

COLORADO DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS

2008 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 2008 revenues from aviation fuel taxes awarded nearly \$8.3 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	\$8,264,343
Total Statewide Aviation Pgm. Grants	\$1,050,264
TOTAL AVIATION GRANTS	\$9,314,607

Statewide Aviation Program Grants

Mountain Airport Study	\$25,000
Automated Weather Observation System Development and Maintenance	\$282,264
Airfield Maintenance-Crack Sealant Rebate Program & Engineering	\$50,000
Federal Aviation Administration Safety Program	\$10,000
Internship Program	\$98,000
National Business Aviation Association Convention/Marketing	\$55,000
Aircraft Rescue & Fire Fighting Program	\$500,000
Weather Data Collection System Development	\$30,000

Individual Grants to Airports

Akron-Colorado Plains Regional Airport	\$250,000
Alamosa-San Luis Valley	\$3,947
Animas Airpark	\$64,000
Aspen-Pitkin County Airport	\$500,000
Boulder Municipal Airport	\$3,948
Buena Vista-Central Colorado Regional Airport	\$63,307
Burlington-Kit Carson County Airport	\$113,948
Cañon City-Fremont County Airport	\$139,087
Colorado Springs Airport	\$450,000
Cortez-Montezuma County Airport	\$171,948
Craig-Moffat County Airport	\$58,125
Creede-Mineral County Airport	\$125,000
Delta-Blake Field	\$85,548
Denver-Centennial Airport	\$375,000
Denver-Front Range Airport	\$284,650
Denver-Rocky Mountain Metro Airport	\$409,210
Durango-La Plata County Airport	\$68,000
Eads Municipal Airport	\$38,445
Eagle-Eagle County Airport	\$250,000
Erie Municipal Airport	\$25,600
Fort Collins-Loveland Municipal Airport	\$285,416
Fort Morgan Municipal Airport	\$142,800
Glenwood Springs Municipal Airport	\$67,455
Granby-Grand County Airport	\$327,632
Grand Junction Regional Airport	\$500,000
Greeley-Weld County Airport	\$116,655
Gunnison-Crested Butte Regional Airport	\$350,000
Hayden-Yampa Valley Regional Airport	\$322,000

Holyoke Municipal	\$101,631
Kremmling-McElroy Field	\$155,947
Julesburg Municipal Airport	\$128,000
La Junta Municipal Airport	\$3,948
Lamar Municipal Airport	\$144,348
Leadville-Lake County Airport	\$193,000
Longmont-Vance Brand Airport	\$132,633
Meadow Lake Airport	\$121,157
Montrose Regional Airport	\$51,000
Nucla-Hopkins Field	\$130,400
Pagosa Spgs-Stevens Field	\$250,000
Paonia-North Fork Valley Airport	\$38,600
Pueblo Memorial Airport	\$300,737
Rangely Airport	\$44,989
Rifle-Garfield County Regional Airport	\$213,764
Saguache Municipal Airport	\$19,200
Salida-Harriet Alexander Field	\$134,448
Telluride Regional Airport	\$68,000
Walden-Jackson County Airport	\$88,000
Walsenburg-Spanish Peaks Airfield	\$133,947
Westcliffe-Silver West Airport	\$110,500
Wings Over the Rockies Museum	\$137,250
Wray Municipal Airport	\$3,948
Yuma Municipal Airport	\$7,895
Westcliffe-Silver West Airport	\$110,500
Wings Over the Rockies Museum	\$137,250
Wray Municipal Airport	\$3,948
Yuma Municipal Airport	\$7,895

Tax Revenue Reimbursements

Publicly-owned, public-use airports are recipients of aviation fuel excise and sales tax reimbursements which equal \$.04 per gallon excise tax and 65% of the total amount of fuel sales tax collections at their airport. These monthly revenue rebates are earmarked for aviation purposes.

The remaining 35% of collected revenues are used to fund the Division and fund a Discretionary Grant

Program. Normally the Division holds one grant cycle per year. In 2008 the Colorado Department of Revenue completed an audit of fuel revenues and found a substantial amount of revenue that was not properly identified as aviation fuel sales resulting in enough additional funds to hold an unprecedented second grant cycle.

