



MOUNTAIN WAVE

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

WINTER 2004

NEW FOUR-YEAR FAA REAUTHORIZATION BILL

With the passage of *Vision 100-Century of Aviation FAA Reauthorization Act*, the Congress reaffirmed its commitment to our aviation system. In the next four years, major investments identified in the legislation address changing needs in security, capacity and safety.

For starters, fiscal year 2004 includes \$3.4B of the total of \$14B available over the next four years as Airport Improvement Program (AIP) investment in our nation's airports. The legislation creates a new federal capital improvement program to provide jointly-funded grants by the Department of Homeland Security for security-related improvements to air carrier airports. In the case of small and medium hub airports, legislation assumes as much as 95% of total project costs.

Popular \$150,000 annual grants to non-primary airports (commonly referred to a GA Entitlements) are continued, allowing for up-to-four-year accruals, and the use of such funds for more significant capital improvements, as well as revenue-generating construction such as hangars, fuel farms and terminal development.

Consideration was also given to support the Contract Control Tower program, to an alternate essential air service subsidy and compensation to general aviation operators impacted by restrictions imposed after the 9/11 emergency.

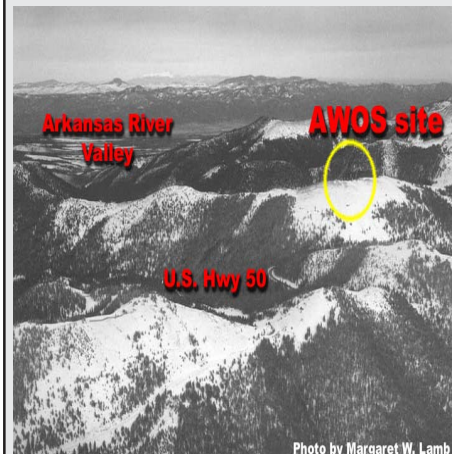
The president signed *Vision 100* at the end of 2003. A one-year appropriation to fund its 2004 commitments is expected to be acted upon during the upcoming winter Congressional session.

Airports will continue to work closely with the FAA-Denver Airports District Office and the CDOT Aeronautics Division to assure adequate planning and the timely use of funds available to them from *Vision 100*.

AWOS DATA ON THE WEB

The AWOS portion of the Aeronautics Division website now contains valuable links to the most current weather conditions provided by the National Oceanic and Atmospheric Administration (NOAA). Users can easily navigate to the AWOS page by clicking on the "AWOS stations" button located on the right side of any page on our website at www.colorado-aeronautics.org.

AWOS stations with a "cloud and lightning bolt" icons are linked to the most current weather, updated hourly - METAR info in plain spoke.



CDOT information specialists continue to work toward development of 10-15 minutes updates from the mountain AWOS stations - to be available on the website shortly.

A Tribute

*Travis Vallin, Director
CDOT-Aeronautics Division*

Recently aviation lost one of our best - and Colorado lost the man most responsible for building the Colorado Aviation System into what it is today. Of course I am speaking of Greg Isbill, whose firm was known throughout the Country for their airport engineering capabilities, customer service and professionalism. It was a personal standard established and set by Greg himself and many times backed up by only his handshake and personal commitment to get the job done.

I was fortunate enough to know Greg for the past 12 years and am proud to say that our association grew into a true friendship. Now friendship can be defined in many different ways, but Ralph Waldo Emerson once wrote "Friendship is the inspiration that comes to one when he discovers that someone else believes in him and is willing to trust him".

That is how I would best describe my friendship with Greg, which all started with a lunch meeting shortly after I became the Aeronautics Director in 1998. I will never forget the first day I met Greg for lunch at an out of the way steak house in Aurora to talk Colorado aviation. I was nervous because I saw Greg as someone who probably forgot more about aviation than I would ever know ... and that assumption, by the way, actually turned out to be correct. Anyway, as this mountain of a man sat down without hesitation, looked me straight in the eye with no expression on his face and said "well, kid, what do you know about aviation in Colorado?". To say the least, I was not prepared for such a direct question - especially within the first 10 seconds of meeting him. As my blood pressure shot through the roof, my mind was racing for an answer and all that I could come up with was "not very much!" He sat there for a second and then grinned as he replied, "well, at least you are honest and that'll help". I started learning from Greg that day and never passed up an opportunity to listen, discuss, debate and ask him questions about aviation in Colorado and throughout the country.

