

CPA FLIGHT LINES

Vol. 11, No. 2

February, 1994



Two mile final to Runway 15 at Aspen Airport. Curfew on general aviation flights at night led to the GAO study which is summarized in article beginning on page 10.

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COLORADO PILOTS ASSOCIATION, INC.
P. O. Box 200911 Denver, CO 80220

PRESIDENT'S MESSAGE

by Mike Baldwin

AOPA EXPO '93

A followup on AOPA Expo '93: All attendance records were broken at the convention, with 7,200 participants over the November 4-6 event in Orlando. The previous record was 6,000 last year in Las Vegas. A total of 930 aircraft flew in.

CCOLORADO AERONAUTICAL BOARD

At the January Board meeting it was decided to endorse CPA member **Mary Senft** for an upcoming vacancy on the Colorado Aeronautical Board. Mary is a longtime CPAer and is currently Longmont Airport Safety Committee President and a member of the Longmont Airport Advisory Board. She is also an Instrument-rated Commercial Pilot and CFI.

CPA SUPPORTS GREELEY-WELD COUNTY MASTER PLAN

CPA Area representative **Kevin Bunnell** made a presentation to the CPA Board regarding the expansion alternatives at GXY. He asked for our support at an open meeting of the Airport Board. **Walt Bell** composed a letter which I read at the meeting supporting the expansion of capacity through a Northwest/ Southeast runway addition. Testimony was given by CPA, **Bill Hamilton**, AOPA regional representative and CPA Board member, FAA, and the airport consulting firm. The testimony was all positive, and the Airport Board subsequently approved the project. At their meeting January 11, the Weld County Commissioners unanimously approved the expansion. The expansion project is well-timed to meet the expanding Colorado population and economy. The new runway 16/34 will be 9,000 feet with a later expansion to 10,000 feet and cost between \$8.7 and \$11.6 million, funded 90% by FAA.

CPA REPRESENTATION AT CENTENNIAL AIRPORT

David Williams, CPA Program Chair and Seaplane Pilots liaison, has joined the APA Airport Noise Committee. Centennial Manager Don Crandall asked for CPA representation last Fall. David bases his 206 Amphibian at Centennial Airport and is currently the only pilot representative on the board, which is otherwise composed of airport management and representatives of homeowners groups. Discussion centered around the opinion that jets create the noise problems and not the training aircraft. APA recorded over 400,000 operations in 1993 and has over 900 based aircraft.

CPA MEMBERSHIP DRIVE UNDER WAY

Complimentary copies of "FLIGHT LINES" were mailed to 110 tenants at Greeley-Weld County Airport. Another mailing of this issue will follow, with personal communication after that. We will assess the GXY response before proceeding further. At this point, **Terry Barbo** reports that membership stands at 450, up from 433 at year's end.

CPA MOUNTAIN FLYING COURSE TO BENEFIT

The recently published GAO report of the poor safety record at mountain airports points out the need for training pilots in mountain operations. CPA's Mountain Flying Course, under the direction of Past President **Bill Marshall** is ideally suited. (It is the best Aviation Course I have ever taken). A recent problem has been that FAA will not mail flyers out for a fee-for-services program. Bill has been negotiating on this point, with the possibility that the CPA-directed

Colorado Flight Safety Foundation, a non-profit corporation, might conduct the course without charge, with CPA selling the workbook separately from CFSF. GAO's report should add weight to our requests to FAA.

FAA'S GENERAL AVIATION POLICY STATEMENT

Recently published in "FAA Aviation News," Administrator David Hinson's new policy spells out the favorable policy given in his speech to AOPA Expo attendees.

Five points are given, as follows:

1. **Safety:** to protect recent gains and aim for a new threshold.

2. **FAA Services:** to provide the General Aviation community with responsive, customer-driven certification, air traffic, and other services.

3. **Product Innovation and Competitiveness:** to ensure the technological advancement of general aviation.

4. **System Access and Capacity:** to maximize general aviation's ability to operate in the National Airspace System.

5. **Affordability:** to promote economic and efficient general aviation operations, expand participation, and stimulate industry growth.

(Emphasis mine)

This certainly is positive news for General Aviation pilots as represented by CPA.

