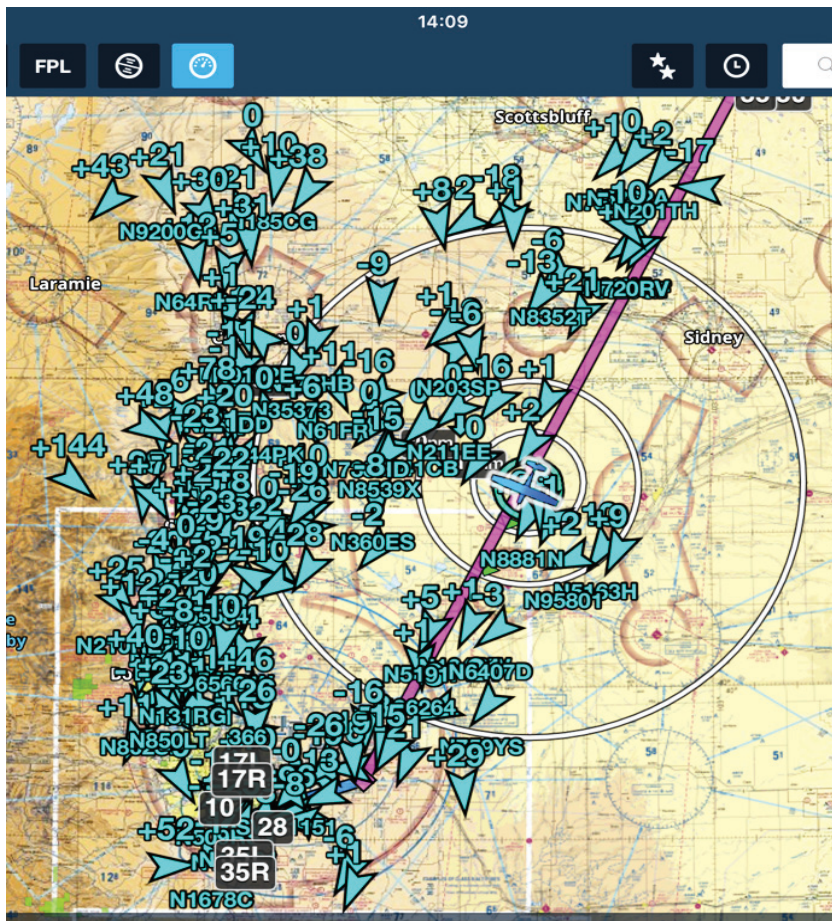


CPA FLIGHT LINES

Vol 34 Issue 10

October 2017



ADS-B Traffic from KAIA to KBJC after the eclipse



www.coloradopilots.org



President's Message CPA President Gary Tobey

Of Goblins and a New Fiscal Year

Into October and a new federal fiscal year, but we face the same old goblins. Congressman Bill Shuster vowed to have the Air Traffic Control "Privatization" bill on the floor of the U.S. House of Representatives in mid-September. It did not happen. Thank You.

Now, once again, Congressman Shuster and the airlines are pounding our Congresspersons with tons of money, public relations ploys, and arm-twisting to give away the best ATC system in the world to the airlines and their special interests. This would result in horrendous damage to general aviation and to you and me.

I know this is a long, hard battle and you have heard this many times before, but the Shuster boosters just keep coming, fueled by dollars and the unquenchable quest for overwhelming Power. The 150 general aviation organizations, the National Association of State Aviation Officials (NASAO), and mayors and airport executives across the country have prevailed in the battles so far to stop this takeover, but this opposition takes strength and stamina. We can't stop now.

Right now, in this key month and battleground, push your personal, strong, and repeated message of opposition to the privatization of Air Traffic Control to each of our seven Colorado Congresspersons. Oppose by email, by snail mail, by the phone. We must pound our message of oppose, oppose, and oppose. They must not give a monopoly to the airlines. It would be the death knell of general aviation as we know it.

