

CPA FLIGHT LINES

Volume 12, No. 12

December 1995



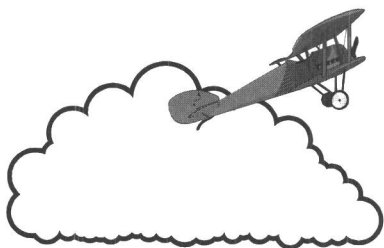
Season's Greetings

from your BOARD OF DIRECTORS

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President's Message



Airports Under Attack !

Patti
Arthur

Noise complaints against general aviation aircraft are at an all time high and many homeowners groups are becoming well-organized and well-educated in their fight to close existing airports, attempt to force landing fees or establish curfews for touch and goes, etc. here in Colorado. You need a strong voice in the state legislature and on the local political scene because nation-wide we are losing our public-use airports at the rate of one every week! Your local airport may be next.

What is your Colorado Pilots Association doing about these unreasonable attacks on airports? This month, I gave my first noise abatement educational seminar to a group of flight instructors at a local flying club. I will be giving these seminars all over the state because I believe flight instructors need to be some of the first pilots reached. They are the ones who can instill good, neighborly flying habits right from the start. They can also reinforce those ideas during flight reviews or when pilots train for new ratings. This particular group of instructors was very receptive to learning what can be done to be more neighborly. They were also supportive of your Colorado Pilots Association and our efforts to help solve the noise problem.

Past President Mike Baldwin showed AOPA's Fly Friendly video to a...well...notably hostile group of homeowners this month. Both Mike and the video were well-received, even by some of the more outspoken opponents to aviation. I am sensing that at least at

Centennial, the homeowners and pilots are starting to get along a little because we seem to be starting to work together to understand each other and reach a compromise.

However, the noise problems are far from over. Homeowners want many airports shut down completely, and we simply cannot let that happen. We will continue to work to solve these problems.

Please contact me on the CPA Hotline at 303-266-6266, and let me know if your airport is undergoing attacks from the local community.

Comments Due On NPRM Affecting All General Aviation Pilots

Comments are due December 1, 1995 on a recent NPRM that affects all of us. New training and recurrency requirements will prove to be both expensive and time consuming. In the interest of safety, many of the new requirements are reasonable; however, practically speaking, many are just plain inappropriate. Walter Bell and Steve Arthur have been reviewing the NPRM and preparing comments to submit to the FAA on behalf of CPA.

Bob Hoover Regains Medical

I'm sure you have all heard by now that Bob Hoover has his medical certificate again. He regained his medical after the Administrator of the FAA requested that an independent board of physicians review his case. We are all happy for Hoover, however, not all of us can receive such special treatment, nor can many of us afford it. It would be better if the system could allow such independent review for all pilots, not just the famous ones.

New Lobbying Organization

The new Colorado General Aviation Council is forming, and past president Mike Baldwin has graciously agreed to chair the steering committee. The new council is made up of the presidents of every non-commercial aviation organization in the state. Several states already have such organizations in place. The purpose of the council is to bring all general aviation organizations together to present a united front to lawmakers when adverse legislation is introduced that will harm statewide aviation interests (for example, higher fuel taxes). These councils have been successful in other states, and I believe one is needed here, too.

You can leave a message for the president.
Call the CPA Hotline at (303) 266-6266.

Dear Michelle,

What can we do about all the noise complaints that have become so numerous since DIA opened? Are they talking about us as well? Weren't most of the airports here first?

Henrietta

Dear Henrietta,

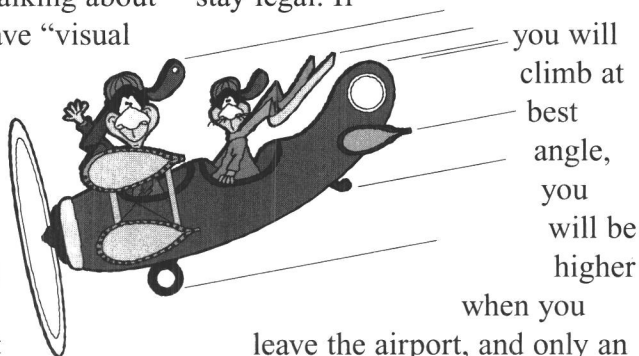
You bet they are talking about us as well. We even have "visual pollution" complaints about jet contrails down in the San Luis Valley!

AOPA has a new video out that is being shown to pilot groups around the area, and it is called "Flying Friendly."

AOPA's President Phil Boyer narrates this fine presentation, in the interest of saving our airports. The old argument "the airport was

here first" just won't work any longer.