COLORADO AERONAUTICAL BOARD MEETINGS

The last two CAB meetings on December 9 and January 6 were attended by **Marilyn Taylor**, Legislative Chair, **Walt Barbo**, and myself. At the first meeting I was called on to present the status of CPA's **Mountain Flying Course**. The interest was sparked by the GAO study of mountain airports. Other items of direct interest: Telluride will decline installation of the MLS landing system; Custer County Airport will receive \$50,000 towards its

improvement program; and the Fantasy of Flight children's program (which drew 3,000 students at the 1st Annual Rocky Mountain Air Fair last October) will receive \$13,000 towards the purchase of PC flight simulators. Other items of Statewide interest: a crack sealing program for all airports; the intern program-APA has asked for a second intern; and a firefighter training program will be implemented. The next CAB meeting will be in Colorado Springs on March 10.

CPA WATCHES PRIVATIZATION OF ATC

As discussed in Bill Hamilton's "**FLIGHT LINES**" article in the December issue, privatization of Air Traffic Control may not be in the interests of safety and efficiency. As a recent Denver Post article stated, evaluation of this move is in progress, and when it comes before the Congress, CPA will be urging its membership to write letters reflecting CPA's opinion on that subject. Although I have written to FAA supporting the 4-year medical and two-year annual, my policy is to clear items like that through the CPA Board before firing off letters to governmental bodies.

CPA ON THE LOOKOUT: USE OF JET FUEL TAXES

In my last President's Message, I expressed concern that funds might be diverted to hotel development at DIA. At a recent Colorado Aeronautical Board meeting, the matter was discussed and it now appears that no Discretionary Funds will be used for this purpose. One option is to build a hotel contiguous with the DIA terminal using a bond issue for funding and lease it to a hotel operator.

RESTORATION OF DUAT FUNDING

Budget funds were approved by the House and Senate to continue funding for DUAT through fiscal 1994, after which

long-term funding will be reevaluated. Thousands of letters were written by the pilot community on this issue, and all the aviation alphabet groups responded as well. Just goes to show that Big Brother does listen if enough of us speak. All the more reason to increase CPA's strength by means of a larger membership. **JOIN CPA** and be heard by those who control our flying!

HATS OFF TO CARL WILLIAMS

Recently I had the good fortune to attend the ceremony at which CPAer **Carl Williams** donated his Alexander Eaglerock A-14 NC205Y to the City of Denver for permanent display in the DIA terminal. The airplane was made by the Alexander Aircraft Company in Colorado Springs in 1929, and three examples remain in existence. Mayor Wellington Webb graciously accepted the gift of the rare airplane. It will hang in Concourse B. Thanks to Carl for his generous gift honoring Colorado Aviation history. Also present by invitation were CPAers **John Schoonhoven, Walt and Terry Barbo, Vern Foster, and Scott Hamilton.**

CPA BOARD MEETINGS

A reminder that Board meetings are open to all CPA members and prospective members. They are on the first Monday of each month at 6:30pm at the Stapleton Plaza Hotel. Exceptions are February 28 (the March meeting), July 11, and September 12. Several board members usually gather for dinner at the Lobby restaurant at 5:00 - 5:30 p.m. before the meeting.

RENEWALS

Robert Fessenden, Loveland
 Dr. Phil Card, Aurora
 Lenard Adler, Denver
 Ken Pearce, Colorado Springs
 Jim Hogan, Canon City
 Ralph Hanson, Arvada
 Don Boyle, Boulder
 Sandy Bush, Mt. Crested Butte
 Dick Crouse, Pueblo West
 Carmen Grillo, Englewood
 Lucy Powers, Denver
 Harry Young, Pagosa Springs
 Bob Resling, Castle Rock
 John Miller, Aurora
 Jon Andrews, Aurora
 William Reed, Denver
 Don Black, Erie
 Tracy Dalrymple, Denver
 Joe Cook, Englewood
 Roger Hughes, Arvada
 Paul Reader, Ft. Collins
 Larry Mack, Burlington
 Scott Bell, Greeley
 Lew Entz, Hooper
 Larry Lambrecht, Englewood
 Howard Morgan, Evergreen
 Gregory Reedy, Parker
 Eric Howell, Parker
 Donald Rodewald, Lake City
 Dean Kloepper, Littleton
 Deanna Strand, Grand Junction
 Carlos Suarez, Westminster
 Scott Turner, Greeley
 Bruce Ray, Boulder
 Guy Nooney, Longmont

CPA HOTLINE (303) 266-6266

GROWTH! CPA WORKS TO ATTRACT NEW MEMBERS

*by Alice Borodkin
Membership Chair*

Webster defines the word "membership" as: (1) the state or status of being a member, (2) the body of members.