Greg was without question a man of great vision, and knew better than anybody the importance of aviation and the role it played in the economic success and overall health to the State of Colorado. At the completion of a statewide study in 1998 to determine the economic impact of Colorado Airports, Greg

printed posters of the results and sent them to every airport in the State. "What is good for Airports is good for Colorado" is what he would always drill into my head. I guess he was taking notes of our first meeting and thought repetition of the really important things would increase the probability that I would remember them.

What impressed me most about Greg was his ability to ask good questions and then listen. He was interested in what others thought, what their vision for the industry was, as well as their thought process. More than once, did I find Greg in the back of the room at the Regional FAA Airports Conference taking some brief notes of the speakers points - along with his thoughts and ideas - scribbled on a piece of paper.

The bigger the challenge the harder he would work at it. Most recently, he walked me through a plan he had been working on to keep Essential Air Service a viable option for small Colorado communities. The plan was written on a piece of paper that could have covered a entire wall and had hand written notes all over it with lines going every which way with different colors. It took about two hours for him to walk me through it and in the end I was convinced that only Greg could come up with, coordinate, and successfully implement such a plan.

Last fall there was a report published by the American Society of Civil Engineers on Colorado's 2003 Infrastructure Report Card. The report looked at twelve major Colorado infrastructure sectors - from roads to mass transit to bridges to aviation - and then assigned a letter grade on the overall health of the existing infrastructure from A+ to F for each sector. I received the report from Greg with two hand written notes on the cover, "Bad news - We only got a B+, I want an A+ by 2010!!", Second note - "Good news, Aviation got the highest grade in the State". That was Greg; wanting the very best for airports and the aviation industry and willing to be a big participant in making it happen.

I have learned a lot from Greg Isbill and the one piece of advice that hits home with me today as I write this article was the one phrase that he would always leave me with, "Aviation is as good as it gets and the best people in the world are in this industry, never forget that!" I can say without hesitation that this is one lesson I will not forget - as taught to me by a man who represented the very best of his profession and in an industry he so dearly loved.

SMITHSONIAN OPENS GREAT NEW AIRCRAFT DISPLAY FACILITY



Almost to the day of the commemoration of the *Centennial of Flight* in Kitty Hawk, N.C., the doors to the new **Steven F. Udvar-Hazy Center** of the **Smithsonian's National Air and Space Museum** were opened to the public on December 15th. Planned to eventually hold 80% of the Museum's collection of aircraft and space artifacts, the new northern Virginia facility adjacent to Dulles International Airport will be able to restore and display much that could not be accommodated in the popular museum on the National Mall.

An aircraft hangar standing 10 stories tall and the length of three football fields will allow some the Museum's collection to be displayed for the very first time. Restoration work has been completed on a number of bell-weather aircraft, including the *Enola Gay* – B29 Superfortress used to drop the first atomic bomb on Hiroshima, Japan, in the summer of 1945. And *Air France* has announced that the first *Concorde* in service in the late 1960's has been donated and will also take its place among the more than 200 vintage aircraft destined for the new facility.

The **National Air and Space Museum**, comprised of the new **Udvar-Hazy Center** and the museum's building on the Mall, will be the largest museum complex in the world. The current flagship building is the most popular museum in the world, attracting more than 9 million visitors each year. Attendance at the new **Udvar-Hazy Center** is projected at 3 millions people a year.

NEW APPOINTMENTS TO AERONAUTICAL BOARD

Governor Owens announced the appointment of three positions on the Colorado Aeronautical Board in early January.

Re-appointed were incumbent Board members Harold Patton and Harry Felderman to additional three year terms. Mr. Patton, representing Eastern Plains governments, retains his chairmanship; Mr. Felderman, who also represents Eastern Plains governments, resides in Greeley.

Citing his heavy professional work load, Joe Keck of Cortez, did not seek reappointment.

Replacing him as representative of Western Slope governments is Montrose County Commissioner, Leo Large. A long-time western Colorado rancher, Mr. Large serves Montrose County from his home in Nucla.

