

COLORADO DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS

2009 ANNUAL REPORT



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Colorado Discretionary Aviation Grant Program

Each year, the Colorado Aeronautical Board administers the distribution of the Colorado Aviation Fund through individual airport grants and statewide aviation system improvements. A share of the 2009 revenues from aviation fuel taxes awarded just under \$7 million in the form of discretionary aviation grants.

The awarded grants were used to fund projects that included pavement maintenance, safety enhancements, local match for federally-funded airport improvements, long-term planning, and system-wide safety and support programs.

Total Individual Grants to Airports	\$5,846,908
Total Statewide Aviation Pgm. Grants	\$1,134,771
TOTAL AVIATION GRANTS	\$6,981,679

Statewide Aviation Program Grants

USDA - Wildlife Mitigation	\$145,000
Automated Weather Observation System Development and Maintenance	\$100,941
Airfield Maintenance-Crack Sealant Rebate Program & Engineering	\$25,000
Internship Program	\$84,000
National Business Aviation Association Convention/Marketing	\$28,626
Aircraft Rescue & Fire Fighting Training Program	\$7,000
DIA Surplus Airport Equipment Program	\$215,000

Individual Grants to Airports

Akron-Colorado Plains Regional Airport	\$3,948
Alamosa-San Luis Valley	\$32,000
Aspen-Pitkin County Airport	\$132,000
Buena Vista-Central Colorado Regional Airport	\$11,842
Cañon City-Fremont County Airport	\$12,000
Colorado Springs Airport	\$250,000
Cortez-Montezuma County Airport	\$26,316
Craig-Moffat County Airport	\$3,948
Creede-Mineral County Airport	\$40,000
Del Norte-Astronaut Rominger Airport	\$250,000
Delta-Blake Field	\$108,000
Denver-Centennial Airport	\$250,000
Denver-Front Range Airport	\$187,021
Denver-Rocky Mountain Metro Airport	\$192,763
Durango-La Plata County Airport	\$93,969
Eagle-Eagle County Airport	\$250,000
Erie Municipal Airport	\$123,948
Fort Collins-Loveland Municipal Airport	\$250,000
Fort Morgan Municipal Airport	\$47,895
Glenwood Springs Municipal Airport	\$8,640
Granby-Grand County Airport	\$100,000
Grand Junction Regional Airport	\$250,000
Greeley-Weld County Airport	\$120,000
Gunnison-Crested Butte Regional Airport	\$104,000
Hayden-Yampa Valley Regional Airport	\$250,000
Holyoke Municipal	\$100,000

Kremmling-McElroy Field	\$3,947
La Junta Municipal Airport	\$220,000
Lamar Municipal Airport	\$250,000
Leadville-Lake County Airport	\$250,000
Longmont-Vance Brand Airport	\$123,947
Meadow Lake Airport	\$163,273
Meeker Airport	\$30,955
Monte Vista Airport	\$11,842
Montrose Regional Airport	\$250,000
Nucla-Hopkins Field	\$7,895
Pagosa Spgs-Stevens Field	\$7,895
Paonia-North Fork Valley Airport	\$8716
Pueblo Memorial Airport	\$152,285
Rifle-Garfield County Regional Airport	\$250,000
Salida-Harriet Alexander Field	\$60,582
Springfield Municipal Airport	\$15,553
Steamboat Municipal Airport	\$161,600
Sterling Municipal Airport	\$40,000
Telluride Regional Airport	\$250,000
Trinidad-Perry Stokes Airport	\$127,895
Walden-Jackson County Airport	\$25,600
Walsenburg-Spanish Peaks Airfield	\$3,948
Westcliffe-Silver West Airport	\$164,000
Wings Over the Rockies Museum	\$83,808
Wray Municipal Airport	\$68,684

Tax Revenue Reimbursements

Colorado public-use airports are recipients of aviation fuel excise and sales tax reimbursements for fuel sold at their airport. These reimbursements equal \$.04 per gallon excise tax on all fuel and 65% of the 2.9% sales tax collected on the retail price of jet fuel. These monthly revenue rebates are earmarked for aviation purposes.