Total Excise Tax Reimbursements	\$1,327,948.30
Total Sales Tax Reimbursements	\$37,728,846.73
TOTAL REIMBURSEMENTS	\$39,056,795.03

Reimbursements by Airport

July 1, 2007 - June 30, 2008

Akron-Colorado Plains Regional Airport	\$3,641.00	Holly Municipal Airport	\$0.00
Alamosa-San Luis Valley Regional Airport	\$23,102.91	Holyoke Municipal Airport	\$131.79
Aspen-Pitkin County	\$800,219.57	Kremmling-McElroy Field	\$5,049.98
Boulder Municipal Airport	\$2,646.97	La Junta Municipal Airport	\$1,798.44
Brush Municipal Airport	\$0.00	La Veta-Cuchara Valley Airport	\$0.00
Buena Vista-Central Colorado Regional Airport	\$3,805.27	Lamar Municipal Airport	\$7,298.97
Burlington-Kit Carson County Airport	\$3,772.07	Leadville-Lake County Airport	\$3,558.30
Canon City-Fremont County Airport	\$7,725.81	Limon Municipal Airport	\$225.21
Center-Leach Field	\$0.00	Longmon-Vance Brand Airport	\$12,088.90
Colorado Springs Municipal Airport	\$1,061,895.83	Meeker Airport	\$3,033.04
Cortez-Montezuma County Airport	\$20,692.98	Montrose County Regional Airport	\$151,070.86
Craig-Moffat County Airport	\$3,380.56	Monte Vista Municipal Airport	\$2,309.44
Delta-Blake Field	\$935.63	Nucla-Hopkins Field	\$302.48
Denver International Airport	\$33,653,152.52	Pagosa Springs-Steven's Field	\$15,161.09
Denver-Centennial Airport	\$1,219,290.28	Paonia-North Fork Valley Airport	\$325.64
Denver-Front Range Airport	\$23,447.22	Pueblo Memorial Airport	\$160,416.10
Denver-Rocky Mountain Metro Airport	\$400,893.92	Rangely Airport	\$1,109.70
Durango-La Plata County Airport	\$151,793.08	Rifle-Garfield County Airport	\$160,235.84
Eagle County Airport	\$510,228.39	Salida-Harriet Alexander Field	\$3,160.78
Erie Municipal Airport	\$779.99	Steamboat Springs Municipal Airport	\$2,153.45
Fort Collins-Loveland Municipal Airport	\$48,680.96	Sterling Municipal Airport	\$3,319.17
Fort Morgan Municipal Airport	\$2,038.66	Telluride Regional Airport	\$82,775.91
Glenwood Springs Municipal Airport	\$940.27	Trinidad-Perry Stoke Airport	\$4,781.63
Granby-Grand County Airport	\$1,014.61	Walden-Jackson County Airport	\$204.91
Grand Junction Regional Airport	\$251,330.21	Walsenburg-Spanish Peaks Field	\$338.59
Greeley-Weld County Airport	\$31,402.11	Westcliffe-Silverwest Airport	\$478.27
Gunnison-Crested Butte Regional Airport	\$37,840.13	Wray Municipal Airport	\$902.32
Hayden-Yampa Valley Regional Airport	\$169,913.24	Yuma Municipal Airport	\$0.00

Colorado Showcases at NBAA

The Colorado Division of Aeronautics along with eleven Colorado constituents attended the 60th Annual National Business Aviation Association (NBAA) Convention and Meeting and Convention in Orlando, Florida. Participants of the 2500 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 2008 convention realized a record total of 1,183 exhibitors with a record attendance of more than 30,000 people.

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.



2008 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% through fiscal year 2008.

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

FAA CY 2007

Denver International Airport	24,117,623	▲5.68%
Colorado Springs Airport	1,040,879	▲4.32%
Eagle County Regional Airport	231,719	▲6.76%
Aspen-Pitkin County Regional Airport	182,268	▼9.61%
Grand Junction Regional Airport	170,443	▲6.85%
Yampa Valley Regional Airport	139,642	▲6.23%
Durango-La Plata County Airport	116,310	▲2.46%
Montrose Regional Airport	92,582	▲12.47%
Gunnison-Crested Butte Regional Airport	42,622	▼11.34%
Fort Collins-Loveland Municipal Airport	28,315	▼13.80%
Telluride Regional Airport	16,464	▲.16%
Cortez Municipal Airport	10,186	▲10.10%
San Luis Valley Regional Airport	7,478	▲3.95%
Pueblo Memorial Airport	4,880	▼1.51%
TOTAL PASSENGERS	26,201,411	▲5.46%

Data Provided by the Federal Aviation Administration.