Well, CPA is about to embark on a campaign to increase our "body of members."

It appears to me that CPA may be one of Colorado's best kept secrets. Oh, sure, we in the aviation community may know about CPA, but we may not be aware of what CPA actually does, or CPA's contribution to the aviation community. For those of us who do know, well, we pilots are famous for preaching to the choir. We need to get the word out!

Let me share with you a long and short range plan to increase CPA visibility and increase membership.

SHORT RANGE

- Include membership application in billing notices of targeted airports. Our membership applications tell what we do, and what the benefits are to belonging to CPA. We need to get used to carrying a few around with us at all times. You never know when you'll run into a potential member!
- Target a small sample group to receive "FLIGHT LINES" for two months free of charge. Third month mailing include membership

application. We have already started to implement this idea.

- Work closely with Public Relations Committee to inform the media and the public at large about CPA, its mission, and activities. This will not only create visibility for CPA, but will enhance the image of general aviation.

LONG RANGE

- Establish a Speakers Bureau. There are many civic/business organizations looking for speakers. There are many CPA members who can tell the CPA story. The plan is to list area groups, write a "pitch" letter and set up speakers. Volunteers needed! Training provided!
- Review past membership survey and create current survey. Let's find out what you want.

This is not a job for the Lone Ranger. That's why we call it the Membership Committee. If you are interested in accepting the challenge of helping CPA to grow and reach the organization's full potential, get involved. As the NIKE commercial says, "Just Do It!"

Suggestions? Feel free to call me.



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HEARD ALONG THE FLIGHTLINE

■ It appears that FAA STILL DOESN'T GET THE MESSAGE in its misdirected effort to expand use of MLS systems.

Aeronautical Board Member PETER LERT reported at the January 6 meeting of the board that the City of Telluride had respectfully declined an FAA offer to have an MLS installed at its airport for the reason the systems were considered to be outdated technology. If installed he felt FAA check aircraft would be the only ones to use it.

■ Revenues to the STATE AVIATION TRUST FUND, which derive primarily from the 3% state tax on sale of aviation jet fuel and already down from the delay in the DIA opening and the trend towards use of larger more fuel efficient aircraft, will suffer another hit with the announced retrenchment of Continental Airlines.

Fuel taxes generate over \$11 million annually. Following rebates to airports, something over \$2.5 million has remained for aviation grants. Prior to the Continental Airlines announcement, this was expected to reduce to not more than \$1.8 million. Don't be surprised to see it go as low as \$1.5 million.

The Aeronautical Board had already made adjustments to its airport grant program by reducing discretionary grant cycles from two to one per year. Hearings on applications for the next grants will be held October 6-7, 1994 at the Aviation Division's Englewood, Colorado office.

■ Ironically, while demand for funds under the State Aviation Grant Program is very high, many communities find they cannot accept them because of limitations imposed by Amendment 1. Most people are aware of the spending limitations imposed by the amendment. Less well understood is the limitation imposed on revenue generation . . . which includes grants accepted from the state (or federal government) for airport development.

The Aeronautical Board has come up with a rather creative solution to this

dilemma. The aviation office is currently acting as sponsor for a number of statewide airport development projects. This includes work such as airport planning and construction work such as pavement sealing and marking. It is the type of work which would typically be done under individual grants to airports. State sponsorship of the work removes individual airports from the problem of accepting money while at the same time accomplishes needed airport development.

In a related matter, FAA has encouraged the Aviation Division to act as sponsor for federal general aviation airport grant monies allocated to the state. Currently the FAA issues grants to individual airports similar to the way the state grant program is implemented. To give the program to the state would relieve the feds of considerable overhead costs. This, of course, is the basis of the feds' generous offer. True, the state would have added overhead in accepting the program. And it doesn't appear to have the budget to do so.