The remaining 35% of the sales tax and \$.02 per gallon excise tax on avgas revenues are used to fund the Division and fund a Discretionary Grant Program.

Total Excise Tax Reimbursements	\$1,183,855.98
Total Sales Tax Reimbursements	\$16,344,317.36
TOTAL REIMBURSEMENTS	\$17,528,173.34



Reimbursements by Airport

July 1, 2008 - June 30, 2009

Akron-Colorado Plains Regional Airport	\$2,506.71	Holyoke Municipal Airport	\$1,772.51
Alamosa-San Luis Valley Regional Airport	\$14,531.92	Kremmling-McElroy Field	\$3,863.06
Aspen-Pitkin County	\$429,508.30	La Junta Municipal Airport	\$3,060.20
Boulder Municipal Airport	\$2,424.39	La Veta-Cuchara Valley Airport	\$171.54
Buena Vista-Central Colorado Regional Airport	\$1,770.39	Lamar Municipal Airport	\$6,812.90
Burlington-Kit Carson County Airport	\$2,536.74	Leadville-Lake County Airport	\$6,314.39
Canon City-Fremont County Airport	\$6,194.87	Limon Municipal Airport	\$298.19
Colorado Springs Municipal Airport	\$622,004.57	Longmont-Vance Brand Airport	\$12,060.60
Cortez-Montezuma County Airport	\$11,979.97	Meeker Airport	\$7,523.19
Craig-Moffat County Airport	\$5,584.52	Montrose County Regional Airport	\$144,102.41
Delta-Blake Field	\$623.17	Monte Vista Municipal Airport	\$1,073.03
Denver International Airport	\$13,747,318.40	Nucla-Hopkins Field	\$1,110.70
Denver-Centennial Airport	\$903,706.41	Pagosa Springs-Steven's Field	\$12,900.87
Denver-Front Range Airport	\$22,338.99	Paonia-North Fork Valley Airport	\$314.14
Denver-Rocky Mountain Metro Airport	\$305,778.55	Pueblo Memorial Airport	\$102,773.67
Durango-La Plata County Airport	\$123,095.91	Rangely Airport	\$1,213.71
Eagle County Airport	\$418,303.20	Rifle-Garfield County Airport	\$96,756.44
Erie Municipal Airport	\$3,611.67	Salida-Harriet Alexander Field	\$2,570.38
Fort Collins-Loveland Municipal Airport	\$34,947.27	Steamboat Springs Municipal Airport	\$2,756.84
Fort Morgan Municipal Airport	\$2,178.93	Sterling Municipal Airport	\$2,384.38
Glenwood Springs Municipal Airport	\$985.09	Telluride Regional Airport	\$63,620.36
Granby-Grand County Airport	\$244.57	Trinidad-Perry Stoke Airport	\$4,221.97
Grand Junction Regional Airport	\$211,833.78	Walsenburg-Spanish Peaks Field	\$475.22
Greeley-Weld County Airport	\$26,976.36	Westcliffe-Silverwest Airport	\$197.32
Gunnison-Crested Butte Regional Airport	\$36,595.70	Wray Municipal Airport	\$877.79
Hayden-Yampa Valley Regional Airport	\$111,367.16		

Colorado Showcases at NBAA

The Division of Aeronautics along with eleven Colorado constituents attended the 62nd Annual National Business Aviation Association (NBAA) Convention and Meeting in Orlando, Florida. Participants of the 2,500 sq. ft. Colorado pavilion included a grouping of Colorado airports and economic development organizations.

The NBAA convention is considered one of the world's premier business aviation attractions for corporate and individual owners of business aircraft. The 2009 convention realized a record total of 1,075 exhibitors with more than 22,900 people in attendance.

The purpose of attending NBAA is to showcase what Colorado can offer aviation-related businesses. Colorado has many critical elements important to aviation-related companies; educated workforce, premier airport system, and incentives on the state and local level for doing business in Colorado.

In addition, the delegation informed the convention attendees that Colorado is a magnificent tourism destination, in which the entire state can be reached by the Colorado airport system.