Colorado Pilots Association, together with all the other general aviation organizations, stands strong in opposition to the 21st Century AIRR Act, HR 2997.

Many former Blue Angels, Thunderbirds, and Sully Sullenberger strongly oppose this takeover. Colorado Aeronautics opposes. AOPA has lots of great information to help you oppose. Do it.

But don't let the machinations in Washington spoil the beauty of flying Colorado in the fall. Don't miss the majesty and the fun. Celebrate the freedom of flight in America. Go fly.

Volunteer for your Association! New officers will be elected at the Annual Meeting in November. Bring your brilliant ideas to the CPA. Please contact Bart Jones, Chair of the Nominating Committee, 719-488-0653 or jmarykathr@aol.com

Watch for them at the activities. Lookin' fine. Get a cool new polo shirt or cap for summer and fall. Support CPA by showing that Colorado Pilots Association logo from Land's End.

business.landsend.com/colorado_pilots_association

FAA Selects Vendor for Colorado Remote Air Traffic Control Tower Project

The FAA announced that it has entered into an agreement with Searidge Technologies to install, test and certify a Remote Tower System (RTS) at the Northern Colorado Regional Airport (FNL) located in Loveland, Colorado. This announcement is one of the initial steps toward the implementation of a test site for NextGen air traffic control technology to increase the efficiency and safety at one of northern Colorado's busier general aviation airports.

Searidge Technologies is headquartered in Ottawa, Canada and specializes in airport surface management using innovative technology solutions. Searidge Technologies was the first company to have an operational video surveillance system in an air traffic control tower, and now has video-based airport surface management technology implemented at 30 airports located in 16 countries.

"Searidge is looking forward to working with the FAA and CDOT Aeronautics to certify one of the first Remote Towers in the United States," said Moodie Cheikh, Co-founder and CEO, Searidge Technologies. "We are confident in our team and our technology to deliver a flexible solution that will not only meet needs of FNL but also demonstrate how such a system could be used around the country to provide safe, cost effective control services."

The Northern Colorado Regional Airport (FNL) was chosen as the test facility for this technology earlier in the project development based on several factors including the availability of commercial air service, traffic volume, and the wide mix of aircraft types operating at FNL. "We at the Northern Colorado Regional Airport are more than ready for the start of this pioneering project. I am looking forward to the transition from planning to implementation, and keeping innovation alive and well in Colorado.", said Northern Colorado Regional Airport Director, Jason Licon.

This leading edge project will be the first in the world to integrate both video and track-based surveillance (radar) to provide a comprehensive view of the airport surface and Class D airspace to air traffic controllers working in a remote facility. The high-tech array will provide an enhanced view and situational awareness of the airport environment and Class D airspace that will be superior to that of a traditional airport traffic control tower, with construction, operational and staffing costs dramatically lower than necessary with a traditional control tower.

The Remote Tower System Project is a strong collaboration between the FAA, Northern Colorado Regional Airport, and the Colorado Division of Aeronautics. “The success of this project is dependent on the strong partnership we have developed with the FAA and Northern Colorado Regional Airport. This unique synergy will help establish Colorado as a leader in the next generation of air traffic control technology.”, said Colorado Division of Aeronautics Director, David Ulane.

The Colorado Division of Aeronautics collaborated previously with the FAA on the pioneering development of the Colorado Mountain Radar Project, which deployed Wide Area Multilateration and ADS-B surveillance technologies to provide enhance surveillance (radar) in areas of the Colorado mountains previously without radar coverage. Phase I of this project was completed in 2010 at airports in Craig, Hayden, Steamboat Springs and Rifle, Colorado. Phase II of the Colorado Mountain Radar Project became operational in 2013 and included airports in Durango, Gunnison, Montrose and Telluride, Colorado. Deployment of the Mountain Radar Project increased operational efficiency and safety at eight of Colorado’s busy mountain airports. Lessons learned from the Mountain Radar Project ultimately led to the development of the remote tower concept.

