



COLORADO DEPARTMENT OF TRANSPORTATION  
DIVISION OF AERONAUTICS

# 2011 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 2011 revenues from aviation fuel taxes totaled \$14.1 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	\$13,586,217
Total Statewide Aviation Pgm. Grants	\$1,226,000
<b>TOTAL AVIATION GRANTS</b>	<b>\$14,160,000</b>

### Statewide Aviation Program Grants

USDA - Wildlife Mitigation	\$231,000
Automated Weather Observation System Development and Maintenance	\$200,000
Airfield Maintenance-Crack Sealant Rebate Program & Engineering	\$50,000
National Aviation Marketing: NBAA & Oshkosh	\$105,000
Colorado Airport System Plan	\$450,000
R&D: Julesburg Airport, Lamar Airport	\$200,000
Pilot Services: Aeronautical Charts & Directories	\$75,000

### Individual Grants to Airports

Akron-Colorado Plains Regional Airport	\$108,000
Alamosa-San Luis Valley	\$23,868
Aspen-Pitkin County Airport	\$400,000
Boulder Municipal Airport	\$293,684
Buena Vista-Central Colorado Regional Airport	\$400,000
Burlington-Kit Carson County Airport	\$90,000
Cañon City-Fremont County Airport	\$3,947
Colorado Springs Airport	\$400,000
Cortez-Montezuma County Airport	\$400,000
Del Norte-Astronaut Rominger Airport	\$2,074,415
Delta-Blake Field	\$400,000
Denver-Centennial Airport	\$428,080
Denver-Front Range Airport	\$398,736
Denver-Rocky Mountain Metro Airport	\$391,000
Durango-La Plata County Airport	\$54,000
Eagle-Eagle County Airport	\$400,000
Erie Municipal Airport	\$372,800
Fort Collins-Loveland Municipal Airport	\$400,000
Fort Morgan Municipal Airport	\$270,000
Grand Junction Regional Airport	\$400,000
Greeley-Weld County Airport	\$400,000
Gunnison-Crested Butte Regional Airport	\$400,000
Hayden-Yampa Valley Regional Airport	\$400,000
Holyoke Municipal	\$180,000

Kremmling-McElroy Field	\$10,800
Lamar Municipal Airport	\$387,000
Las Animas City & County Airport	\$69,283
Leadville-Lake County Airport	\$350,000
Limon Municipal Airport	\$18,000
Longmont-Vance Brand Airport	\$67,500
Meadow Lake Airport	\$107,800
Meeker Airport	\$353,166
Montrose Regional Airport	\$150,021
Nucla-Hopkins Field	\$400,000
Paonia-North Fork Valley Airport	\$20,000
Pueblo Memorial Airport	\$368,925
Rangely Municipal Airport	\$3,947
Rifle-Garfield County Regional Airport	\$400,000
Salida-Harriet Alexander Field	\$145,263
Springfield Municipal Airport	\$64,035
Steamboat Municipal Airport	\$400,000
Telluride Regional Airport	\$400,000
Walden-Jackson County Airport	\$400,000
Walsenburg-Spanish Peaks Airfield	\$279,000
Westcliffe-Silverwest Airport	\$45,000
Wray Municipal Airport	\$54,000
Yuma Municipal Airport	\$3,947

## 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	\$2,216,214.97
Total Sales Tax Reimbursements	\$20,497,731.10
<b>TOTAL REIMBURSEMENTS</b>	<b>\$22,713,946.07</b>