State Infrastructure Bank

The Colorado Transportation Commission supports local operators of transportation facilities with funds available through a low interest revolving loan program. This unique program was enacted by the Colorado Legislature in 1998, and adopted by CDOT in 1999. The Aviation Element of the Colorado State Infrastructure Bank (SIB) has funded projects at thirteen airports totaling over \$41 million dollars.

Loans awarded to airports from the SIB have been used for projects such as capital airport improvements; air traffic control towers, snow removal equipment, and pavement reconstruction. Loans have also been utilized for land acquisitions protecting airports from residential encroachment.



2009 Colorado Pavilion Participants

- Colorado Plains Regional Airport
- Garfield County Regional Airport
- Grand Junction Regional Airport
- Greeley-Weld County Airport
- Colorado Spring Municipal Airport
- Front Range Airport
- Western Colorado Economic Alliance
- Rocky Mountain Metro Airport
- Centennial Airport
- Montrose Regional Airport
- Gunnison-Crested Butte Reg. Airport

Colorado SIB Airport Participants

- Front Range Airport
- Aspen-Pitkin County Airport
- Gunnison-Crested Butte Airport
- Pagosa Springs-Stevens Field
- Colorado Springs Airport
- Centennial Airport
- Meadow Lake Airport
- Rocky Mountain Metro Airport

Current interest rate 3.5% through fiscal year 2009.

Colorado Commercial Air Service

Commercial Air Service plays a critical role in the economic well-being of our State. The efficient movement of people and goods depends on improving aviation facilities that provide safe, timely, and economical delivery throughout Colorado.

Airline hub services through airports such as Denver International Airport serve several international markets. National and Regional carriers bring passengers and goods into statewide markets. Colorado's tourism industry relies heavily on Commercial air service to introduce new visitors and bring return visitors to Colorado's mountain destinations with point to point direct service from many of the Nation's major cities.

Commercial Airline Passenger Activity

CY 2008

Denver International Airport	24,266,328	▲.6%
Colorado Springs Airport	997,343	▼4%
Eagle County Regional Airport	213,024	▼8%
Aspen-Pitkin County Regional Airport	213,312	▲17%
Grand Junction Regional Airport	212,589	▲25%
Yampa Valley Regional Airport	136,595	▼2%
Durango-La Plata County Airport	134,368	▲15%
Montrose Regional Airport	85,911	▼7%
Gunnison-Crested Butte Regional Airport	36,035	▼15%
Fort Collins-Loveland Municipal Airport	31,088	▲10%
Telluride Regional Airport	13,334	▼19%
Cortez Municipal Airport	8,401	▼17%
San Luis Valley Regional Airport	7,166	▼4%
Pueblo Memorial Airport	4,344	▼11%
TOTAL PASSENGERS	26,359,838	▲.6%

Data Provided by the Federal Aviation Administration.