Anticipated FNL Remote Tower Project Schedule:

Execute OTA – Summer 2017

Site Survey – Summer 2017

Install Equipment – Fall/ Winter 2017

Site Acceptance Test – Winter 2017

Passive Testing – Spring/ Summer 2018

Active Testing – Fall 2018 – Spring 2019

Initial Operating Capability – Fall/ Winter 2019

The Remote Tower System project is being funded with \$8.8 million from the Colorado Division of Aeronautics and approved by the Colorado Aeronautical Board. The Colorado Division of Aeronautics is supported solely by the collection of aviation fuel sales and excise taxes.

[Originally published by Colorado Div of Aeronautics, Dept of Transportation].

Ogden, UT Flyin Bob Kinney

Day One--Thursday, September 14: After dodging building storm clouds and flying over some of the most gorgeous mountain scenery in America, CPA members dismounted their winged steeds in Ogden, Utah (KOGD) just in time for lunch. Yep, the first stop on this CPA-sponsored fly-in was none other than the California famous "In-n-Out Burger" for lunch. With our tummies full, how about we do a tour of Peery's Egyptian Theater? Oh yeah, we had our own private tour of a theater dating back to 1924 which was steeped in history.



A trip to farm country north of Ogden was next on the agenda, with stops at roadside fruit/vegetable stands to sample the local farmer's wares. Whoa! Nice apples! Check-in at the world famous Ben Lomond Suites in downtown Ogden was the precursor to the afternoon CPA Happy Hour hosted by fly-in sponsors, Bob & Shawn Kinney, in their spacious corner suite. Pizza on the river at Slackwater's Pub kept our tummies full, and if that wasn't enough, we made an ice cream run to Ogden's well known Farr's Ice Creamery. Good gosh! This was day one of a 3 1/2 day get-together. Could we keep up this pace?

Day two--Friday, September 15: Heavy rains in the early morning delayed the arrival of the last of our intrepid CPA flyers. What a great time for the mem-

bers, who arrived on Thursday, to get a short walking tour of Ogden's historic homes--homes belonging to Ogden's founders and elite, famous Americans like the Eccles families and John M. Browning. Homes that were designed by understudies to Frank Lloyd Wright. The tour was guided by Shawn (I want to be a tour guide), Kinney. Oh yes, these homes were beautiful and many, many years ahead of their time.

Since it was still not super nice, weather-wise, we decided to get a jump on the four museums housed at the historic Union Station at the opposite end of Historic 25th Street. All enjoyed visiting the Classic Car Museum, Utah State Cowboy & Western Heritage Museum, John M. Browning Firearm Museum, and the fantastic Utah State Railroad Museum. Wow! That was only the first half of the day? What could be in store for the rest of the day? How about another museum? Oh gosh no! What? You said it's aviation-related? Bring it on!

Hill AFB's Aerospace Museum entertained for the rest of the afternoon. That didn't even bring on cries of "Uncle". We slowed things down a whole bunch after that, and met up at Bob & Shawn's again for another rip-roaring CPA Happy Hour? Shoot, who needed dinner? We made another trip to Farr's Ice Cream to round out the evening. Good gosh, we're all getting fat! Nobody seemed to care though?



Day three--Saturday, September 16: How about walking the nearly half mile

long farmer's market along Historic 25th Street to loosen up those joints? An hour, or so, of that shopping put everyone in the mood to head to the hills. A short, scenic, mountain canyon drive up to the Snow Basin ski area played into our plans next. All hopped onto the gondola and rode to the crest of the Wasatch mountains just east of Ogden, and those few of us still bubbling over with excess calories from the previous night's ice cream run, hiked the nearly 1/2 mile straight up to the top of the mountain for spectacular views of the Ogden/Salt Lake valley. . . cold and wind, cold and wind!

