assist airports in meeting rigid federally-mandated environmental demands. At its meeting in mid-December, the Board agreed to provide staff support and shared funding in the development or update of an airport's Spill Prevention, Control and Countermeasures (SPCC) Plan.

An SPCC Plan, which identifies methods of secondary spill containment for all petroleum products stored in above-ground facilities on airports, is due to be developed or revised by February 17, 2003. In the Plan, the airport must present its methods of secondary containment of spills should they occur, and means of providing quick-response to any spills into the ground water. The date for implementation is currently August 17, 2003. However, once the Plan is developed, an extended period of time will likely be allowed during which the airport must make a good-faith effort to implement the Plan. In some cases, the construction of secondary containment will be both lengthy and expensive.

It is likely that a number of airports will look to the Colorado Discretionary Aviation Grant Program to assist them in implementation. In the early 1990's, the Aeronautical Board was instrumental in supporting a statewide program for compliance with EPA stormwater drainage and control; then from the mid- to late-1990's, it provided significant grant funds to airports needing to update or replace their underground fuel storage tanks or deal with leakage mitigation.

In the case of the current urgency to come into compliance with a SPCC Plan before mid-February, the Board has agreed to support Plan development on an individual-airport basis. Funds have been earmarked for State participation in costs on a 50/ 50 basis, up to \$5000.00 per airport, based on reimbursement of individual costs. Airports are required to engage their current consultant or employ an environmental engineer who is able to write the Plan based on a specific airport visit. To be in compliance with the EPA regulation, the Plan must be signed and stamped by a professional engineer (PE).

***BREAKING NEWS:** The Division has confirmed that a 60-day extension to the deadlines has been given, placing the initial Plan deadline at April 15, 2003 and the implementation deadline at October 15, 2003. This gives everyone a little breathing space. Rumor has it, too, that there is likely to be a further extension, putting the "get well" for Plan update a full year ahead until February 2004.*

Aviation Education & Promotion Program

“Aviation Education”(AvEd) is a broad term, encompassing many aspects of the aviation/aerospace industry. Programs, activities and information can be directed to the general public, to pilots and other aviation professionals, and to school teachers and students. With the Division’s focus on airports, that translates into generating interest in careers in aviation and helping you let your community know what an asset your airport is.

The main goal of the Division’s AvEd program is to create synergy – to facilitate the many aviation events and programs that already exist. This includes both bringing activities and programs to more communities and helping coordinate events, activities and programs that are already happening. Here are some of the ideas we’re implementing first:

AvEd Arenas: Do you have an airport open house, fly-in or air show planned? Is there a town fair or other community event at which you would like your airport to have a presence? We’d like to help you create or expand an “AvEd Arena”: a place with hands-on activities for kids and resources for teachers and parents.

Aviation Career Guides: We’ll be publishing two guides. One is an overview of four careers in aviation. The second is an aviation education directory including programs, field trips, careers and salaries, flight schools, scholarships and other resources.

Central Event Calendar: There will be a central calendar on the Division’s website. Please let us know about aviation events in your community that you would like included in the calendar.

School Outreach Programs: We have compiled an inventory of excellent hands-on exercises, activities and lesson plans that we’d like to make available to teachers and students. We can provide ideas and resources to teachers or visit schools to facilitate activities in the classroom. Please refer any educator or student you know who would be interested to the Division for more information.

We welcome your suggestions and ideas! Please remember to let us know about events in your community that should be included in our central calendar.

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who’s who at the airports ...

Like everyone else, airport managers like to see what’s on the other side of the mountain - and Colorado has recently seen a number of new faces at our statewide airports.

Following his wishes to return to his native Alabama, long time **Ft. Collins-Loveland Municipal Airport** manager, Fred Anderton, has accepted a position as Operations Manager at the Birmingham International Airport. He is ably replaced at the helm in “Fort- Love” by Dave Gordon, former CAB member and manager at Jeffco for many years.