### FY 2011 Reimbursements by Airport

July 1, 2010 - June 30, 2011

Akron-Colorado Plains Regional Airport	\$3,425.39	Holyoke Municipal Airport	\$2,470.84
Alamosa-San Luis Valley Regional Airport	\$20,792.47	Hudson-Platte Valley Airpark	\$4,639.66
Aspen-Pitkin County	\$740,618.62	Kremmling-McElroy Field	\$745.54
Boulder Municipal Airport	\$5,290.64	La Junta Municipal Airport	\$3,981.92
Buena Vista-Central Colorado Regional Airport	\$2,784.49	La Veta-Cuchara Valley Airport	\$13.78
Burlington-Kit Carson County Airport	\$2,542.36	Lamar Municipal Airport	\$7,015.56
Calhan Airport	\$38.53	Leadville-Lake County Airport	\$8,773.00
Canon City-Fremont County Airport	\$6,894.69	Limon Municipal Airport	\$1,081.68
Colorado Springs Municipal Airport	\$762,697.95	Longmont-Vance Brand Airport	\$18,729.11
Cortez-Montezuma County Airport	\$16,230.04	Meadow Lake Airport	\$2957.17
Craig-Moffat County Airport	\$4,612.11	Montrose County - Montrose, Nucla	\$197,005.98
Crawford Airport	\$329.90	Monte Vista Municipal Airport	\$60.22
Delta County- Blake Field, Paonia	\$2,304.00	Nucla-Hopkins Field	\$428.79
Denver International Airport	\$17,592,355.90	Pagosa Springs-Steven's Field	\$17,973.55
Denver-Centennial Airport	\$1,180,451.97	Monte Vista Municipal Airport	\$60.22
Denver-Front Range Airport	\$27,928.06	Nucla-Hopkins Field	\$428.79
Denver-Rocky Mountain Metro Airport	\$382,632.72	Pagosa Springs-Steven's Field	\$17,973.55
Durango-La Plata County Airport	\$114,032.08	Pueblo Memorial Airport	\$205,274.16
Durango-Animas Airpark	\$2,986.41	Rifle-Garfield County Airport	\$92,797.85
Eagle County Airport	\$598,907.22	Rio Blanco County - Meeker, Rangely	\$5,170.86
Erie Municipal Airport	\$5,901.69	Salida-Harriet Alexander Field	\$1,961.52
Fort Collins-Loveland Municipal Airport	\$79,474.35	Springfield Municipal Airport	\$1,038.05
Fort Morgan Municipal Airport	\$3,060.75	Steamboat Springs Municipal Airport	\$4,796.78
Glenwood Springs Municipal Airport	\$1,436.20	Sterling Municipal Airport	\$2,668.57
Granby-Grand County Airport	\$1,856.55	Telluride Regional Airport	\$75,284.59
Grand County - Granby, Kremmling	\$5,038.13	Trinidad-Perry Stoke Airport	\$4,590.39
Grand Junction Regional Airport	\$279,065.00	Walden-Jackson County Airport	\$193.52
Greeley-Weld County Airport	\$48,132.19	Walsenburg-Spanish Peaks Field	\$331.65
Gunnison-Crested Butte Regional Airport	\$46,298.78	Westcliffe-Silverwest Airport	\$441.76
Hayden-Yampa Valley Regional Airport	\$113,712.10	Wray Municipal Airport	\$3,517.80
Holly Airport	\$523.90	Yuma Municipal Airport	\$691.24

## Colorado Showcases at NBAA

The Division of Aeronautics along with eleven Colorado constituents attended the 63rd Annual National Business Aviation Association (NBAA) Convention and Meeting in Atlanta, Georgia. Participants of the 2,500 sq. ft. Colorado pavilion included a grouping of a dozen Colorado airports.

The NBAA convention is considered one of the world's premier business aviation attractions for corporate and individual owners of business aircraft. The 2011 convention realized a record total of 1,1106 exhibitors with more than 26,077 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.



### 2011 Colorado Pavilion Participants

- Colorado Plains Regional Airport
- Garfield County Regional Airport
- Grand Junction Regional Airport
- Greeley-Weld County Airport
- Colorado Springs Municipal Airport
- Front Range Airport
- Ft. Collins-Loveland Airport
- Rocky Mountain Metro Airport
- Centennial Airport
- Montrose Regional Airport
- Gunnison-Crested Butte Reg. Airport
- Aspen-Pitkin County Airport

## 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) currently administers 17 loans, benefiting 10 Colorado communities, with \$13.3 million in outstanding loan balances.

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.

### 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
- Eagle County Regional Airport
- Grand Junction Regional Airport

**Current interest rate 3.25% through fiscal year 2012.**

## 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.

A 2010 Federal Aviation Administration (FAA) press release stated that current forecasts predict that U.S. airlines will reach one billion passengers per year by 2023.