Gunnison-Crested Butte Regional Airport-Gunnison, CO



Denver International Airport -Denver, CO

2008 Colorado Airport Pavement Condition

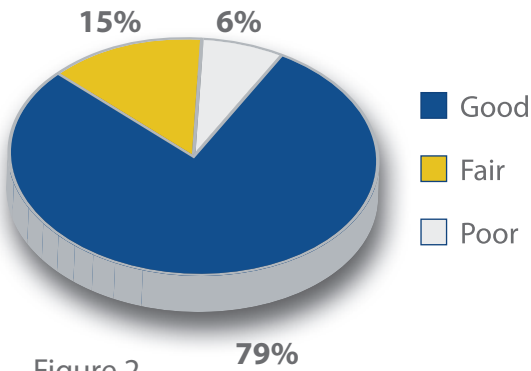


Figure 2



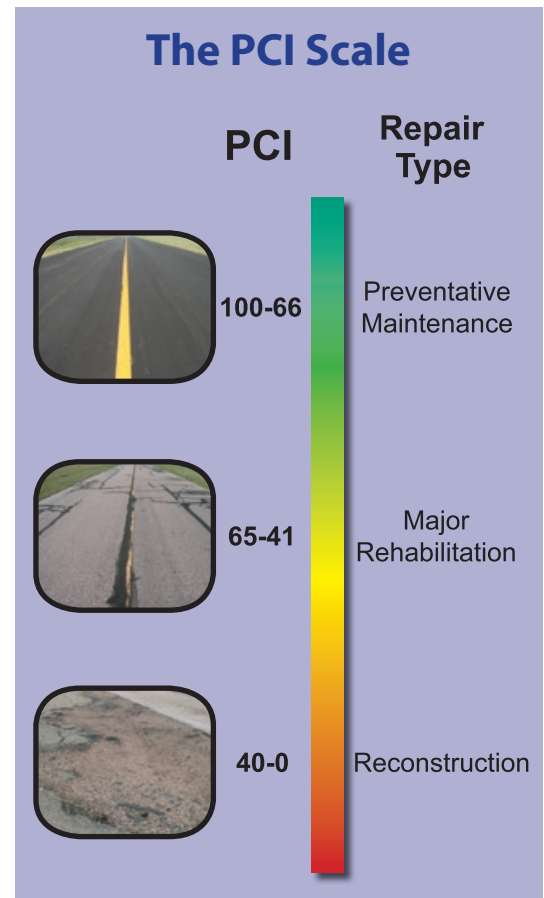
Glenwood Springs Airport



Telluride Regional 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 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 Pavement Condition Index 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.



Airport Capital Improvement Program

With the assistance of a grant in the amount of \$300,000 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.

General aviation airports received a total of \$20,105,850 in FAA discretionary dollars for capital construction, while commercial service airports received a total of \$78,917,136 AIP dollars in 2008.

In 2008, FAA General Aviation Entitlement funds totaling \$2,981,131 went to non-commercial airport facilities for planning, airfield maintenance, land acquisition, ramps and terminal upgrades.

Significant projects undertaken this year included the runway reconstruction at the Granby Airport and the taxiway reconstruction at the Colorado Springs Municipal Airport. Runway and taxiway extension work continues at the Eagle County Regional Airport in order to improve its ability to accommodate large commercial aircraft. Taxiway extension work has also started at Durango, this project when finished will complete a full parallel length taxiway. The completed taxiway will allow for better approach minimums and increased safety and capacity.

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.