We split the group after lunch and went our separate ways. One group headed north to the "Golden Spike National Monument" to experience where the transcontinental railroad was completed. The rest of the group finished the afternoon at Historic 25th Street, the Union Station Museums, or in their rooms taking naps in prep for the evenings activities. How about drinks at the Kinney's room before the requisite CPA fly-in dinner at Zucca Trattoria Italian Restaurant? At that point, we were all too tired for ice cream or further raucous behavior. It was time to head to bed to get a good night's sleep in prep for the return flights home on Sunday a.m.

All-in-all, we ate well, and drank well and enjoyed fine service from CB Jet Center at the airport. Ben Lomond suites provided fine accommodations for the very reasonable price of \$85 per night for outlandishly large, newly-remodeled suites. Twenty five CPA member and wives flew to Ogden from all corners of the State of Colorado. What a great turnout!

Ogden is a great town with a remarkable history. Won't you help us find the next "Jewel in the West" by offering to host a fly-in sometime in 2018? Watch for the announcement of the next fly-in planning session in an upcoming issue of FLIGHTLINES. It will be held sometime in the first couple of weeks of January. Come help us with the planning process. We need your ideas.

Colorado Civil Air Patrol Supports Hurricane Harvey Recovery

Steve Roberson, August 2017

I thought I would give the CAP community an update as to our response to Hurricane Harvey. CAP has been operational on a FEMA Mission Assignment to support the response to Hurricane Harvey since 26 Aug 2017. We currently have 38 aircraft and 2 full motion video aircraft operating out of two fixed wing bases and currently have 197 CAP members deployed here. Our primary mission is image collections covering roughly 255 miles of coast line from the Corpus Christi landfall impact zone to Beaumont and Port Arthur. Our collection area goes roughly 90 miles inland covering approximately 23,000 square miles including the City of Houston and 8 major rivers. Through the Texas Air Operation Center in Austin we coordinate with a multitude of SAR and other imagery

airframes to deconflict all air operations.

Image collection is assigned by the Center for Space Research (CSR) and our current battle rhythm is a first wave of 20 - 22 aircraft are airborne by 0800 and fly the targets assigned. Those aircraft land at a collection point downrange and off load their imagery to a courier aircraft. The imagery is tagged by sortie number and geographical target. Once the courier has all the first wave aircraft downloaded they fly to Austin where they are met by the CSR team who take the images for analysis and post them to the MOVES website and the FEMA HDDS. Those may be viewed here <http://csr08.tacc.utexas.edu/moves/public/> or at the FEMA HDDS. Those aircraft get a crew break and refuel and are airborne by 1300 for the second wave either covering the same targets again or on to different targets. The afternoon collections are again off loaded and taken to Austin by courier aircraft. To date over 68,000 images have been provided to our state and federal partner agencies. We are embedded at the Texas Air Operations Center (AOC) and the State Operations Center (SOC). Every morning the IC team has a conference call with the CSR Director to go over any updates or changes to the planned collections and every afternoon at 1530 we are on the National Remote Sensing call with all the imagery players discussing what is needed that is not being covered or needs to be covered again. CSR combines the CAP imagery with that collected by many other platforms to provide the best possible situation awareness for our state and federal partners

This is a very large area and still a very dynamic situation with river flooding and we expect to maintain this operational tempo for at least the next 10 days. We also respond to pop up requests such as one this afternoon from Texas Task Force 1 who needs radio repeaters carried in a High Bird for their communication as they begin the lengthy process of door to door SAR in areas that are starting to dewater.

Just two weeks ago SWR had conducted a multi-wing, multi-region exercise. Many lessons learned there have been applied to this response. This is a multi-region, multi-wing response as we have brought in aircraft, aircrews and mission staff from Arkansas, Colorado, Illinois, Indiana, Kansas, Kentucky, Louisiana, Michigan, Mississippi, New Mexico, Oklahoma, South Dakota, Wisconsin, National Headquarters, and, of course, the Great State of Texas who has the lead for the response.

Being on the National Remote Sensing calls I am happy to report the national GIS community is very impressed with the capacity and capability CAP has demonstrated in the imagery collection mission.