### Commercial Airline Passenger Activity

CY 2010

Denver International Airport	25,241,962	▲5%
Colorado Springs Airport	877,367	▼6%
Grand Junction Regional Airport	219,358	▼4%
Aspen-Pitkin County Regional Airport	222,755	▲3%
Eagle County Regional Airport	201,010	▲11%
Durango-La Plata County Airport	163,611	▲10%
Yampa Valley Regional Airport	110,044	▼10%
Montrose Regional Airport	96,601	▲5%
Gunnison-Crested Butte Regional Airport	37,316	▼11%
Fort Collins-Loveland Municipal Airport	35,671	▲15%
Cortez Municipal Airport	6,342	▼18%
Telluride Regional Airport	9,347	▲39%
San Luis Valley Regional Airport	6,737	▲7%
Pueblo Memorial Airport	11,641	▲124%
<b>TOTAL PASSENGERS</b>	<b>27,239,762</b>	<b>▲4%</b>

Data Provided by the Federal Aviation Administration.

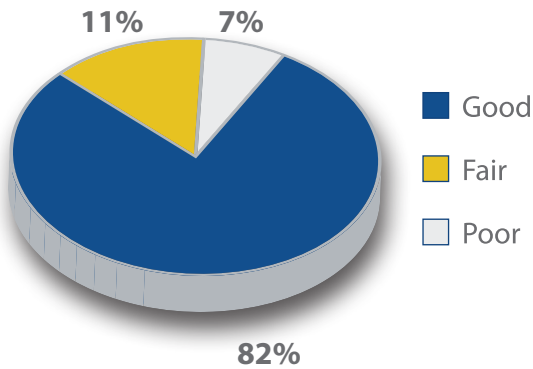


Denver International Airport. Photo by Shahn Sederberg



Montrose Regional Airport, Montrose, CO. Photo by Shahn Sederberg

## 2011 Colorado Airport Pavement Condition



Glenwood Springs Airport

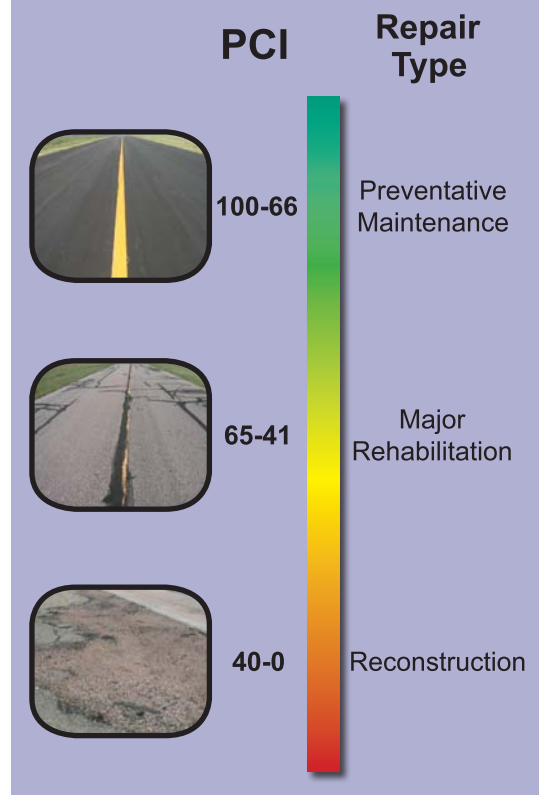


Cortez - Montezuma County Airport

## 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 \$250,000 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.

In 2011 the Colorado Aeronautics Division helped leverage \$89 million in grants for airports throughout Colorado from the FAA's Airport Improvement Program (AIP). \$70 Million went to Colorado's Commercial Service Airports with the remaining \$19 million going to the General Aviation facilities. These funds are used for such projects as pavement improvements and maintenance, planning, land acquisition, terminal improvements, and airfield safety.

Significant projects undertaken this year include the new runway construction project at the Astronaut Kent Rominger Airport. This multiyear project resulted in a new runway that now accommodates air ambulance flights that serve the Hospital in Del Norte as well as the entire region. The Aspen-Pitkin County Airport broke ground on a 1000 foot runway extension project. The runway extension project will significantly increase safety at one of Colorado's highest mountain airports.

In addition to the major projects funded with CDOT and FAA money, the Division of Aeronautics works with local airports that are not eligible to receive FAA funds. The Town of Haxtun received \$275,000 to reconstruct the Town's severely deteriorated runway. As a result of this project, the Town can now safely accommodate medical flights which has greatly enhanced the quality of life for the citizens of Haxtun and the surrounding rural farming communities of northeastern Colorado.