Grand County Airport-Granby, CO



Eagle County Regional Airport-Eagle, CO



Garfield County Airport-Rifle, CO

2008 Colorado Airports Economic Impact Study

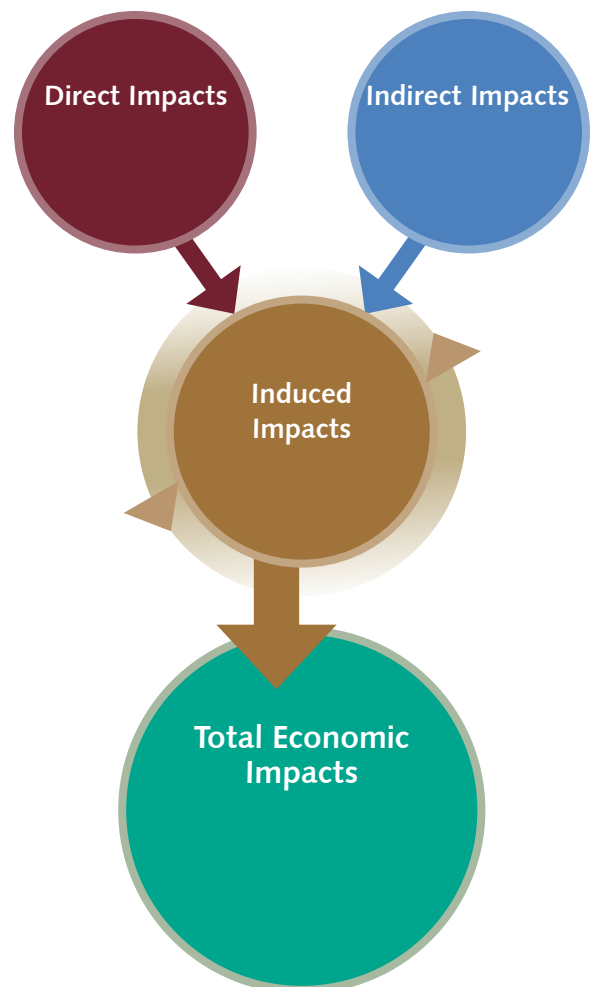
Airports are major economic catalysts. In order to quantify the economic activity in 2007 the Colorado Department of Transportation, Division of Aeronautics commissioned a statewide study to be conducted of the benefits of airports in Colorado. What was found out is that Colorado airports generate billions of dollars in economic benefit annually and support hundreds of thousands of jobs.

Each airport, from the largest to the smallest, contributes to our State's economy and to the quality of life enjoyed by Colorado's businesses, residents and visitors. Airports provide us with connectivity to worldwide markets and destinations; something that is essential to Colorado's rapidly expanding business community and our world renowned tourist destinations.

Economic impacts were identified for 14 commercial and 60 general aviation airports. The impacts for all airports were classified into four categories: direct, indirect, induced and the total. Direct impacts are those that take place at an airport. Indirect impacts are those associated with visitor spending; these impacts take place off-airport. Induced impacts are those associated "spin-offs" from direct and indirect impacts. When a person employed at an airport uses their paycheck to purchase goods and services, they support additional jobs, payroll and annual economic activity. As the economic cycle that starts with the airports and visitors who arrive via the airports continues to re-circulate or multiply, additional induced economic impacts are created.