Yet, looking at the dilemma created for communities by Amendment 1, along with reduction of state generated revenues for aviation purposes, state administration of the federal grant program could be a very positive step for Colorado. It is worth a serious look.

■ Worth repeating, from the GREELEY-WELD COUNTY AIRPORT NEWSLETTER.

"As many of you have already observed, large numbers of migratory fowl have been traversing the area around the airport at approximately pattern altitude. A quick check with the FAA confirmed that geese are not required to learn or observe the right of way rules required in FAR 91.113, and therefore are a collision hazard. So we urge all pilots in the vicinity of GYX to take a gander around and give way to our feathered friends. We want to avoid a quack up at all costs."

NEW DENVER CLASS B AIRSPACE

*by Walter Bell
Airspace Chairman*

The following Class B Airspace Chart depicts the probable airspace configuration for the new the new Denver Airport. Since the "official" chart will not be released until March 3, 1994, we thought it would be of interest to pilots to have an advanced look at what it will look like prior to the release date.

As of this writing, no CPA member has seen the "official" chart from the FAA. We believe that what we have shown is relatively accurate. It was produced from preliminary data over the past year and reflects recommendations given to the FAA by the DVX TCA Ad Hock Advisory Committee. However, there is no way to guarantee its accuracy. Obviously, it should not be used for navigational purposes.

Listed below are some thoughts about the airspace changes that you may find helpful.

1) The DEN VOR will be relocated on opening of the new Airport and GETS A NEW FREQUENCY (117.9). This means that the DEN VOR moves to DIA and your Loran/GPS database will not be accurate until it is updated. All of the other nav aids at Stapleton will likely be turned off on March 9 as well. The Kiowa VOR is not included in the new airspace system and will be decommissioned, perhaps on March 9. I understand that the Kiowa VOR will later be relocated in the Denver area but I have no idea of when it will happen.

2) The new Class "B" Airspace is much larger than the old TCA. It stretches from just south of Greeley to several miles south of Castle Rock. While a lot of unrestricted airspace underlies the 30 NM top layer, we will need to be careful that we respect the overlying airspace. In

some cases the area you now use for climbout will become restricted airspace.

3) The west side of the restricted airspace ends along Wadsworth Blvd. This will certainly be a help to VFR navigation. And with the new Jeffco VOR (115.4), navigation should be easy. Do not forget, however, to coordinate your transition with Jeffco Tower.