Aspen-Pitkin County Airport



Astronaut Kent Rominger Airport-Del Norte, CO

## Continued Cooperative Effort with USDA and Airports

Following another successful year which ended in June of 2011 the Colorado Aeronautics Board opted to continue and expand the 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 continues to be the assessment and mitigation of potential wildlife hazards at airports in Colorado through such means as direct wildlife damage control activities, wildlife training in compliance with Federal Aviation Regulations (FAR) and the addition of Wildlife Hazard Assessments (WHA) at two group one general aviation airports. The mitigation and training 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. FAA regulations require FAR Part 139 certificated airports (commercial service) to conduct a WHA when an aircraft experiences a multiple-wildlife strike, an engine ingestion of wildlife, or substantial damage from striking wildlife. FAA regulations also require all group one general aviation airports to initiate a WHA by 2015. 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 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 and WHA's at group one general aviation airports.

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. Photo Shahn Sederberg

## 2011 Colorado Airport System Plan

The Division of Aeronautics recently initiated a process to update the Colorado Aviation System Plan. The plan update is being accomplished by a team led by SH&E, supported by Aviation and Kramer aerotek. The update to Colorado's Aviation System Plan is being completed in accordance with guidelines contained in FAA's Advisory Circular 150 5070-7, The Aviation System Planning Process. It is anticipated that the update to the system plan will take approximately 12 months.

The Colorado Aviation System Plan published in 2000 was among the first in the nation to use a performance-based approach to evaluate the adequacy of a public airport system. Colorado's performance-based approach was developed

by first establishing a set of goals for the airport system. These goals were subsequently translated in to system "performance measures." For each performance measure, quantifiable benchmarks were then identified. These benchmarks enable CDOT to determine how well the state airport system is performing. Further, the benchmarks enable CDOT to measure progress in system performance relative to their investment.

The 2000 Aviation System Plan was subsequently updated in 2005. With new information that will be available from this 2011 update, CDOT will be able to determine how the performance of the airport system has improved over the past 10 years, relative to the goals that were established in 2000. CDOT grants to system airports play a key role in system improvement. The aviation system plan helps increase financial accountability for State investment in Colorado airports.



Animas Airpark-Durango, CO. Photo Shahn Sederberg

In addition to evaluating overall system performance, the state aviation system plan also provides a means by which to determine how well individual airports within the system are performing relative to their assigned system role. Based on a variety of factors, which include the type of aviation demand that each airport serves, airports in Colorado have been previously assigned to one of three system roles: Major, Intermediate, and Minor. For each role category, the 2000 Colorado Aviation System plan established a set of appropriate facility and service objectives. By comparing current facilities and services at each airport with these objectives, it is possible to measure how well each individual airport is fulfilling its respective system role.