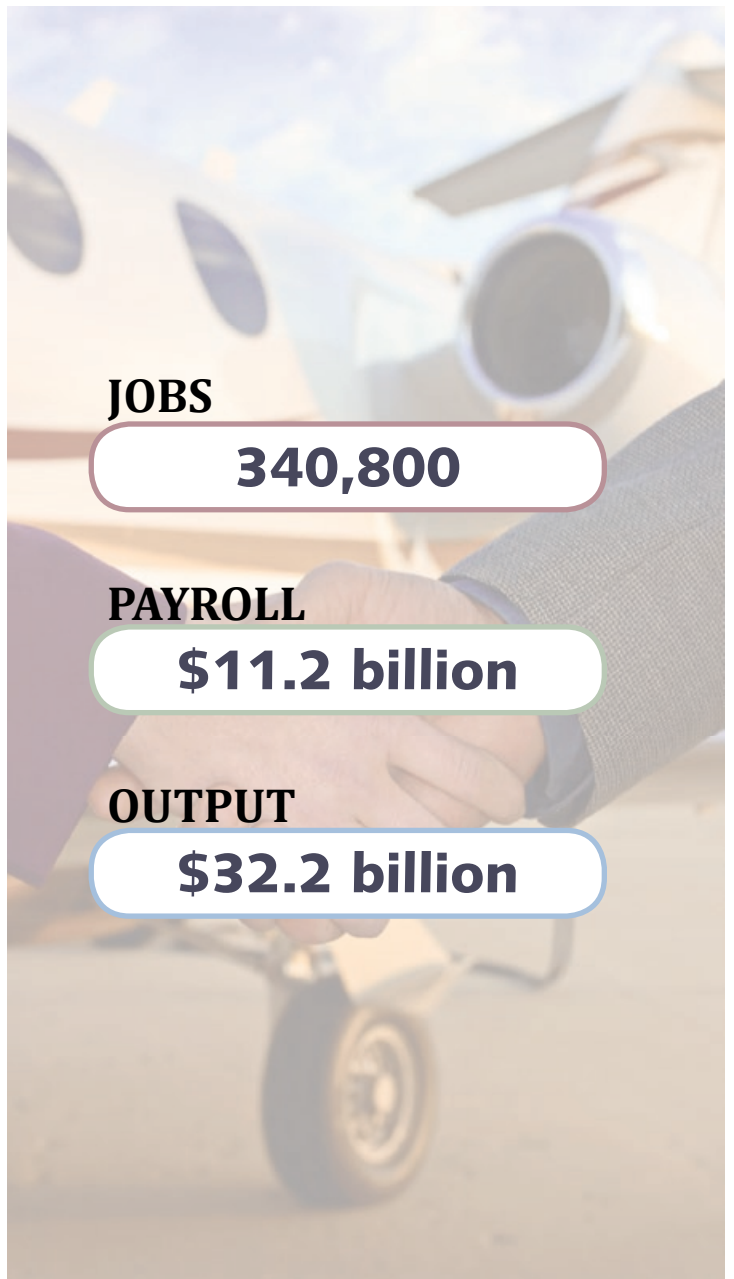
Together, direct, indirect and induced impacts equal each airports total annual economic impacts. Each airports annual economic impact was summed to reflect the total economic impact that Colorado's economy receives from commercial and general aviation airports.

The majority of the economic benefits measured in the 2008 Colorado Aviation Economic Impact Study are expressed in terms of jobs, payroll and annual economic activity or output as shown in the adjacent tables.