We need to be better neighbors around airports with residential surroundings, and it's not that hard to do. First, fly the VFR flyways depicted on the "B" Airspace chart, at the altitudes shown. They will keep you away from most of the noise sensitive areas. Don't take short cuts over people's houses, even if you can stay legal. If



leave the airport, and only an extra 500' of altitude can reduce perceived noise by as much as 50%. Also, use the lowest propeller RPM that you can. Look in your POH and you will find many acceptable power settings

that are “over square.” Do your runups far from neighboring houses. Also, if you stand by a moderately busy highway near an airport, you will find that the cars make more noise than airplanes overhead. So, flying over a highway when you can will reduce perceived noise from your airplane. When you come back to the airport, don’t push your prop control in until you have made your last power reduction. That will prevent the loud noise made by the prop going into flat pitch. Actually, the change in the prop noise is more annoying than the actual noise level. Try to fly as high a power-off approach as is comfortable, dragging it in at low altitude and high power is not only unsafe but not noise-friendly. Also try to keep your patterns in close

to reduce the noise footprint. Lots of pilots fly heavy aircraft patterns in light aircraft, increasing the time spent over surrounding houses.

If you will think about these things in your flying, and think “Fly Friendly,” we will have fewer noise complaints and reduce the risk of losing airports.

Fly friendly,

Michelle Wing

We need **you** to send a question for publication.
Please mail it to:
Michelle Wing
Colorado Pilots Association
P.O. Box 200911
Denver CO 80220

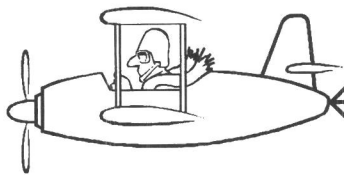
MEMBERS: PLEASE NOTE . . .

That the mailing label on your newsletter contains the expiration date of your membership. This line is highlighted to call your attention when your dues are payable. A membership renewal form is provided for your convenience inside the back cover of **FLIGHT LINES**.

This form can also be used to inform CPA Membership Records of any change of address. Please be aware that the Post Office **does not** forward bulk mail. It is returned to CPA.

If you subscribe to **Flying Review** magazine, please inform them directly of any change of address at:

FLYING REVIEW
4801 Charlotte Ct. NE
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Heard Along The Flight Line

■ Some mixed emotions from those who attended the Starman Aviation Auction at the abandoned Denver Stapleton Airport on November 11-12. Including some thoughts on how to sell a used aircraft. Not suggesting that those with an aircraft for sale consider disassembly with sale of the parts, but that appeared to be the way many of the aircraft hulks were being disposed of. Stripped of anything that could be removed and sold separately. For the reason the parts bring a higher return at auction than the whole.

■ One always runs into a few friends at the auction . . . searching for that rare bargain. Saw CPA member WALT BELL, for example, make a successful bid for a brand new Riley Intercooler, and some odds and ends in used radio equipment, for his T210. Bought them for peanuts. Lot of tire kickers standing around. Good entertainment. And the price is right. Costs nothing . . . unless you raise your hand.

■ The downside of the auction was the disappointment in seeing Stapleton's rapid rate of decay. It truly looks like an abandoned facility. Weeds and wind blown debris have taken over parking areas and ramps. Paint peeling

from buildings. Empty buildings. The Continental hangar and offices, where the auction was held, is a ghost of its former self. Gives one a weird feeling to be on the site.

■ The City & County of Denver has a disposition team working on reuse planning and marketing for the facility. But it is unrealistic to think anything can be done in the short time frame. There are too many cleanup problems from decades of fuel spills and years of environmental neglect. And too much concrete pavement in the wrong place. And buildings that are not readily adaptable to post airport use. So marketing will likely concentrate on the portion of the airport north of I-70 . . . adjacent to the Montbello Industrial Area. It is the easy and profitable part. For the southern part of the airport, Denver will be lucky to bring in enough revenue to offset costs of the disposition team.

■ Meanwhile, Denver is proposing to build more concrete . . . 1 million square feet of it . . . adjacent to DIA . . . at a cost of about \$25 million, in the hope of enticing UPS to build a major new cargo hub there. The scenario would have UPS acquire land outside of the airport perimeter

and operate what is termed a through-the-fence operation. Denver would fund aircraft parking areas and related taxiways, much of it on private land owned by UPS. A little question of whether Denver can legally use airport funds for development on privately-owned land, particularly land outside of Denver's city limits. But don't expect this to slow Denver down. Denver will find a way.