Scott Brownlee, a former Aeronautics Division planner, has left the Planning and Development department at Centennial Airport in Denver for the whole enchilada as manager of the **Montrose Regional Airport** and its general aviation counterpart, **Hopkins Field**, in Nucla.

Rex Tippetts, for a number of years the manager at **Gunnison County Airport**, has accepted the position of Operations Manager at the **Aspen-Pitkin County Airport**. His former position is currently being recruited.

Mark Davidson, a newcomer to the Colorado airport environment from Florida, is now director of aviation at the **Eagle County Regional Airport**. His Operations Manager is former manager at the **Garfield County Airport** in Rifle, Ken Maenpa. Replacing Ken at Rifle is Brian Condie, into the Colorado aviation community after an association with Salt Lake City International Airport... and the music keeps playing.

On a sad note, the Wyoming airport community and the American Association of Airport Executives (AAAE) have lost a staunch leader. Jerry Olson, for many years the manager of our sister-state’s Cheyenne airport, lost his battle with cancer in late January. Mr. Olson was the current president of AAAE.

AWOS IS UP AND RUNNING AT STEAMBOAT SPRINGS

Another of the Automated Weather Observing System (AWOS) facilities funded jointly by the local airport and the Colorado Aeronautical Board has come on line. This is another element in the continuing effort to bring better weather information to pilots statewide.

Pending authorization of radio frequency by the Federal Communications Commission (FCC), the Division hopes to announce service from mountain AWOS' at Kremmling and Saguache.

**Steamboat Springs AWOS 970-879-7794
118.325**

For a complete listing of all AWOS sites in Colorado, check our website at www.colorado-aeronautics.org or look for the Aeronautics Division page at www.dot.state.co.us.

PICTURE ID REQUIRED WHILE FLYING

The alphabet organizations have all come on-board supporting the FAA's decision in late October that requires all general aviation pilots carry a photo ID when flying.

The new rule, which was suggested by AOPA in February following the 9/11 crisis, requires that a government issued photo identification such as a state driver's license, a valid federal or state ID card, armed forces ID, airport-issued credentials authorizing access to secured areas, or other ID currently acceptable to the FAA, be presented on demand to TSA, NTSB or law enforcement personnel.

EAA warns that this is only the beginning - that further "security" rules may be down the road. If the present enactment falls short in the eyes of the FAA, TSA, NTSB - then it is likely that consideration will be given "to require all pilot licenses to incorporate a photograph of the license holder and appropriate bio-metric imprints".

Could this be a good time for the FAA to revise the current cardboard pilot's certificate and incorporate some more sophisticated information using newer technology?



1st Flight - 1903

COUNTDOWN TO KITTY HAWK

1903 - THE CENTENNIAL OF FLIGHT - 2003

Many of us have never heard of Charlie Taylor - the genius behind the actual manufacture of the engine that powered the 1903 Wright Flyer.

Charlie, like so many other kids of his time, never went beyond the eighth grade. With his first job at age 12, he found himself on several occasions, working with the quickly developing new technology proliferating the landscape at the turn of the 20th century.

Charlie began working for the Wright Brothers in their bicycle shop for \$18 per week in 1901 making routine bicycle parts. This gave the Wrights the freedom to concentrate on their creation of the glider and the first powered aircraft. Charlie was responsible for building the wind tunnel in which the Wright's perfected the 1902 glider and refined their genius for the construction of the first powered aircraft.

Having proven the airworthiness of the glider, the Wrights in late 1902 turned their attention to designing and building an engine capable of providing the power source that kept the aircraft airborne. They gave Charlie Taylor the chore of constructing from sketches and notes, a gasoline-powered internal combustion engine sufficient to the task. Working with raw metals, a drill press, a lathe and hand tools, Charlie completed the engine in an amazing six weeks. Each piece of the engine was constructed entirely by hand, fitted and refitted with the meticulous care of a fine watch maker. It produced an impressive 12 brake horsepower.