Airport Name	Total Employment	Total Payroll	Total Output
GENERAL AVIATION AIRPORTS			
Animas Airpark	123	\$2,637,100	\$10,597,400
Astronaut Rominger	3	\$28,000	\$311,500
Blake Field	68	\$1,927,900	\$4,494,300
Blanca	3	\$25,400	\$51,800
Boulder Municipal	729	\$20,168,500	\$60,147,300
Brush Municipal	7	\$29,000	\$83,000
Calhan	7	\$129,500	\$531,800
Centennial	10,485	\$356,654,900	\$897,122,800
Central Colorado Regional	62	\$1,881,100	\$4,710,400
Colorado Plains Regional	165	\$4,196,800	\$12,071,300
Colorado Springs East	6	\$91,200	\$279,100
Craig/Moffat County	39	\$823,100	\$2,256,700
Crawford	23	\$630,700	\$1,781,300
Cuchara Valley	19	\$296,600	\$1,122,900
Eads	22	\$308,600	\$1,962,700
Easton/Valley View	13	\$262,800	\$1,114,600
Erie Municipal	160	\$4,345,300	\$12,224,700
Fort Morgan Municipal	28	\$867,500	\$2,978,100
Fremont County	89	\$2,302,300	\$7,980,500
Front Range	1,806	\$62,051,000	\$134,439,800
Garfield County Regional	508	\$18,502,400	\$45,676,700
Glenwood Springs Municipal	130	\$3,668,300	\$9,590,900
Granby/Grand County	48	\$1,445,500	\$5,489,200
Greeley/Weld County	1,766	\$65,142,900	\$120,814,200
Harriet Alexander	71	\$1,975,900	\$5,975,400
Haxtun Municipal	3	\$19,100	\$34,800
Holly	3	\$3,500	\$268,500
Holyoke Municipal	33	\$925,300	\$3,726,600
Hopkins Field	14	\$404,800	\$971,900
Julesburg Municipal	4	\$65,200	\$182,500
Kit Carson County	80	\$2,345,900	\$6,661,300
La Junta Municipal	45	\$1,366,600	\$4,388,300
Lake County	16	\$357,800	\$1,501,300
Lamar Municipal	144	\$3,919,200	\$12,479,400
Las Animas City and County	10	\$138,700	\$511,700
Leach	5	\$57,200	\$152,900
Limon Municipal	17	\$492,400	\$1,583,500
Mack Mesa	9	\$87,700	\$200,800
Mc Elroy Field/Kremmling	74	\$2,040,800	\$7,399,300
Meadow Lake	187	\$4,456,100	\$11,855,200
Meeker	169	\$4,750,000	\$14,271,400
Mineral County Memorial	40	\$1,090,600	\$2,909,800
Monte Vista Municipal	77	\$1,311,500	\$1,716,100
North Fork Valley	21	\$186,900	\$587,300
Perry Stokes	81	\$2,231,900	\$6,608,700
Platte Valley Airpark	16	\$441,700	\$1,183,800
Rangely	90	\$2,841,800	\$6,006,100
Rocky Mountain Metropolitan	3,701	\$129,447,900	\$363,251,100
Saguache Municipal	3	\$36,800	\$89,100
Silver West	13	\$330,000	\$1,109,000
Spanish Peaks	10	\$263,700	\$803,200
Springfield Municipal	7	\$125,900	\$324,300
Steamboat Springs	116	\$3,966,800	\$11,739,800
Sterling Municipal	22	\$541,500	\$1,826,100
Stevens Field	393	\$12,108,200	\$34,343,600
Vance Brand Municipal	666	\$17,314,600	\$47,329,300
Walden/Jackson County	25	\$641,600	\$2,133,700
Westwinds Airpark	15	\$245,300	\$764,100
Wray Municipal	121	\$3,395,800	\$14,136,000
Yuma Municipal	40	\$910,100	\$5,135,900
General Aviation Airports Total	22,650	\$749,255,200	\$1,911,994,800

Airport Name	Total Employment	Total Payroll	Total Output
COMMERCIAL SERVICE AIRPORTS			
Alamosa/San Luis Valley Regional	517	\$13,983,500	\$41,954,400
Aspen/Pitkin County	11,950	\$336,620,600	\$1,067,401,700
Colorado Springs Municipal	51,594	\$1,956,776,400	\$3,535,280,400
Cortez/Montezuma	350	\$10,640,800	\$30,752,600
Denver International	217,459	\$7,064,743,700	\$22,296,664,100
Durango/La Plata County	5,185	\$145,902,000	\$457,593,200
Eagle County Regional	10,467	\$293,886,700	\$982,170,400
Fort Collins/Loveland Municipal	749	\$21,607,300	\$56,316,800
Grand Junction Regional	6,125	\$189,204,000	\$623,693,600
Gunnison/Crested Butte Regional	1,950	\$55,972,100	\$177,646,500
Hayden/Yampa Valley Regional	4,922	\$133,630,400	\$412,003,800
Montrose Regional	3,882	\$103,928,300	\$329,274,200
Pueblo Memorial	1,533	\$54,046,600	\$141,665,500
Telluride Regional	1,453	\$43,688,800	\$139,886,900
Commercial Service Airports Total	318,136	\$10,424,631,200	\$30,292,304,100



Colorado Takes a National Leadership Role

The Colorado Division of Aeronautics is taking a national leadership role. There are national issues that have an impact on the Colorado Airport System. The Division is raising the bar by setting an example for other states by working to solve many of these concerns.

Radar: An immense undertaking is the Mountain Radar Project. This project will have positive effects on operations and safety, not only in Colorado but nationally. This project will increase our mountain airports ability to be an economic generator. For more detail please see the specific remarks concerning Mountain Radar.