■ Front Range Airport continues to compete for the UPS hub. A preliminary commitment by the carrier to locate at Front Range was the basis for the major investment made in its new north/south runway complex. And there is a willingness to invest additional millions more. But Front Range may have been used . . . as a negotiating tool by the carrier . . . to get a steal from Denver. Little doubt that the carrier is playing one airport against the other. When it all shakes out, Denver will certainly offer more than Front Range can afford. Not a fair contest.

■ One can't help but side with Front Range. Logistically, it is

probably a better site. And were it not for past encouragement from UPS, and the FAA, it likely would not have made the capital investments it did. Like buying a trousseau . . . only to be left at the altar.

If the carrier abandons Front Range in favor of DIA, what happens to Front Range? What is its future?

Frankly, nothing will change. It continues to have a future as a general aviation reliever. And it has potential as an industrial type airport. It just won't have the sudden acceleration into a high activity airport as would have been possible with UPS as one of its tenants.

Unless . . . something like the McCain bill (with its user fees) is approved by the Congress. In which case, general aviation pilots can be expected to flee airports with air traffic control towers . . . and base at nearby non-towered airport . . . like Front Range.

■ GA LOBBY GROUPS PUSH HARD AGAINST McCAIN BILL. The alphabet groups say they're frustrated that an FAA reform bill that would impose users fees has passed the Senate

Legislative Reception

Meet with your Legislators

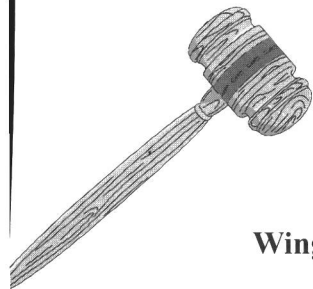
February 15, 1996

5:30 p.m. to 7:30 p.m

Wings Over the Rockies Aviation Museum

Call Mike Baldwin for details

(303) 674-7864



Commerce Committee. AOPA, NATA, and NBAA have pledged to organize opposition to the bill on the floor of the Senate.

■ Don't know how many noticed, but in the November elections ASPEN decided against widening the runway at its Pitkin County Airport. It was proposed to widen the runway from 100 ft to 150 ft to meet FAA standards for service by larger air carrier aircraft. "Anti-growth" elements successfully got the issue on the ballot . . . where the planned development was rejected. Significant since it is one of the few cases where airport development has been rejected for anti-growth reasons.

■ Similar election results with the proposal for a new airport in PARK COUNTY. That decision, however, seemed more based on economics and common sense. Neither the feds or the state supported it. The money wasn't there. And potential traffic would not have supported it. So the voters put the issue to rest.

■ Much of that nice airport equipment left behind at Stapleton seems of little interest to state airports . . . even though it can be acquired for little or no cost through the CDOT Division of Aeronautics. The equipment transfer was authorized under a bill passed in the 1991 legislative session. It reads: "The City and County of Denver shall convey, without consideration, unneeded airport-related equipment to the Division for equitable distribution

to other governmental entities operating airports in this state."

The state also acquired something over \$200,000 of new equipment (mostly airport lighting) at about 25 cents on the dollar. This equipment is being offered at the Division's cost. And in some cases it is being transferred to airports as part of a grant-in-aid project. But much of it is in storage at Stapleton . . . with few interested takers.

■ There is a similar surplus property program to benefit airports in CDOT. Ever wonder what happens to all the rolling equipment after CDOT gets through with it. Some of it is readily adaptable for airport use . . . even though it has outlived its useful life with the state. For example, Glenwood Springs picked up a Ford Bronco with about 90,000 miles at a CDOT surplus sale for \$4,000. Another couple of thousand was invested to attach a snow blade. And the city now has a very adequate airport maintenance vehicle at a small fraction of the cost needed to acquire a new one. The sales take place periodically. No fixed schedule.

Incidentally, airports get first priority in acquisition of the equipment, thanks to a policy with CDOT arranged by the Division of Aeronautics.

■ Speaking of airports legislation, Representative LEWIS ENTZ will be submitting a bill this session to expand the authority of the Colorado Aeronautical Board and the CDOT Division of

Aeronautics. The legislation would expand the definition of "aviation purposes" to include informal aviation education, training, and related materials. The change is needed to clarify eligibility of state participation in programs such as the Rocky Mountain Air Fair, Fantasy of Flight, and various safety related programs. The future of these programs are in jeopardy without clarification of legislative intent of aviation purposes and eligibility under grant programs.