I hope that gives everyone a sense of the CAP response to Hurricane Harvey and you all can be very proud of what your fellow members have and are continuing to accomplish here as one unified CAP.

Lt Col Steve Robertson
Director of Emergency Services
Southwest Region, CAP

[Ed Note: CAP air crews and aircraft from the 13 states listed above spent anywhere from one to 4 weeks supporting this effort. GA everywhere has lots of overlap - many Colorado CAP members are also CPA members. Many of the same southeast US crews (not Colorado) have been mobilized for hurricanes Irma and Maria support, both air photography and emergency ground support.]

ATC privatization pitfalls: Point by point **Joe Kildea, AOPA**

The issue of air traffic control reform surfaces in Washington, D.C., from time to time, and with the 21st Century AIRR Act (H.R.2997) under consideration for a vote in the House of Representatives, that debate is happening again.

Just last year, similar legislation was proposed and passed committee vote, but never reached the floor of the House. This time, with the support of the White House, the legislation stands a serious chance of becoming a reality.

While often referred to as privatization, H.R.2997 really just takes a monopoly and turns it over, lock, stock, and barrel, to a board dominated by the airlines and their affiliates. Rep. Mario Diaz-Balart (R-Fla.), senior member of the House Committee on Appropriations and chair of the Subcommittee on Transportation, Housing and Urban Development, said the organization that would run ATC “will be a monopoly run by private interests with zero oversight. There’s still no competition.”

As the International Business Times reported, “The board could easily come under the control of the major U.S. airlines, which have spent millions lobbying the government to privatize the nation’s airspace.”

The cost of flying will go up and delays will not decrease despite claims from the airlines and their front groups like Citizens For On Time Flights. A 2016 Delta Airlines study estimated an increase of 20 to 29 percent in ATC fees on airline ticket under privatization, and according to the Bureau of Transportation Statistics, 80 percent of delays in the system are caused by the airlines and weather, neither of which H.R.2997 can address.

Privatization is simply a move by the airlines to control the system—the very airlines that jam passengers into a seat and reap billions of dollars annually from travelers who simply want to bring along luggage. Without even getting into customer service issues, do you really want the airlines running the U.S. ATC system?

Remember, these are the same airlines that have filed for bankruptcy dozens of times since 1978.

What happens when fuel prices go up again or God forbid another terrorist attack, considering this new entity would be leveraged with billions in debt on day one? Where do the cuts and funding come from, the major airports around cities? Of course not.

GA and rural communities will be left with the crumbs as the board will be dominated by commercial interests. As the Delta Airlines study said, “Effects of privatizing ATC could also place a greater financial strain on smaller airports that serve rural communities and other populations located outside major urban centers.”

In congressional testimony on privatization, Transportation Secretary Elaine Chao admitted the oversight board would favor the interests of larger airports.

The federal government does two things well: national security and air traffic control. In fact, ATC is the FAA’s best asset. According to a 2016 GAO report, the United States is considered to have the busiest, most complex, and safest ATC system in the world.

Aviation accounts for more than five percent of our gross domestic product, contributes \$1.6 trillion in total economic activity, and supports nearly 11 million jobs, according to the FAA. Aviation manufacturing is one of the few industries left that generates a positive trade balance for the United States.

We’ve seen what has happened with Amtrak and other government hybrids, and we don’t need one in the sky. Andrew Langer of the Institute for Liberty wrote, “The proposal, which is being pushed almost exclusively by the big commercial airline lobby, would actually create a new quasi-governmental, public-private entity similar to a government sponsored enterprise (think Fannie Mae or Amtrak).”

Read the entire article at:

<https://www.aopa.org/news-and-media/all-news/2017/july/12/get-the-facts-about-atc-privatization>

MYTH

“One of our top priorities this year is FAA reauthorization and reform of our nation’s ATC operations. Specifically, the reform would remove ATC operations from FAA and into a not-for-profit corporation, with the goal of modernizing operations.”