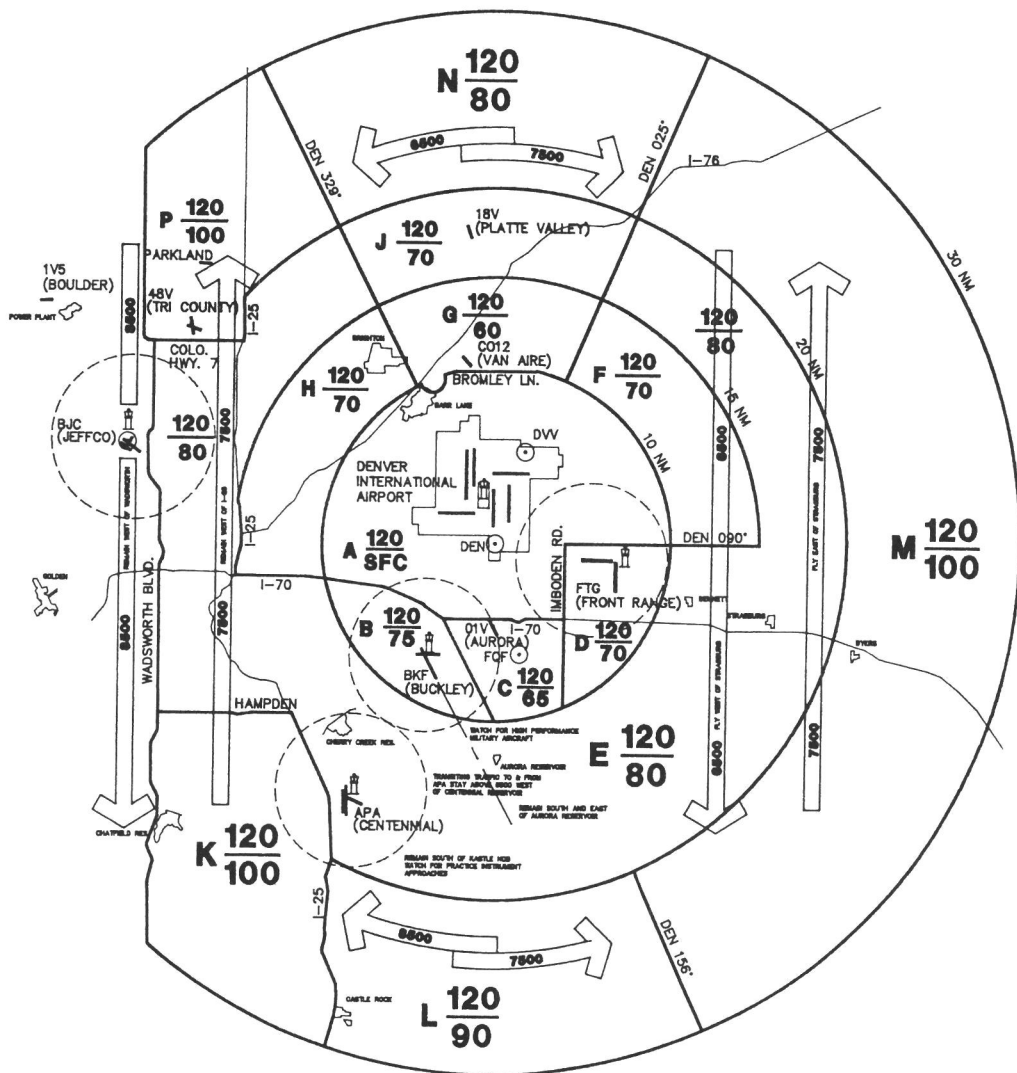
4) Traveling around the east side of the DIA will be more difficult using pilotage because there are few landmarks. The towns of Bennett and Strasburg will likely be the most popular checkpoints. In time, Kiowa VOR may be relocated in that area to provide relief.

5) The FAA promised that three controllers would be available to manage satellite operations. They will be working with IFR traffic destined to airports from Centennial to Downtown Ft. Collins. They should also be available for flight following clearances through Class B Airspace and for practice approaches. The FAA has promised that satellite airports will be provided better radar service. The frequencies given to me for Denver Radar are 134.85 MHz (north of Denver), 126.37 (south of Denver), and 128.45 (east or west of Denver).

6) Please take note of segments "C" and "G" on the chart. Both those segments provide access to small airports and operations in those areas requires flying at about 500 feet AGL. Hopefully, most pilots transiting the area will stay outside those segments to minimize congestion in tight quarters.

7) The best advice that can be offered is to make sure you get a new Denver Class B Chart and spend some time with it before you go flying. Good Luck!

Probable Layout of NEW DENVER CLASS "B" AIRSPACE with Recommended VFR Flight Corridors



Drawing prepared courtesy of
CPA Member Tim Morgan

SUMMARY OF PRINCIPAL FINDINGS

1993 GAO REPORT: AVIATION SAFETY, FAA Can Better Prepare General Aviation Pilots for Mountain Flying Risks

By Walt Barbo

Last year the U.S. General Accounting Office completed an in-depth study of general aviation safety in mountainous areas. It was a study undertaken at the request of the Senate's Subcommittee on Aviation, Committee on Commerce, Science and Transportation in response to a congressional demand stemming from an issue at Aspen Airport in Colorado.

The Aspen issue goes back several years to a self imposed ban on night operations by general aviation aircraft. Pitkin County, which owns the airport, may have taken the position in response to environmental concerns about aircraft noise. But its public position was that it was not safe for general aviation aircraft to fly in the mountains at night. The county enlisted congressional help (Senator Tim Wirth) to assist in its cause . . . which precipitated the GAO study.