Charlie continued to work for the Wrights through 1911- narrowly missing being the first aircraft crash victim when Orville crashed as a result of newly-installed props delaminating and causing the aircraft to spiral into the ground.

He returned to work with the Wright-Martin Company after barn-storming cross-country with adventurer and pilot, Calbraith Perry Rodgers, in the teens and finally left Dayton for good in 1920, spending the rest of his life in California.

SPORT PILOT CERTS ARE IN SIGHT

It's been a long time in getting here - and it isn't here yet. But the new FAA Light Sport/ Sport Pilot designations could be in our hands by the middle of 2003. So say the aviation alphabet groups who are coordinating the new FAA Sport Pilot certificate flight check and equipment airworthiness standards for government approval.

Meetings held recently in Oklahoma City addressed the specifics of Sport Pilot training and just how current ultralight instructors, registered ultralight pilots and trainers could convert to Sport Pilot instructors and Sport Pilots.

The concept includes both pilot and aircraft requirements and is aimed at the recreational/ kit-cum-homebuilt/ and ultralight aircraft community. Sounds like standards preparation is about the last step before the ratings become part of FAA repertory.

EAA has set up a phone number (1-877-FLY-1232) to field questions on the transition.

RESTRICTIONS TO OVER- FLIGHT OF NATIONAL PARKS STUDIED

In an effort to maintain the incredibly pristine beauty of our national parks, the FAA and the National Park Service have been tasked with the development of site-specific flight regulations for nearly 350 parks throughout the United States.

Work begins this fall to individually craft regulations to govern the overflight of each park. The recent preliminary effort at Grand Canyon National Park effectively reduced the route of flight, number of flights, and altitude at which they were flown and will act as a prototype. But the determination of flight restrictions will be made by local park users based on each park's perceived needs. Tour operators, who may well lose their ability to operate indiscriminately, will have a voice in the discussions.

Our nation is blessed with a diversity of land which makes the preservation of its natural beauty ever more important in this turbulent world - something undisturbed by commercial noise. Let's hope this effort will indeed produce a series of individual flight regulations that are both fair to the public and the natural beauty each national park was designated to preserve.

A CHANCE TO SAY "THANKS"

Visiting with old friends and colleagues at an annual Colorado Airport Operators Association (CAOA) gathering is one of the more enjoyable "plus factors" for attendees. Having an opportunity to say "thank you" to the individuals who have played a vital role in keeping the aviation system hale and hearty is another!

At the October meeting of CAOA and the Colorado Discretionary Aviation Grant hearings in Estes Park, the CDOT-Aeronautics Division had the appropriate venue to show their appreciation to two men who have been vital participants in the continued success of aviation in Colorado.

Former Colorado Aeronautical Board chairman, Jim Fritze, was honored for his insight, perspective and wisdom in his guidance of the Board. Jim has recently relocated from Eagle to Montrose, as Montrose County Attorney and promises to stay invested in the state's airport community.

Aviation consultant and engineer, Chuck Kellerman, a principal in the firm Airport Development Group, was also honored for his generous involvement in the general aviation community. Chuck has given his professional experience and knowledge to several airports as a good-will gesture toward the development and improvement of GA in Colorado.

COLORADO AERONAUTICS HOSTS FAA SAFETY INSPECTION TRAINING

Staff members from the offices of aeronautics in sister states as diverse as Alaska, South Carolina and Minnesota attended safety inspection training at Centennial Airport in mid-October hosted by the Colorado Aeronautics Division. After the three-day training, twenty-seven inspectors took critical technical experience gained in the training back to their on-the-line jobs as FAA 5010-1 safety inspectors for their home State.

Training was conducted by members of the FAA-Northwest Mountain Regional office who walked inspectors through detailed airfield safety criteria, then explained how to format that information for use in the FAA "green book" - Airport and Facilities Directory.



FAA 5010-1 Safety Inspections advise airport management of safety deficiencies which must be corrected in order that they make their airports as safe as possible.