Centennial of

1903-2003



REMINDER!

If you have recently changed email carriers, be sure that you let the CDOT-Aeronautics Division know your new address...we don't want to miss sending your quarterly edition of the newsletter, *Mountain Wave*.

Email your address change to:
caroline.scott@dot.state.co.us

UP, UP AND AWAY...

At the Fort Collins-Loveland Municipal Airport on a sunny Saturday in October, 30 teachers and 50 students learned about the legacy of flight and experienced the joys of flying. Sponsored by the **Aeronautics Division**, the **Civil Air Patrol** and the Northern Colorado chapter of the **Experimental Aircraft Association (EAA)**, this **On-Airport Teacher Workshop** was intended to be the first of a continuing program designed to bring teachers and students into the "real life" world of aviation and the airport.

The *EAA Young Eagle* program flew 50 first-time junior aviators to the delight of teachers and parents. And teachers were able to take back to their classrooms exciting lessons covering the first 100 years of aviation.

More **On-Airport Teacher Workshops** are planned. To learn how your airport might host one, call Darci Wert at the Division at 303-261-4418 or email her at darci.wert@dot.state.co.us.

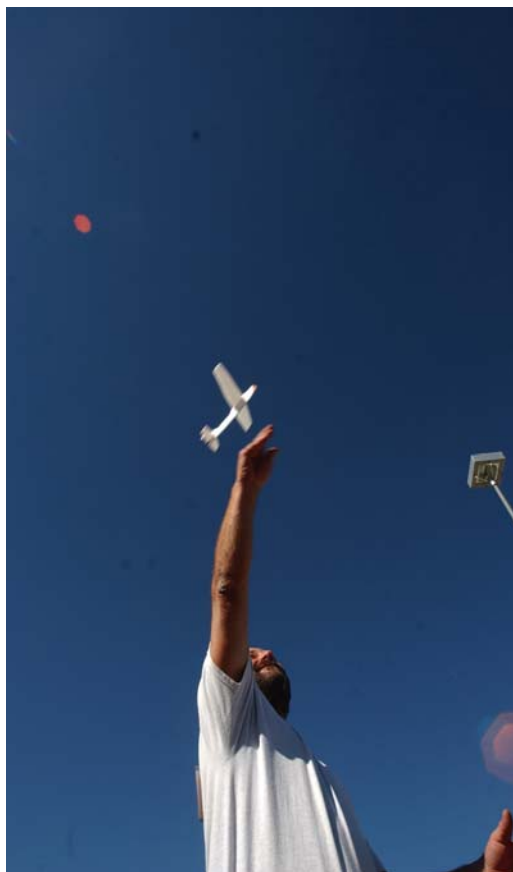


Photo by Jenny Sparks
Loveland Daily Reporter-Herald

CORONA AWOS OFF-LINE

Woes continue for Corona (Niwot) AWOS since being struck by lightning this past summer. All the best men in the industry can't seem to put Humpty together again and are now looking at a new site at Eldora Ski Resort - where phone lines and power are easily accessible - as a new home for this critical weather reporter.

Aeronautics Division continues to push forward with the last of the original 12 critical AWOS sites to be funded by the Legislature and the Aeronautical Board - at Glenwood Springs, Cottonwood Pass, Wilkerson Pass and Cameron Pass.

WELCOME AVIATION INTERN

The new face at the CDOT-Aeronautics Division beginning January 5, 2004, is John Sweeney, a recent graduate from



University of North Dakota (UND), who will be serving a year-long internship. He'll be learning aviation as a career, over-the-shoulders of Division, FAA Denver Airports District Office and Front Range Airport personnel.

You name it - it's likely to be on his plate - from accompanying an airport safety or pavement condition inspection team, to contributing to the prep of a summer airport open house, to being part of the planning, coordinating and administering of state and federal project funding. It's all here.

John, who calls Fargo, ND, home, graduated from UND in December with a degree in airport management. His goal - to be part of the aviation industry - will be a lot closer with the experience at the airport, the Division and FAA.

Please make him feel welcome.