TRUTH

The 21st Century AIRR Act (H.R. 2997) goes well beyond just removing ATC operations from FAA and turning them over to a private not-for-profit corporation. In addition, services such as flight information, weather briefings, aeronautical information, airport advisory services, and responsibility for navigational aids would be removed from FAA. Congressional oversight of air transportation taxes, allocation of resources, and most importantly access decisions would be given to a not-for-profit corporation. This corporation would be able to tell all general aviation stakeholders where and when they could fly.

MYTH

“Reforms would improve the certification process, as well, by streamlining the FAA’s aircraft certification processes so that manufacturers can get their products to market faster and operators can benefit from greater, more efficient approvals of new equipment and technologies.”

TRUTH

Certification reform can be done without removing ATC from FAA and giving it to a not-for-profit organization. This “myth” is conflating two separate and distinct issues.

MYTH

“There is a fair amount of misinformation surrounding how reform of the air traffic control system will impact the business aviation community.”

TRUTH

Under H.R. 2997, the ATC corporation could use an administrative process to restrict general aviation access to airports and airspace. So long as the restriction didn’t adversely impact safety it could be approved. The economic or operational costs of major decisions such as closures of ATC facilities, changes to airspace classification or modifications to navigational procedures would not be considered.

“For example, some claim that this new reform would give sweeping latitude over aviation system governance to airlines, which would allow them to restrict where and when companies using business aviation can fly and

how much they pay. These accusations are completely false for the following reasons:

The proposal struck a balance on the board of the new not-for-profit corporation, giving equal representation to both the airlines and the general aviation community. Each sector has four seats on the board.

Additionally, executive business jets were also exempt from user fees.

Only Congress would have the power to determine who pays a fee, not the Corporation.

Finally, this new entity will be prohibited from restricting airspace access for ATC services provided.

“Not only are concerns about the new system unfounded, the business aviation community and employees on business travel stand to benefit from the new system.”

MYTH

“According to the U.S. Bureau of Transportation Statistics, since 2004, ATC delays are nearly 19% longer in 13 out of the 20 largest U.S. hubs. There are examples showing that it takes between 4 and 20-percent more time to fly between certain cities today than it did in 1990 despite newer airplanes and supposedly ‘modernized’ ATC.”

“Time is money. Delays and cancelled flights have real impacts for business travelers and the bottom line for their employers. According to FAA, airline delays and cancellations cost the U.S. economy nearly \$30 billion annually.”

The bottom line for general aviation-hiring expensive lawyers and enduring lengthy legal proceedings would be the only way to challenge airport and airspace restrictions. In other countries with privatized ATC systems we have observed access restrictions for general aviation operators, and believe that same thing could happen in the U.S. if ATC privatization occurs.

Under H.R. 2997 a 13 member board would oversee the private corporation charged with running our nation’s ATC system. The board would include two seats for general aviation and four seats for the scheduled airlines and their employees. However, by aligning forces with the hub airports, the air traffic controllers union and the at large board members, the airlines could dominate the board.

TRUTH

According to the Bureau of Transportation Statistics, air carrier delays and weather accounted for nearly 80% of flight delays in 2016. When an aircraft was late arriving and caused the next flight to be delayed, airlines were directly responsible the majority of the time. Airlines have also been increasing scheduled flight times for over 20 years to boost on-time performance and account for ground congestion caused by their scheduling practices. Finally, airline IT disruptions cause significant delays across the system – there have already been 17 major outages in 2017.

MYTH

“Modernizing the system would result in more direct flight routes and shorter flight times.”

TRUTH

Department of Transportation data shows that our ATC system is not the primary cause of airline flight delays – airline scheduling practices are. Moreover, direct routings are possible with GPS technology, however as of 2015, only six percent of the commercial airline fleet was equipped to take advantage of ADS-B technology. Over scheduling by the airlines at hub airports causes delays that have nothing to do with our ATC system.