AWOS: As a result of the State of Colorado initiating a Mountain AWOS (Automated Weather Observing System) Project, the Division found a deficiency in system support for weather data collection at the national level. The FAA maintains the solitary data base for certified aviation weather information. The process is outmoded and costly. We found that this method of data compilation was a national issue. The Division teamed up with The National Association of State Aviation Officials worked collectively with the FAA to solve this problem. These efforts resulted in a Memorandum of Understanding for a collaborative effort to develop a new Data Collection System (DCS) that would result in a specification that would let each state or collection of states to build a DCS. The Division has a working prototype connected to the FAA Technical Center and has been transmitting data since February of 2008. We expect to get FAA acceptance of our DCS system by the end of 2008. This will result in the possibility of connecting 15 more AWOS in the state of Colorado and nearly 500 nationally. This will greatly enhance flying safety for

general aviation pilots and allow greater accuracy for forecasters, climatologists, researchers, and anyone else dependent on accurate and timely weather data.

NextGen: The Division’s involvement with and contribution to the aforementioned weather data issue has gained the Division an invitation to participate in the weather planning portion of the Next Generation Air Transportation System (NextGen). This is in preparation of the FAA NextGen Implementation Plan which will define the agencies path to a transformation of the National Airspace System. This will be the foundation for national aviation systems and procedures for decades to come.

TRB: The TRB organizes panels of experts to provide guidance on technical aspects of research and to translate problems into project statements with well-defined objectives.



Steamboat Springs Airport AWOS

The Colorado Division of Aeronautics is represented on the Airport Cooperative Research Program Synthesis S03-04 Airport System Planning Practices panel. The purpose of this synthesis is to report on the state of airport system planning practices through a review of literature and survey of state aviation agencies, regional planning organizations, and the FAA. The primary audience for this synthesis report includes airport operators, regional planning agencies, state aviation agencies, and the national and regional FAA staff.

IPRF: The contemporary de-icing chemical used on commercial service airports and bridge decks is potassium acetate. Recently there has been an overwhelming amount of damage to concrete surfaces at airports attributed to the use of potassium acetate. There are several national studies in progress concerning this problem, primarily in a laboratory environment. These are being funded by a cooperative agreement between the FAA and the IPRF (Innovative Pavement Research Foundation). The IPRF is jointly sponsored by the American Concrete Pavement Association, the Portland Cement Association, and the National Ready Mixed Concrete Association. They work directly with the FAA and airports to develop best practices in construction and maintenance.

Through a study grant from IPRF the Division is conducting a study that will produce an improved method to assess the condition and remaining life of concrete pavements with materials related distress particularly with the use of deicer chemicals. This will become an addition to the FAA advisory circulars and will be used in future pavement programs on a national basis.



Recognized Achievements

As a result of the Division's involvement in Nationally recognized endeavors and the staffs dedication to promoting solid partnerships with public and private constituents, the Division was presented the following awards in 2008.

→ **The FAA North West Mountain Region, Annual Regional Administrator Award for Aviation/Aerospace Partnership**

→ **During the 40th anniversary of Centennial Airport the Division of Aeronautics was given an award for Outstanding Contributions to Centennial Airport and General Aviation.**

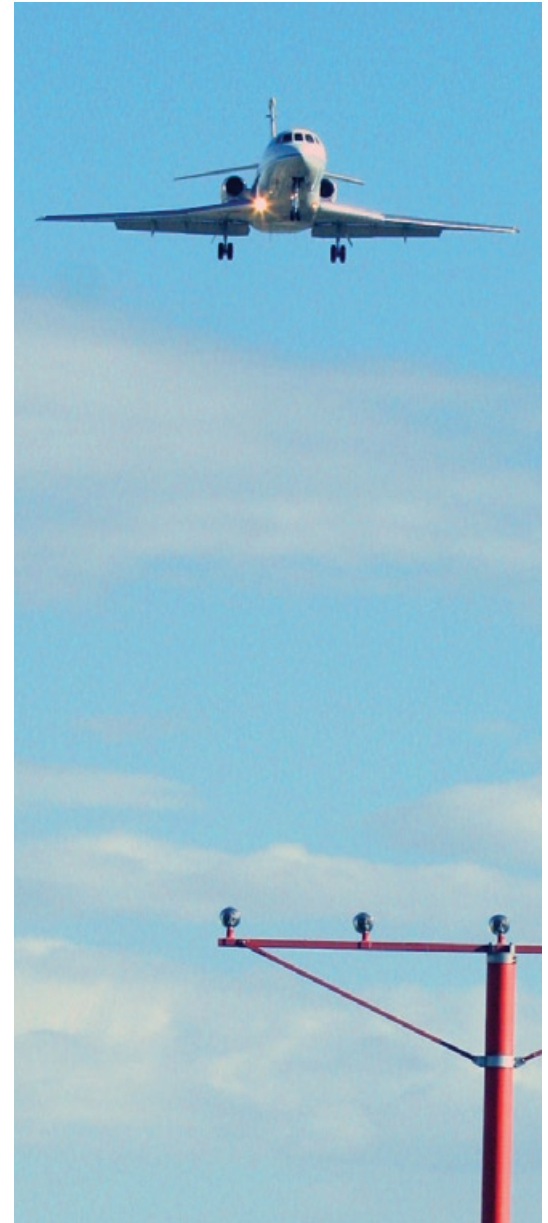
→ **The American Association of State Highway and Transportation Officials presented the Division of Aeronautics with the 2008 AASHTO President's Transportation for Aviation.**