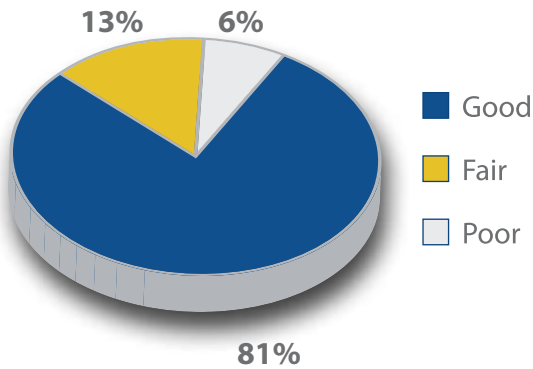


Gunnison-Crested Butte Regional Airport-Gunnison, CO



Denver International Airport -Denver, CO

2008 Colorado Airport Pavement Condition



Glenwood Springs Airport

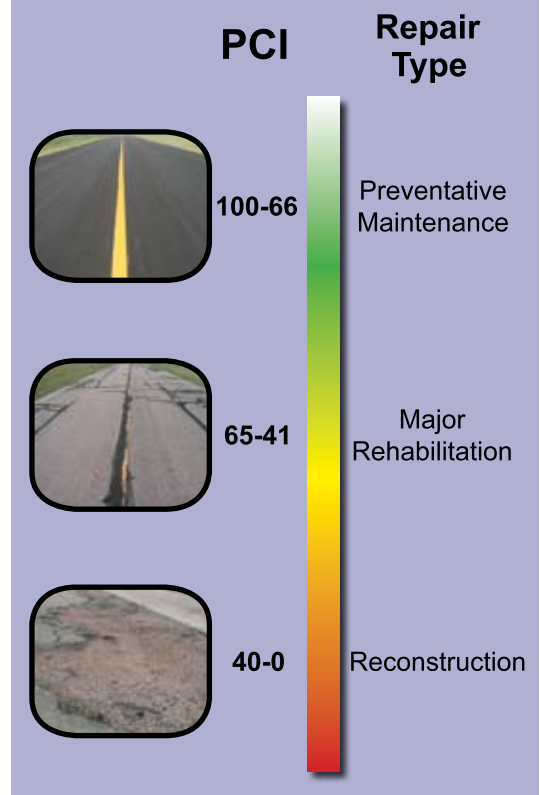


Silver West Airport

Airport Pavement Condition Indexing

The Colorado Division of Aeronautics conducts an inspection and analysis of airport pavements. The analysis is required by the Federal Aviation Administration (FAA) in order for airports to be eligible for Federal funds. The FAA requires a PCI inspection completed once every three years. The Division inspects approximately one third of the airports every year to complete a cycle every three years. The engineering program used to determine the PCI is called Micro Paver. The airport PCI results are an important planning tool for each airport's pavement maintenance program, and their Capital Improvement Program. This information is used by the Division of Aeronautics and the FAA Airports District Office to determine priority distribution of State and Federal pavement maintenance funds. The Division's goal is to maintain Colorado's primary airport pavements at an average PCI score of 75 or above.

The PCI Scale



Airport Capital Improvement Program

With the assistance of a grant in the amount of \$307,500 from the Federal Aviation Administration, the Division helps guide airports in identifying short and long term needs and available state and federal funding. This comprehensive planning by CDOT-Aeronautics addresses maintenance and improvement needs of the State's system of airports.

General aviation airports received a total of \$20,459,399 in FAA discretionary dollars for capital construction, while commercial service airports received a total of \$56,846,505 AIP dollars in 2009.

In 2009, FAA General Aviation Entitlement funds totaling \$4,633,825 went to non-commercial airport facilities for planning, airfield maintenance, land acquisition, ramps and terminal upgrades.

Significant projects undertaken this year included the completion of the runway reconstruction project at the Granby Airport. Front Range Airport completed a major taxiway rehabilitation project. Additionally, Pueblo Memorial Airport completed its ramp rehabilitation project.

Two other major projects at Colorado airports are at the Garfield County Regional Airport and the Telluride Regional Airport. Both of these airports are in the midst of multi-year and multi-million dollar safety improvements. When finished both of the airports will have an increased level of safety to accommodate the aircraft that use these facilities.

In addition to the normal Airport Improvement Program (AIP) grants, Colorado Airports received an additional \$39 million in grants courtesy of the American Recovery and Reinvestment Act (ARRA) program. Seven airports were recipients of these funds, which included, Aspen/Pitkin County, Centennial, Colorado Springs Municipal, Denver International, Durango/La Plata County, Grand Junction Regional and Fort Collins-Loveland Municipal. Projects included a runway rehabilitation at Denver, taxiway rehabilitations at Centennial, Colorado Springs and Fort Collins-Loveland and apron rehabilitations at Aspen, Durango and Grand Junction.



Grand County Airport-Granby, CO



Eagle County Regional Airport-Eagle, CO



Garfield County Airport-Rifle, CO

Colorado Receives NASAO's Most Innovative Program Award

This award salutes a single state for finding a solution to a challenging problem of the past year. The Colorado Division of Aeronautics was recognized this year for their Non-Federal Sensor Data Collection System. The Colorado project allows state collected weather information to be shared throughout the national weather system enhancing aviation safety and advancing technology of NextGen.