*Continued, see SYSTEM PLAN, Page 12*

## SYSTEM PLAN, from Page 12

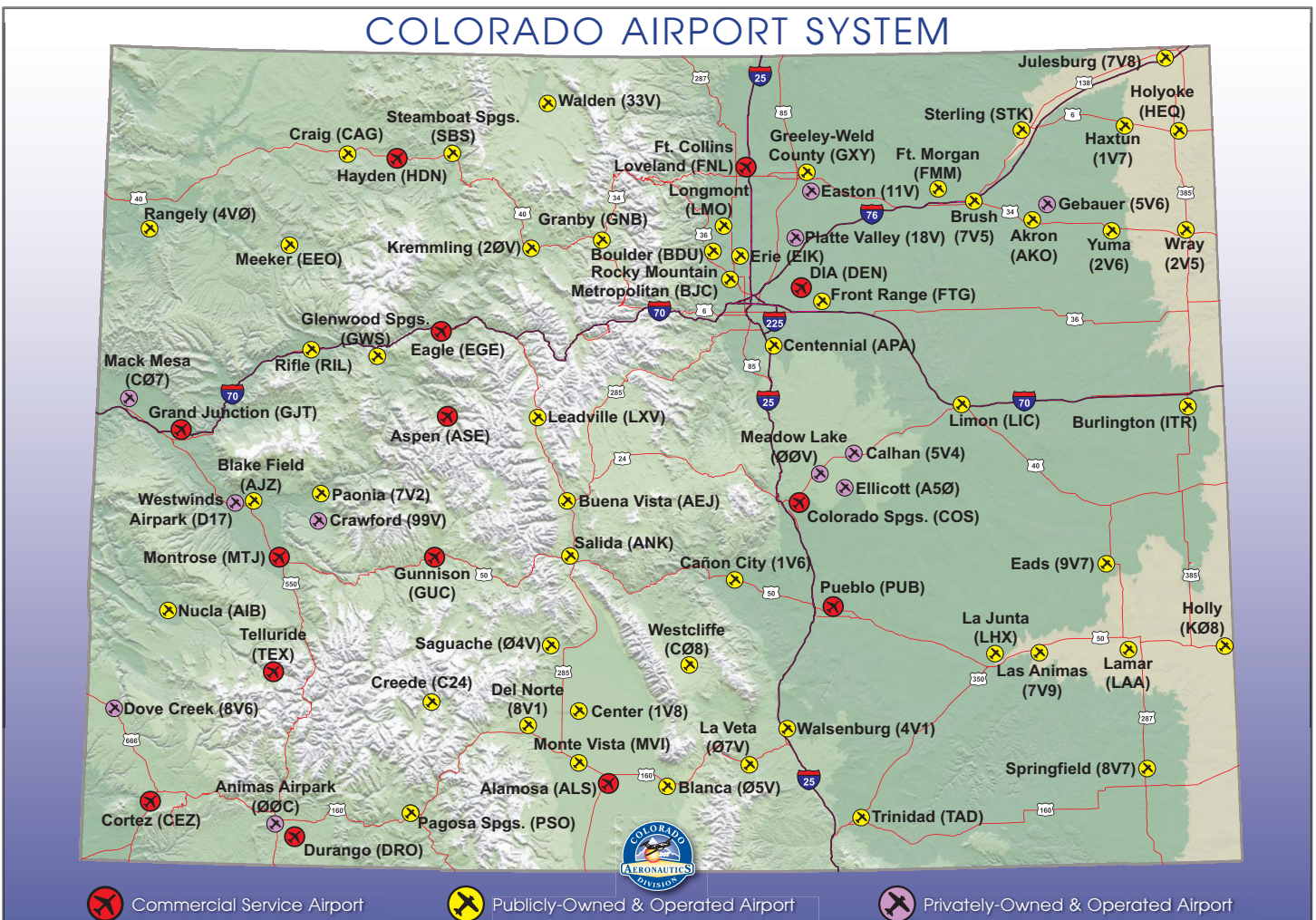
The 2011 Update to the Colorado Aviation System Plan has several areas of focus. These areas of focus are summarized as follows:

- Expand benchmarks
- Expand facility service objectives
- Re-visit airport role assignments
- Develop automated system tracking tool

Past results of annual audits of the Aeronautics Division have indicated that there is a need to more closely align projects given grants by the Division to projects identified in the aviation system plan. To accomplish this alignment, work has already been completed to review historic grants over the past 10 years. With this information, options for expanding study benchmarks and facility

and service objectives can be completed. By enhancing the context of the plan for certain existing benchmarks and by adding new benchmarks and facility/service objectives, when completed, the 2011 update will provide a plan that is more closely aligned with the grant process.

The 2011 plan also provides an opportunity to re-visit roles for system airports. Changes in the economy and in volumes and types of demand served by system airports make this review appropriate. The 2011 update will also provide Aeronautics with a tool that they can use in between plan updates to track how investment is helping to move the system forward in terms of its performance relative to all benchmarks and facility/service objectives.



## Mountain Surveillance Project: Phase I & II

The Colorado Surveillance Project is a collaborative effort between the State of Colorado and the FAA employing NextGen technologies to bring “radar like” service to certain Colorado mountain airports. These communities support the State’s all important ski and tourism industry. The Colorado Surveillance Project is an excellent example of achieving the desired goals of a State by working cooperatively with the FAA to develop and fund a solution that has benefits to both.