CAB CALENDAR ANNOUNCED

Each year, the Colorado Aeronautical Board meets to provide oversight and guidance to the Aeronautics Division and to sponsor a comprehensive grant program that provides funding for the vast number of aviation projects each year. The aviation calendar develops quickly, so it is important to manage all aspects of the Board's year carefully.

Although flexible enough to meet challenges and changes from its constituent community, the Board has established a tentative 2004 Calendar as a guide for its upcoming year.

2004 TENTATIVE CALENDAR Colorado Aeronautical Board

Feb 2	<i>CAOA Legislative Reception</i> Colorado Airport Operators Association Regular Business Meeting	Denver
March 6-10	<i>National Association of State Aviation Officials Conference</i>	Washington DC
March 26	Regular Business Meeting As guests of <i>FRONTIER AIRLINES</i>	Denver
April 19-21	<i>FAA Northwest Mountain Region</i> Annual Airports Conference	Seattle, WA
May 12-14	<i>Colorado Airport Operators Association</i> Annual Spring Conference	Grand Junction
July 8	Regular Business Meeting Election of Officers	Ft. Collins- Loveland Airport
Sept 19-21	<i>National Association of State Aviation Officials</i> Annual Fall Conference	St. Paul, MN
Sept 24	CAB Grant Review Workshop	Watkins
Oct	<i>Discretionary Grant Hearings and Aviation Conference</i>	Denver
Dec 16	<i>Colorado Aeronautical Board/ Colorado Transportation Commission</i> Regular Business Meeting	Denver

With the increasing popularity of discount air carriers comes the need for a massive realignment of FAA resources to airports that are attracting the Southwest, Jet Blue, Frontier, and ATA traffic offering lower-cost, higher-frequency, shuttle-type services.

*Opting for non-hub airports within large metropolitan areas such as **Midway** in Chicago and **BWI** near Washington, D.C., these carriers are demanding greater gate capacity, ATC services and security enhancements.*

GPS - A STEP CLOSER

CDOT has taken the first step in assuring the development of RNAV (GPS) procedures for a number of Colorado airports not presently being served by an instrument approach.

Our state is the first in the nation attempting to break the log-jam for satellite-based procedures, by securing the survey information necessary for their development. Long promised to be completed with FAA funds, the implementation of GPS approaches has all but stalled because of lack of federal funds to support the survey work.

Contracts with the successful bidder, Mountain Surveying and Mapping, Inc. are being drawn to accomplish that work during the spring and summer of 2004 at eight airports throughout the State.

Information derived from this summer's survey work will form the basis for a published approach. Timing for certification of the completed approach will be dictated by the work load at FAA.

CHARTS AND DIRECTORIES BACK IN STOCK

The highly sought-after **Colorado Aeronautical Charts** and **Airport Directories** are now back in inventory. The **Colorado Airport Directory** was in such high demand that a second printing had to be made. The **Colorado Aeronautical Chart** has been updated with many new bits of pertinent information, including the newest mountain AWOS installations. Our website contains a request form for the **Aeronautical Chart** and information on how to obtain an **Airport Directory**. Please visit us at www.colorado-aeronautics.org to submit your request for the updated chart. Free **Airport Directories** can be picked up at our offices located at Front Range Airport or mailed to you by sending a check or money order for postage in the amount of \$4.00 to the following address:

Colorado Division of Aeronautics
c/o **Airport Directory Request**
5126 **Front Range Parkway**
Watkins, CO 80137

FORMER AERONAUTICS DIRECTOR TAPPED FOR FAA POSITION

Former CDOT-Aeronautics Division Director, Dennis Roberts, has been selected as Director, Office of Planning and Programming at FAA Headquarters in Washington, D.C. His responsibilities will include administration of the Airport Improvement Program, noise/ environmental, military airport conversion programs and the national airport planning program.

Roberts, who served as Colorado Director for eight years from the inception of the Aeronautics Division in 1989, was most recently Deputy Director for the Louisville (KY) Regional Airports Authority. Prior to that, he was a staffer at Aircraft Owners and Pilots Association (AOPA) headquarters in Maryland.

He begins the new position in late January 2004.