The legislation would also give the CAB authority to accept FAA "block grants" for development of general aviation airports. Several

states currently operate block grant programs. With continued retrenchment in the size of federal government, it is inevitable that all states will eventually administer block grant programs. Current legislation specifically prohibits the CAB from any control over federal funds for airports. The Entz sponsored legislation would change this.

■ Not all Colorado airports are supportive of the block grant program. The Colorado Airport Operators Association, for example, have come out in opposition to the proposal. Opposition appears to stem from a view that

(continued next page)



Harold F. Hurst
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13111 E. Briarwood Ave., #250
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individual airports have a history of good working relationships with the FAA and no need for the state to intervene in their behalf. There is also some apprehension of a state bureaucracy that would duplicate FAA services.

The issue appeared on the agenda for discussion at the November 9, 1995 meeting of the Colorado Aeronautical Board. The airport operators detailed the basis for their opposition to block grants. And a number of individuals spoke in support of block grants. Little was resolved, however, the airport operators agreed to participate in further discussions directed towards legislative language that would be acceptable to all interests.

A reality that must be recognized. The airport operators can make or break this legislation. Legislators can't be expected to support a legislative proposal on airports that is not supported by the airports.

■ **PRIVACY LOST!** Thanks to High Tech. FAA Airman Databases are now available to anyone through AVweb on the INTERNET. And there may be other INTERNET sources. AVweb lets you access the database and retrieve data on nearly 600,000 certified U.S. pilots. The data base includes names, addresses, certificates, ratings and type of medical held. See page <http://www.avweb.com> on the World Wide Web.

■ Those following the "soap opera" of John Andrews and his

attempts to establish air carrier service at Centennial Airport and Jeffco Airport have to be somewhat curious as to whether or not the FAA will intervene in his behalf.

In the last episode, Jeffco Airport put a moratorium on a decision regarding carrier service. The Airport Authority said it wanted to wait until higher courts ruled on a similar case in which Centennial Airport refused to permit carrier service. Andrews stated he will appeal to the FAA that Jeffco Airport is in violation of nondiscrimination provisions of grant agreements under which it accepted federal funds. A similar complaint was filed over the Centennial case.

The FAA compliance program is the teeth of the grant-in-aid program. In effect, the FAA tells airport sponsors, "you can have our money providing you operate and develop your airport by our standards." It is a good program. It provides the basis of a stable, uniform system of airports. But the program also has a number of economic and social objectives, including provisions for nondiscrimination.

What are the odds of the FAA taking action against the airports on this issue? Probably small.

Several years ago, Longmont was found in "noncompliance" with provisions of its grant agreements when it denied access to the airport by untralight aircraft. Federal grant-in-aid funds were denied for several years . . . until Longmont changed its policy and agreed to accept ultralights . . . at

which time the flow of funds was restored. One of the few cases in which the FAA took a strong stand.

More recently, the FAA found Aspen in noncompliance over its discrimination in night access to general aviation aircraft. In this case, however, political forces proved more powerful than the FAA. The flow of funds continued and it wasn't until intervention by AOPA and a court case that the access issue was resolved.

Even Denver Stapleton was found in noncompliance at one time . . . over a city policy that diverted taxes on aviation fuel from the airport to the city general fund. This case was overturned at the White House level . . . following political pressure. The Denver diversion of funds was allowed to continue as an exception to national policy relating to diversion of airport generated revenues.

It would be a real disservice to the aviation public for the FAA to lose its compliance enforcement power. It is one of the few protec-

tions the aviation community has from discriminatory acts by local government.

In both the Centennial and Jeffco cases, the airports appear to be testing the FAA's resolve. But from their side, residents of nearby communities are pounding on them to deny service. It is a situation in which it is easier for the airports to say no than face the wrath of their neighbors.

Don't expect any change soon. The FAA is committed to DIA and will not likely support any kind of competitive service. Discrimination or not! So the case could linger in the courts for years.

Wait for the next exciting chapter!

■ Quote from MIKE BALDWIN, outgoing CPA president at the November 4 Annual Meeting: "Airport neighbors think of us as a bunch of rich guys who own airplanes. We are not. We are a bunch of guys who would be rich if we didn't own airplanes."

FLY MART

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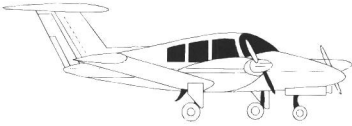
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Do you have an aviation issue to discuss?

Membership . . .

ROUNDUP

Missing since October . .

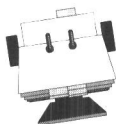
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All articles & letters should be sent to:

DAVID ROBERTSON

EDITOR, CPA FLIGHT LINES

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