Between 1946, when Aspen first opened, and the mid 1970s, all operations at the airport were restricted to daylight hours. In 1978 this policy was changed to allow scheduled commercial carriers (but not general aviation) to land and take off during evening hours until 8:30 p.m. This policy was changed again in 1989 to allow air carriers to operate until 11:00 p.m. IFR departures by general aviation aircraft were permitted until 2½ hours after sunset on weekends and holidays during the peak of the ski season. But this accommodation to general aviation was withdrawn after one year. The airport is currently closed to general aviation operations from ½ hour after sunset to 7:00 a.m.

Ironically, the FAA initially sided with the community and supported the ban on night operations by general aviation aircraft.

In 1989 AOPA filed a formal complaint with FAA challenging the prohibition on night operations. AOPA charged that allowing commercial carriers to operate at Aspen Airport until 11:00 p.m. unjustly discriminated against general aviation and thus violated sponsor assurances made in accepting FAA Airport Improvement Program grants.

The FAA made a finding that the airport sponsor was in non-compliance with its assurances under the grant program. Usually, this type of finding would result in a corrective action by the airport and would result in termination of further federal grants to the airport. For serious cases, the FAA has power to recover all past investment in the airport. But in this case, the county demonstrated political power equal to the FAA's. The dispute is now over 4 years old with no indication that it will be resolved soon. In the interim, FAA grant monies continue to flow to the airport as if nothing had happened.

The GAO did an in-depth study of general aviation accidents in the 11 western mountainous states and compared these findings to statistics in nonmountainous areas. It also looked at accident characteristics related to select mountain airports, drew some conclusions, and even made a recommendation for resolution of the Aspen discrimination issue.

Colorado Pilots Association is credited as a source for many of the conclusions of the report and is mentioned frequently in the text.

The brief summary which follows was excerpted from the report.

PURPOSE OF STUDY:

GAO was asked to identify (1) the extent to which mountainous areas present higher risks than nonmountainous areas for general aviation and (2) actions the FAA is taking and should take to reduce the risks associated with mountain flying and the impact of those actions on general aviation. In addition, the GAO was asked to examine the legal and safety issues involved with the prohibition imposed by Pitkin County, Colorado, on general aviation night operations at Aspen Airport.

PRINCIPAL FINDINGS:

Mountain Flying Poses Greater Accident Risk to General Aviation Pilots.

In fiscal year 1992, the general aviation accident rate in 11 western continental states designated by FAA as mountainous was 2.4 accidents per 100,000 operations—39 percent higher than the rate of 1.73 for the other continental states. In addition, between fiscal years 1983 and 1992, the general aviation accident rate at 5 judgementally selected airports in high mountain terrain was 2.6 per 100,000 operations—155 percent higher than the rate of 1.02 for 5 judgementally selected nonmountainous airports with similar level of operations.

Likewise, FAA and NTSB staff, pilots, and flight instructors told GAO that mountain flying presents a much greater accident risk than operations in non-mountainous areas. For example, FAA noted that engine output and propeller efficiency worsen at higher elevations, estimating that a small airplane requiring 1,000 feet for takeoff from a sea-level airport will require 2,000 feet from an airport located 5,000 feet above sea level.

GAO's review of completed NTSB investigations found that mountain flying hazards caused or contributed to 176, or 32 percent, of the 558 fatal general aviation accidents that occurred in the 11 western states between fiscal years 1989 and 1992. These 176 accidents caused 363 fatalities—almost 11 percent of the 3,352 general aviation deaths that occurred in the United States during this period.

FAA Can Take Several Actions to Better Promote Mountain Flying Safety.

Although FAA alerts pilots to mountain flying risks during the initial certification process and subsequent seminars, NTSB's accident investigators often found that pilots involved in fatal general aviation accidents were not adequately familiar with the hazards of or lacked experience in mountain flying.

Between October 1988 and September 1992, for example, NTSB staff cited the pilot's inadequate planning or lack of familiarity with flying in high mountain areas as causing or contributing to 103, or nearly 60 percent, of the 176 fatal mountain flying accidents that occurred in the 11 western states.

Emphasizing that the safety record in mountainous areas could be substantially improved, most of the FAA and NTSB staff, flight instructors, and pilots that GAO interviewed suggested several actions that FAA could take that would not impose a financial burden on the industry.