MYTH

Department of Transportation data shows that our ATC system is not the primary cause of airline flight delays – airline scheduling practices are. Moreover, direct routings are possible with GPS technology, however as of 2015, only six percent of the commercial airline fleet was equipped to take advantage of ADS-B technology. Over scheduling by the airlines at hub airports causes delays that have nothing to do with our ATC system.

TRUTH

According to a recent Congressional Research Service report, “There does not appear to be conclusive evidence that any of these (privatized ATC) models is either superior or inferior to others or to existing government-run air traffic services, including FAA, with respect to productivity, cost effectiveness, service quality, and safety and security.” In 2016, the Government Accountability Office also found that, “To maintain operations, the Canadian ANSP (Nav Canada) cut costs and raised its user fees.”

Source: NBAA.

Ed Comment: NBAA, AOPA, EAA, CAF, CPA and, more than 40 other GA organizations, a majority of State Governors, the Government Managers Coalition (over 200,000 executives and managers across the federal government) and Delta Airlines all oppose ATC Privatization. Even the American Conservative Union opposes this action. Why does Rep Shuster continue in the face of mounting opposition?

CONTACT YOUR CONGRESSIONAL REP NOW!

Handy Reference

June 1, 2017

House

District 1 - Diana DeGette	http://degette.house.gov/
Phone: (303) 844-4988	
District 2 - Jared Polis	http://polis.house.gov/
Phone: (970) 226-1239	Ft Collins Office
Phone: (303) 484-9596	Boulder Office
District 3 - Scott Tipton	http://tipton.house.gov/
GA Caucus member	
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Phone: (970) 702-2136	Greeley Office
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Senate

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see website for other offices	
Michael Bennet	http://bennet.senate.gov/
Phone: 303-455-7600	Denver Office
see website for other offices	

Colorado Pilots Association Renewing Members

Michael Koscielniak
Taylor Albrecht
Don Welliever
Bill Lightstone
James Taylor
Kenneth Lauder
Daril Cinquanta
Gary Tobey
Lynn Cooper
Gordon Page
William Derge

Burke McClure
Dean Lyle
Allen Mathews
Darrel Dilley
Chris Kooi
Ron Gray
Thomas Grzesik
Michelle Agee
David Baltz
Philip Ecklund

Colorado Pilots Association Welcomes New Members!

Brian Lewis (rejoined)
Christian Knapp
John Corrigan
William Russell

Publication Notice - A Reminder

The Incredibly Tiny, Fine Print

Articles for CPA Flight Lines are sought from members and other organizations. Stories and articles can include flying tips, rebuilding and restoration experiences, special trips, activities, etc. All articles and letters should be sent via e-mail to:

email: newsletter@coloradopilots.org

Do not send formatted material, send only plain text. Photo formats must be either JPG or PNG.

If you send photos with captions, identify which photo goes with which caption. Provide the file Material for publication will be accepted up to a deadline of the 15th of each month.

CPA Flight Lines shall reserve the right to accept, refuse, or edit any material submitted. Publication of articles and opinions in CPA Flight Lines is not an endorsement by the Association, nor does the Association assume responsibility for the accuracy of the information contained in CPA Flight Lines.



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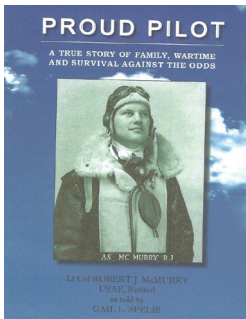
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Calendar of Events

Always check the CPA website for any changes to the Calendar

** Indicates New or Updated event*

CPA Flyins

October sees aviation activities winding down in and around Colorado:

Oct 6-8 69V Huntington, UT

CPA and Other Events

Oct 7 KBJC Runway 5K Run for the Angels

Oct 14 KEIK Haunted Hangar

Nov 4 KBJC CPA Annual Meeting

Publication Notice - A Reminder

The Incredibly Tiny, Fine Print

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