For the past three years, the Colorado Division of Aeronautics, representing the interests of Colorado as well as the National Association of State Aviation Officials, (NASAO) has been working with the FAA, to develop a system that will permit each state or group of states to deliver non-federal Automated Weather Observing System (AWOS) data to the FAA national data base for certified weather dissemination. This new system has been designated as the DCS (Data Collection System) by the FAA Technical Center.

Prior to the DCS the only method available to deliver this data was through a vendor approved by the FAA. There was only one company available and the cost was exorbitant for many airports. The legacy system called WMSCR, required the use of leased lines for security and was archaic. This resulted in more than 500 non-federal AWOS nationally being standalone and not linked to the national data base.

Because this problem was of national concern, NASAO and the FAA signed a MOU in March of 2007 agreeing to cooperate in an effort to develop an alternative method to collect and transfer this data. After exploring available options Colorado decided to use the internet through File Transfer Protocol (FTP) technology.

The goal was to work with the FAA Technical Center to develop a prototype DCS. After the system was tested and approved, a specification would be written. This specification would be available to all 50 states Guam and Puerto Rico.

In February of 2009 the prototype DCS was connected to WMSCR and transferred data. As of June 2009 the specification is complete and available for members of NASAO.

The objective was to make the collection and transfer of certified weather data affordable enough to allow an affordable means to connect Colorado State and Local Government owned weather systems to the FAA. This in turn would benefit numerous state and local governments nationwide by allowing their participation in this system. The end result of this will be the inclusion of most or all of the 500 plus systems that are now stand alone. This additional data will make flying safer, increase the accuracy of forecasting and provide better information for pilots and other aviation professionals.



Monarch Pass AWOS

Colorado Uses New Air-Traffic Tracking Airports Give Glimpse at U.S. System's Future

By Alan Levin - USA TODAY, October 12, 2009

Airline flights are being closely tracked and directed without radar for the first time in the nation's history as part of a new system monitoring the skies above the Colorado Rockies.

The program is a look ahead to the way air-traffic controllers may soon monitor planes across the USA. It uses similar technology to the satellite-based system that the Federal Aviation Administration is installing nationwide to replace radar over the next decade, said Vincent Capezzuto, who oversees the agency's modernization technology.

Capezzuto said the idea is "all part of the big picture" in planning for future generations of air-traffic control and for trying to reduce flight delays.

The new system uses 20 sensors clustered around four airports within the Rockies. The sensors monitor radio broadcasts from planes. By measuring minute differences in the time it takes for the broadcasts to reach the various sensors — as slim as 10 billionths of a second — computers can determine a plane's location, said Ken Tollstam, vice president of Sensis, which built the devices.

Since the 1950s, radar has been the backbone of the air-traffic system, allowing controllers to monitor the growing number of flights and prevent mid-air collisions. But its technical limits have made airports inefficient, leading to flight delays. The government plans to shift to a more accurate satellite-based tracking system by 2020.

Experts said the success of the Colorado program, which was certified for use by controllers last month, is a sign that the technology underpinning the satellite system can work.

"It's a major shift in how we do business and it is one of the beginning signs that we are modernizing the system," said John Hansman, a Massachusetts Institute of Technology professor who studies air-traffic issues.



Though it had never been used to guide planes in the air in this country before, the technology behind the Colorado system has been used at dozens of airports to track planes on the ground.

Controllers at an FAA facility in Longmont, Colo., can now monitor planes all the way to the ground at airports that previously had no radar coverage. The new system follows flights to Yampa Valley Airport in Hayden, Colo., which has large jet service from several airlines. It also covers three airports serving private planes in the towns Steamboat Springs, Craig and Rifle.

The system should offer dramatic improvements for skiers flying to resorts such as Steamboat Springs, according to the FAA.

Without radar, controllers could allow only about four arrivals an hour at those airports in poor visibility, which could trigger lengthy delays or flight diversions. They should be able to increase that to 10 or more, said Greg Dyer, a manager at the Longmont facility.

Colorado, which was concerned that delays at the airports were hurting the state's lucrative tourist business, paid \$4.7 million to build the system. That is less than the cost of installing a single radar at one airport. The state and the FAA are hoping to expand the coverage to six more mountain airports.