→ **The FAA Administrator presented the Colorado Aeronautical Board and the Division of Aeronautics the 2008 Airports Ally Award in recognition of significant assistance to the FAA. The Division was the only recipient outside the FAA.**

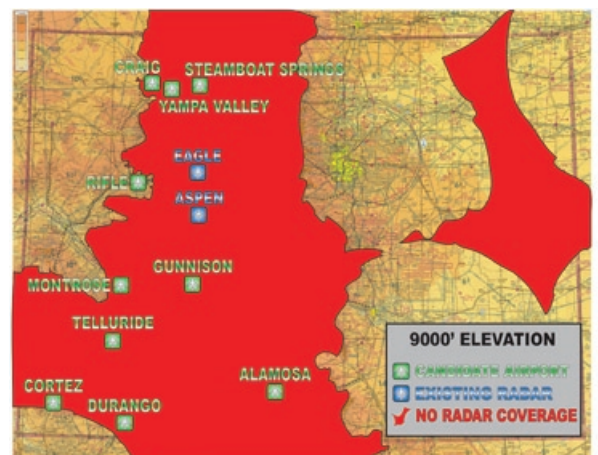
Colorado's Vision and Approach for Aviation Safety

Survey information was previously supplied to the Federal Aviation Administration in preparation for non-precision GPS approaches at eleven critical airports where no previous instrument landing systems were available. In the past year approaches have been completed for Harriet Alexander Airport in Salida, Springfield Municipal Airport in Springfield, Stevens Field in Pagosa Springs and Walden-Jackson County Airport in Walden. The remaining four airports are in various stages of the approach production process.

Due to increased demand and lack of radar coverage at Colorado's mountain airports, FAA's Next Generation Air Traffic Control technology called Automated Dependent Surveillance-Broadcast (ADS-B) facilities have been tested at several facilities in northwest Colorado. Conventional radar is unable to pickup aircraft once they drop below elevations ranging between 9,000 to 17,000 feet throughout the Colorado Rocky Mountains. The initial feedback from the phase I testing has been positive from Denver Center Air Traffic Control. The Colorado Radar Project was supported by the Colorado Aeronautical Board, the Colorado Transportation Commission, local governments, DOLA and the Federal Aviation Administration-Air Traffic Organization. The initial test areas include Moffat, Routt and Garfield Counties. Upon completion of testing, the first phase is expected to be up and running soon with testing of phase 2 following shortly thereafter. The phase 2 sites include Alamosa, Eagle, Gunnison, La Plata, Montezuma, Montrose, Pitkin and San Miguel Counties. The Colorado Radar Project will be the first installation of this type of next generation radar in the United States. This project is helping to shape the future of aviation in Colorado as well as the rest of the Country and has been recognized by the American Association of State Highway and Transportation Officials (AASHTO) as their 2008 Presidential Aviation award winner.



On Approach at Montrose Regional Airport



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
2350 Williamette Lane
Greenwood Village, CO 80121
303.721.6333
Fax 303.721.6367
pattonharold@qwest.net

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.



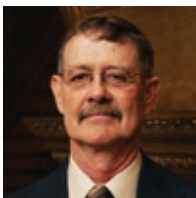
Louis Spera
Eastern Slope Governments
458 W. Pin High Drive
Pueblo, CO 81007
719.240.8057
spera@ris.net

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 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 character 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.



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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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