The alternatives considered to solve the lack of radar coverage at Ski Country airports ranged from deploying legacy radars at each location to investing in a combination of NextGen emerging technologies. In the end it was decided to employ the NextGen emerging technologies of Automatic Dependant Surveillance – Broadcast (ADS-B) and Wide Area Multilateration (WAM). WAM was selected because it did not require special aircraft equipment allowing the program to capture benefits immediately. The distributed nature of the WAM system makes it scalable and expandable, which is ideal for use in our mountainous terrain.

The project is being accomplished in two Phases, Phase I of the Colorado Surveillance Project provides radar like service at the following Colorado Ski Country Airports:

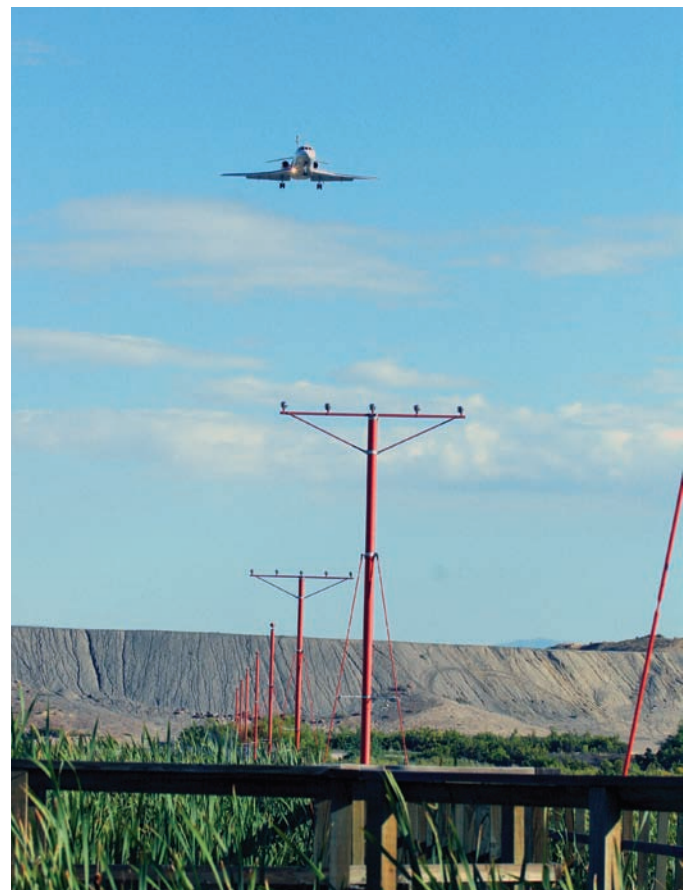
- **Craig-Moffat County Airport**
- **Hayden-Yampa Valley Regional Airport**
- **Steamboat Springs Airport**
- **Rifle-Garfield County Airport**

Phase I of the Colorado Surveillance Project is fully operational and was commissioned into the National Airspace System (NAS) on December 10, 2010.

Phase II is the logical extension of the effort begun in Phase I and is currently in design. Phase II varies from Phase I in that it is being designed and implemented under the National ADS-B Program administered by the FAA’s Surveillance Broadcast Services (SBS) Program Office and will provide radar like service at the following Colorado Mountain Airports:

- **Durango-La Plata County Airport**
- **Montrose Regional Airport**
- **Gunnison-Crested Butte Regional Airport**
- **Telluride Regional Airport**

The Key site (Montrose, Colorado) is expected to achieve Initial Operation Capability (IOC) in December 2012.



Montrose Regional Airport. Photo Shahn Sederberg

## 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.



**Harold Patton**, Chairman  
*Eastern Plains Governments*  
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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.



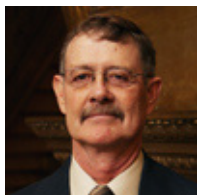
**Louis Spera**  
*Eastern Slope Governments*  
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Mr. Spera has been a licensed pilot since 1976. He carries a commercial pilots license with an instrument rating. Mr. Spera's latest aircraft is a Vans RV 7A which he constructed himself from a kit. He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



**Joe Thibodeau**  
*Pilot Organizations*  
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Mr. Thibodeau is in his 42<sup>nd</sup> 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*.



**Dave Ubell**  
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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  
*West Slope Governments*  
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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.



**Dennis Heap**, Secretary  
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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.



**Debra Wilcox**  
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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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