"It was affordable and a pretty elegant solution for Colorado," said Travis Vallin, aviation chief at the state's Transportation Department.

Cooperative Effort with USDA to Provide Wildlife Services to Airports

In June of 2009 the Colorado Aeronautics Board entered into a Cooperative Services Agreement with the United States Department of Agriculture Animal and Plant Health Inspection Service-Wildlife Services (USDA APHIS-WS) to provide wildlife service's to airports in Colorado.

The goal of this partnership is to assess and mitigate potential wildlife hazards at airports in Colorado through such means as direct wildlife damage control activities and wildlife training in compliance with Federal Aviation Regulations (FAR). These services are available to all 76 public use airports with an emphasis on the 14 commercial service facilities.

USDA/Wildlife Services is a federal government program that works to reduce safety hazards at airports nationwide. This contract is a new initiative nationwide within state agency's that have airports with wildlife issues. FAA regulations require FAR Part 139 certificated airports (commercial service) to conduct a Wildlife Hazard Assessment (WHA) when an aircraft experiences a multiple-wildlife strike, an engine ingestion of wildlife, or substantial damage from striking wildlife. Airports must also complete this assessment when personnel observe that wildlife capable of causing such events have access to any airport flight pattern or ground movement area. Depending on the results of the WHA, FAA regulations may also require a wildlife hazard management plan (WHMP).



The following are services that WS will provide under the CDOT agreement:

-Initial Consultation through Site Visits

-Technical Assistance

-Obtain Federal and State Permits for Wildlife Control

-Provide Wildlife Hazard Management Training

-Review Wildlife Hazard Management Plans (WHMP)

-Conduct Limited Direct Control Activities

-Assist with Wildlife Strike Identification and Reporting

-Assist with Media Relations



USDA Wildlife Biologist, Kendra Cross

Colorado Aeronautical Board

The Colorado Aeronautical Board is the policy-making body that oversees the operation of the Colorado Division of Aeronautics. It is an honorary seven-member Board appointed by the Governor to serve three-year terms as representative of defined constituencies in the aviation community.



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Mr. Patton has been active in community interests in the Denver metro area for many years, including a close relationship with Centennial Airport as an airport authority chairman and active pilot. He is associated with a family-owned oil and gas exploration and production corporation. His long aviation career includes both military and civilian flying.



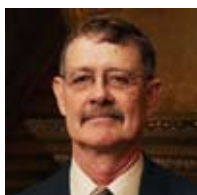
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Mr. Spera has been a licensed pilot since 1976. He carries a commercial pilots license with an instrument rating. Mr. Spera's latest aircraft is a Vans RV 7A which he constructed himself from a kit. He currently owns a construction company that has constructed aircraft hangars at the Pueblo Municipal Airport and the Fremont County Airport.



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Mr. Thibodeau is in his 42nd year in practice of law, limiting his practice to civil and criminal tax and aviation controversy resolution. He is an active airline transport rated pilot representing airmen and entities in FAA enforcement proceedings. Mr. Thibodeau is listed in *Who's Who In Aviation and Aerospace* and is a charter member of the *Air and Space Law Forum*.



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Active as a farmer and rancher on the Western Slope, Mr. Ubell has held several positions relating to transportation maintenance and construction. He also served on the Montrose Board of County Commissioners as well as other resource and transportation boards and committees. His military career includes time in the United States Army.



Dale Hancock, Vice-Chairman
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Mr. Hancock is Director of Operations for Garfield County, responsible for the management of multiple county services, including the Garfield County Regional Airport in Rifle, CO. He provides support staff for the Garfield County Commission in the fields of corrections, community services, telecommunications and public information.



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Mr. Heap's careers in both the commercial airline industry and as Director of Aviation at Front Range Airport amply have prepared him as representative of airport management. His is a former president of the Colorado Airport Operators Association and serves on numerous transportation and economic development boards.



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Mrs. Wilcox received her law degree from the University of Denver College of Law in 1986. She now practices commercial real estate law, primarily dealing with commercial real estate transactions. Mrs. Wilcox and her husband own one airplane and base it at Centennial Airport in Englewood, Colorado.



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