Current discrepancies in the physical layout of the airport or any possible safety alerts are routinely noted during an FAA 5010-1 inspection.



Training consisted of both on-the-field inspections and classroom instructions and training held in the Centennial Airport Authority chambers. Because of the very disagreeable weather during the training, outdoor work was kept to a minimum and the planned inspection training at the Boulder Municipal Airport was cancelled. Centennial Airport staff were very supportive and made the whole event a great success.

Hanging out with a volleyball and a beer at the end of it, made the day of hard work worthwhile.

CAB Chairman Resigns

On the heels of his successful campaign to represent the good folk of Greeley and Weld County in the 2003 Colorado House of Representatives, Dale Hall has resigned his position on the Colorado Aeronautical Board. Citing the increased work load brought on by his new responsibilities, Chairman Hall asked the Governor to replace him on the Board effective January 2003.

Mr. Hall has been replaced as CAB Chairman by Harold Patton, who had previously served as Vice Chairman. Corinne Nystrom was elected vice-chairman and Joe Keck becomes secretary of the Board.

Mr. Hall was initially appointed to the Colorado Aeronautical Board in 1997. He is a former member of the Weld County Commission and served as chairman of the Greeley-Weld County Airport Authority.

Also opting to resign from the Aeronautical Board was John Hansen, who represented aviation interests-at-large. Mr. Hansen had served on the CAB for just under a year when he left to take a position in the Governor's cabinet.

The Governor's office has recently announced the appointment of Larry Romrell, who resides in Franktown, as the representative of aviation interests-at-large. Mr. Romrell is a private pilot, who has been active in the aviation community for a number of years.

Accepting the position as representative of Eastern slope governmental interests is Harold Felderman, a Greeley City Council member, vice chairman of the Greeley-Weld County Airport Authority and former Air Force pilot.

In other recent action, the Governor announced the reappointments of Pat Wiesner as representative on the Board for pilot organizations and Corinne Nystrom as representative for airport management for additional three-year terms.

The Board next convenes on February 24th in Denver in conjunction with the Colorado Airport Operators Association's (CAOA) annual legislative reception. The CAB public business session is scheduled for 3:30 in the Gold Room at the Brown Palace Hotel in meeting space provided through the generosity of the CAOAs.

AERONAUTICAL BOARD CONTACTS

Members of the Colorado Aeronautical Board are available for your questions and comments. Please feel free to contact them at the following:

Harold Patton, chairman *representing Eastern Plains govts.*
303-721-6333 petra200inc@aol.com

Corinne Nystrom, vice chairman *representing airport management*
970-244-9100 cnystrom@walkerfield.com

Joe Keck, secretary *representing Western Slope govts.*
970-565-2505 sbdc@tortlewis.edu

Bob Anderson *representing Western Slope govts.*
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Pat Wiesner *representing pilot organizations*
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Harold Felderman *representing Eastern Plains govts.*
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Larry Romrell *representing aviation interests-at-large*
720-875-6624 larry@libertymedia.com

ON THE HILL

Colorado legislators will carry two aviation-related issues into the 2003 session.

In a Bill presented by Rep. Dale Hall of Greeley and Senator Paula Sandoval of Denver, colleagues will be asked to provide a continuous appropriation of revenues to the **Colorado Aviation Fund** to fund tax reimbursements for airports and to provide for the discretionary grant program. In the past, a number of airports have had their fuel tax reimbursements delayed because of limits placed on the accessibility of Aviation Funds revenues for distribution. Limitations have also been placed on the grant program when spending authority was not available to make the awards.

In a second Bill, lawmakers will be asked to close the "loophole" in the current legislation which allows some charter carriers to skirt the need to share with all of us in paying aviation fuel taxes.

Wide Area Augmentation System (WAAS) has been ear-marked as the first "do-able" GPS-based approach and landing system. The FAA says WAAS is to receive initial operating certification no later than December 2003, but many in the industry think it will happen sooner.