For example, they stated the FAA could issue guidance identifying airports in mountainous areas that present unique challenges and recommending routes for approach and takeoff at those airports under visual flight rules. In addition, they suggested that FAA could encourage training by approving mountain flying courses and allowing pilots who complete such training to receive a "mountain endorsement" that can be used in lieu of the biennial flight review requirement.

RECOMMENDATIONS

To better prepare general aviation pilots for the hazards of flying in the mountainous areas, we recommend that the Secretary of Transportation direct the Administrator, FAA to:

(1) Issue guidance that identifies airports in mountainous areas that present unique challenges to pilots, describes those challenges, and recommend routes for approach and takeoff at those airports under visual flight rules,

(2) Provide incentives for pilots to obtain mountain flying training by approving courses that meet FAA's standard and issuing to pilots who obtain such training a "mountain endorsement" that can be used in lieu of meeting the biennial flight review requirement,

(3) Require the Accident Prevention Program's managers in mountainous states who have sufficient experience in mountain flying to conduct mountain flying seminars in nearby nonmountainous regions prior to the summer and winter seasons of each year; and

(4) Modify the written test to include specific questions on the risks of mountain flying.

CONCLUSIONS ON ASPEN AIRPORT BAN ON NIGHT OPERATIONS BY GENERAL AVIATION AIRCRAFT

FAA has the authority to countermand Pitkin County's curfew and allow night operations at Aspen Airport by all users. If FAA did so, its actions would likely be upheld by the federal courts. As a practical matter, however, the situation has remained a stand-off for the last 4 years, as FAA accepts a situation that it terms unacceptable. Nevertheless, Pitkin County has raised safety concerns that need to be addressed. We believe that these concerns can best be addressed

through a cooperative approach between FAA and Pitkin County officials.

In fact, options may exist that would facilitate a resolution to the dispute. Under one option, the county would (1) allow IFR-certified aircraft and instrument-rated pilots to operate under IFR at Aspen Airport until 11:00 p.m.; (2) accept a microwave landing system from FAA that would improve the safety of IFR approaches; and (3) conduct a noise study following established federal procedures and, if warranted, restrict those night operations not meeting noise criteria. In turn, FAA could address safety concerns by allowing IFR night access and prohibiting noninstrument-rated pilots and non-IFR certified aircraft from using the airport at night. Because neither FAA nor Pitkin County has examined such options, potentially expensive litigation or administrative proceedings could result. We believe that the options we have identified could form the basis for FAA and Pitkin County to develop a framework to resolve this difficult issue.

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YOUR AREA REPS

by Phyllis Kramer
Vice President

Longmont, Vance Brand

The new Area Representative was named January 10. We welcome **MARY ANN SENFT**. She is also a member of the Colorado Chapter of the 99s and is active in the EAA program. She and spouse, Dr. Otto Senft, are positive general aviation enthusiasts. Mary Ann can be reached at 303/776-7481.

Sincere thanks to **LES VON HAGEL**, who helped so much by his participation in the Area Rep program.

Canon City, Fremont County

DEAN BAIRD advised **CANG** announced in December that there would be changes in the MOA that would be significant so as to warrant additional notice of intent in the Federal Register, involving modifications in several military training routes in the San Luis Valley, La Veta areas, and other areas in the southeastern Colorado Plains.

Montrose Regional

ROGER LAKE was an attendee at the reception on December 10 honoring the completion of the new runway 17/35. The successful reception was planned by

the airport staff and John Brooks, the Airport Authority attorney. Community members and local pilots were treated to a catered reception with live chamber music. December 11 saw a windy ribbon cutting ceremony. Coming in from California Burt Rutan and Mike Melvill of Scaled Composites, Inc. did a timely fly-by.

Pagosa Springs, Stevens Field

LARRY BARTLETT reports the runway is now open the full 9200 ft. length. Visitors to the area should realize there is no parallel taxiway and thus safety options should be fully exercised. Aircraft entering the runway from the south end to back taxi to preferred Runway 19 (or takeoff on 01) cannot see aircraft on final to 19 because they are so far away they blend in perfectly with the San Juans in the background. Listen to and announce on Unicom 122.8 and use your landing lights on final. Good habits always! Larry and Ginnie have completed their new video -- "Flying the Colorado Rockies." Great!



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