SPORT PILOT RATING CLOSER TO REALITY

With sign-off late in 2003 from USDOT Secretary Norma Mineta, the **FAA Light Sport/ Sport Pilot classification** is just one hurdle away from being published as the newest certification in the FAA arsenal. Forwarded to the Office of Management and Budget for assurance that sufficient consideration has been given to costs associated with its administration, final determination is due within 90 days of Mineta's signature - or sometime before the end of March 2004.

Designed to meet the needs for reduced training and medical standards for people who want to fly relatively low-performance light aircraft purely for recreation, the Rule has been two years in the making. The ultralight and kit plane industries have been eagerly awaiting the finished Rule, which now makes flying much more affordable, less time-consuming and less complicated.

In order to be defined as a Light Sport Category aircraft, equipment must fall within the following specifications:

- 1) A maximum of two occupants.
- 2) A maximum take-off weight of 1,232 pounds (560 kg.) or less.
- 3) A 39-knot stall speed in the landing configuration. (44 knots without the use of lift-enhancing devices - no flaps.)
- 4) A 115-knot maximum operating speed.
- 5) Single engine.
- 6) Fixed landing gear, or repositionable gear for a seaplane.

To read more about what is entailed in the **Sport Pilot/ Light Sport Category** of aircraft and pilot certification, refer to the EAA webpage: www.sportpilot.org.

COLORADO DISCRETIONARY AVIATION GRANT PROGRAM READY FOR NEW LOOK

The Colorado Aeronautical Board has given its “go-ahead” to its Division staff to develop ways to streamline the Colorado Discretionary Aviation Grant Program (CDAG). Now in its fourteenth cycle of grant awards, the program has stayed in much the same mode as when it was initially conceived in 1992.

But the type of grants requested - and the size and quantity of grants awarded - has changed. Funds to match federal grants are still the number-one priority for the Board; however, maintenance of the existing infrastructure is equally important. With the increased interaction between the airports, state planners and the FAA, long-term program concepts are assured. And the value of CDAG grants to match federal funds could well be revised, based on the re-alignment of federal share from 90% to 95% of total project value. Additionally, the Board will look at other aspects of its charge to serve the aviation system of Colorado with new directions for funding.

Stating its intentions to meet closely defined goals, the CAB is hopeful that the long and convoluted grant process can be minimized to a simple grant application that can be read, reviewed and acted upon by the Board without the costly and time-consuming hearing process.

In place of the multi-day hearing process, the Board has given the Division direction to develop an aviation conference in the Denver metro area in conjunction with the Colorado Airport Operators Assn. Such a conference will contain a short session when the Board will listen to those grant applications that require clarification or are less clear-cut. Dates proposed for the '04 Grant Program and Aviation Conference fall in mid- to late- October.

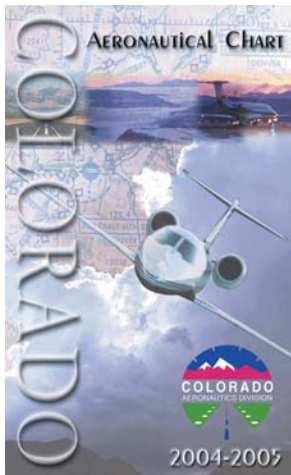
The program's commitment to your airports and the aviation community remains unchanged. A simplified and less demanding grant process is all that will take on a new look.



Maintenance and reconstruction of the state's airports is a critical role for the Colorado Discretionary Aviation Grant program.

Support of the Colorado aviation system is the foremost responsibility of the Colorado Discretionary Aviation Grant program.





2004-2005 AERONAUTICAL CHARTS ARE HERE!

The biannual publication of the Colorado Aeronautical Chart has arrived.

The chart has proven to be a very useful piece of information for Colorado pilots as well as pilots visiting our state. And the updated chart provides valuable information to pilots, including a quick airport reference guide, mountain pass descriptions, pilot contact information, mountain flying safety information, AWOS information, and FAA suggested mountain flying routes to name a few.

Our website contains a link to request a free copy of the newly updated aeronautical chart. Please visit us at www.colorado-aeronautics.org, click on the request link, fill out a simple form, and a chart will be mailed to you.

Free copies of the chart can also be picked up at our offices located at 5126 Front Range Parkway, Front Range Airport, Watkins. If you should have any questions pertaining to the chart, please contact Shahn Sederberg at 303-261-4418.

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