



AERONAUTICAL BOARD RESOLUTION 2017-01

A RESOLUTION OUTLINING THE 2017 LEGISLATIVE POSITIONS OF THE COLORADO AERONAUTICAL BOARD

WHEREAS, the State of Colorado has acknowledged that there exists a need to promote the safe operation and accessibility of general aviation and intrastate commercial aviation in this state; that improvement of general aviation and intrastate commercial aviation transportation facilities will promote diversified economic development across the state; and that accessibility to airport facilities for residents of this state is crucial in the event of a medical or other type of emergency (C.R.S. 43-10-101); and

WHEREAS, the Colorado Aeronautical Board (Board) is charged with establishing policies for the growth and development of aviation in the state (C.R.S. 43-10-105 (1) (d)); and

WHEREAS, Colorado's system of 74 public use airports, including 60 public use general aviation airports are critical to the transportation, economic development, emergency response and other needs of communities of all sizes across Colorado; and

WHEREAS, the recent practice of reauthorizing FAA through multiple short term continuing resolutions has created financial, construction and administrative inefficiencies for Colorado airport projects, underscoring the need for consistent, multi-year funding of the Federal Aviation Administration's (FAA) and its Airport Improvement Program, which is critical to the efficient maintenance, improvement and future development of Colorado's airport system; and

WHEREAS, Colorado's commercial service airports rely on a variety of critical infrastructure improvement funding sources, including the existing Passenger Facility Charge (PFC), the cap on which has not been adjusted for increasing construction costs or inflation in over 16 years; and

WHEREAS, PFC's are one of the most efficient local funding mechanisms for commercial service airport infrastructure, the Board supports modernization of the existing PFC program to help Colorado's commercial service airports meet their burgeoning infrastructure needs; and

WHEREAS, FAA air carrier flight crew qualification rules were revised in 2013, an unintended consequence of which has been, in part, challenges in the supply of qualified air carrier flight crews, and resultant reduced commercial air service to some Colorado communities; and

WHEREAS, the Board encourages and supports the continued evaluation and rationalization of FAA pilot qualification rules to ensure that both aviation safety and commercial air service can be sustained across the state; and

WHEREAS, the Board believes that oversight, regulation and further development of our nation's Air Traffic Control system is best accomplished by maintaining FAA and Congressional oversight rather than transferring control to a private board or entity which might have authority over funding mechanisms, taxes and fees- functions best administered by the FAA, which is a governmental body whose direct oversight by Congress best insures its efficiency, responsiveness, and accountability; and

WHEREAS, the Board recognizes the importance of all sectors of aviation to Colorado's multi-modal transportation system, including seaplanes, and supports seaplane access to waters within Colorado consistent with efforts to ensure safe multiple use and mitigation of the impacts of invasive species; and

WHEREAS, the Board supports and promotes aviation across Colorado, and encourages the initiative to create a new "Support Aviation" motor vehicle license plate in the state.

NOW, THEREFORE BE IT RESOLVED that the Colorado Aeronautical Board hereby expresses its support of multi-year FAA Reauthorization, increased AIP funding, modernization of the existing PFC program, continued evaluation of airline flight crew training requirements to ensure both aviation safety and small community air service, and state level initiatives to allow seaplane access to state waters and to create a new "Support Aviation" license plate; but stridently opposes any effort to privatize or otherwise separate air traffic control functions from FAA.

BE IT FURTHER RESOLVED that the Board authorizes the Director of the Division of Aeronautics to execute any instruments necessary to effectuate and communicate this Resolution.

RESOLVED, PASSED AND ADOPTED this 23rd day of January, 2017 in Denver, Colorado



Ray Beck, Chairman
Colorado Aeronautical Board



David R. Ulane, Director
CDOT-Aeronautics Division