LAMAR AIRPORT HONORED



Airport manager, Bill Thrailkill and FBO manager, Cheryl Baanhoffman are proud of the many awards to their airport and would like to thank their fellow airmen of the **Colorado Pilots Association** for the recognition afforded them and their professional colleagues in the recent 2002 Outstanding Airport Award.

Colorado Pilots Association CY 2002 Outstanding Airport Award

Presented to:

LAMAR MUNICIPAL AIRPORT

In recognition of its contribution to General Aviation Safety as exemplified by the responsive and courteous service provided to one of our members following an airborne emergency situation, an emergency response that included assistance from the local FBO, Lamar Police Dept., Sheriff's Dept., Colorado Highway Patrol, four fire vehicles, an ambulance, and an A&P, all typical of its responsiveness and concern for
Aviation Safety at the Airport.

And in recognition for its efforts in promoting Aviation and community support for the Airport through programs such as its

Planes to Plains Airport Open House and Fly-in.

November 2, 2002

ENVIRONMENTAL ALERT

Colorado airports have always been conscious of the beauty around them...and make every effort to keep Colorado green. Now new regulations regarding the recycling of computer equipment make us alert to yet another way to keep our environment safe.

Computers and other electronics contain toxic chemicals and are regarded in Colorado as hazardous waste. In fact, it is illegal for businesses to put hazardous waste in the trash.

For information on the regulations for handling electronics waste, see <http://www.cdphe.state.co.us/hm/electronics.pdf>.

For more on where to recycle or donate unwanted electronics, and on purchasing new "greener" computers, contact:

- A list of electronics recyclers:
www.colorado-recycles.org/main.html.
- Pam Harley, CO Department of Public Health & Environment, at 303-692-3440 (pam.harley@state.co.us)
- Anne Peters, Gracestone, Inc., the state's consultant at 303-494-4934, (annep@indra.com)

UPDATES TO THE ECONOMIC IMPACT STUDY

....on the importance of the aviation industry in Colorado's economy, will begin in the next several months. Initially planned for 2002, the study was delayed while the aviation economy recovered somewhat from the effects of the economic down-turn and the events of 9-11. The firm of *HNTB* has been selected to complete the study. Senior aviation planner, Bob Lohne, is the project manager for the Aeronautics Division.

The Study has been expanded from the earlier version which contained an analysis of the industry as a whole. Being reviewed in the current update is also the impact of air service into the mountain resorts on the very important travel industry. The study will take a look at the significance of airline subsidies and revenue guarantees by resorts and communities which rely heavily on ski visits and summer family vacations for their livelihood.

Although the study has been given the "go-ahead" from the Aeronautical Board, the complexity and the in-depth nature of the research means the finished product will not be available for eighteen months.

**2003
CALENDAR**

Colorado Aeronautical Board

Feb 24	CAOA Legislative Reception Colorado Aeronautical Board Regular Business Meeting	Denver
April 23	Colorado Aeronautical Board/ Colorado Transportation Commission Regular Business Meeting	Denver
June 11-13	CAOA Spring Conference Regular Business Meeting and Election of Officers	Telluride
Oct 1-3	CAOA Annual Conference CDAG Grant Hearings	Steamboat Springs/ Hayden
Dec 17	Colorado Aeronautical Board/ Colorado Transportation Commission Regular Business Meeting	Denver

Specific times and locations for CAB meetings in 2003 will be announced at a later date. To be placed on the CAB's agenda mailing list, please contact the Division at 303-261-4498.

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***Do you know a teacher who
is interested in Aerospace?***

Let that person know about the **Educator
Astronaut Program!**

This initiative trains K-12 teachers to be part of NASA's Astronaut Corps. They will become qualified to perform all of the functions and responsibilities (such as space walks, International Space Station deployment and experiment management) that the Agency's Mission Specialist astronauts are qualified to perform.

***Deadline for applications is
4-30-03.***

Please refer any educator you know who would be interested to:

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