



Members of CAOA,

As you may have been aware, a new bill has been introduced in the State House labeled HB24-1235 “Reduce Aviation Impacts on Communities”. CAOA, in conjunction with our team at Bowditch and Cassell and other stakeholder groups, have been in communication with Representative Kyle Brown since November regarding his bill. We appreciate the willingness of Representative Brown to bring us into the conversation and allow for our input. As part of that input, we have provided comments and suggestions for amendments to the bill and the latest of which can be seen as an attachment to this email. These amendments would go a long way in bringing a bill to the floor that can benefit everyone.

On Wednesday, March 6th, 2024, at 1:30 P.M. there will be a hearing about HB24-1235 before the Transportation, Housing, & Local Government committee. CAOA president, Cooper Anderson, will be testifying on behalf of the organization to amend the bill. As an organization, CAOA looks forward to continuing the conversation on these topics and working with the legislature to achieve a positive outcome for everyone. If you or your organization are interested in participating in the hearing, those details are listed below:

Hearing on HB24-1235 “Reduce Aviation Impacts on Communities”

Date: March 6th, 2024

Time: 1:30 PM Mst

Sign up link: <https://www2.leg.state.co.us/CLICS/CLICS2024A/commsumm.nsf/signIn.xsp>

Directions:

1. Indicate whether you would like to testify in person, via Zoom, or by written testimony.
2. Select “By Committee and Hearing Item” and choose the following:
 - Committee Name: “House Transportation, Housing, & Local Government”
 - Meeting Date and Time: “03/06/2024 01:30 PM”
 - Hearing Item: “House Transportation, Housing & Local Government HB24-1235 (Reduce Aviation Impacts on Communities [Brown, Bird, Fenberg, Zenzinger])”
3. Enter your information into the fields marked with an *.
4. We are taking the position of “Amend” so please select that option.
5. If you are representing yourself or your organization, please select the appropriate option and provide any additional information called for under “Representing.”
6. Provide the additional information in fields marked with an *.



HB24-1235 “Reduce Aviation Impacts on Communities”

The following list provides comments on portions of the legislation. Our proposed amendments and/or positions on sections of the bill are highlighted in bold below.

Section 3: Tax Credit for certification of aircraft to use unleaded aviation gasoline.

CAOA supports measures that provide financial incentives to pilots and aircraft owners who invest in converting their aircraft to utilize unleaded aviation gas. As an organization, we are committed to the safe phase out of leaded aviation gasoline following federally approved processes and certifications for fleetwide alternatives. **We support the intent of this section.**

Section 6: Regarding the Colorado Division of Aeronautics.

Current language in this section will establish two (2) new board positions on the Colorado Aeronautical Board, the governing body for the Colorado Division of Aeronautics. As written, these positions would be from highly populated areas with a definition that all but ensures they are from the Denver metro area. The definition also requires the positions to not be pilots. The Colorado Aeronautical Board is a statewide board that supports aviation initiatives and projects across Colorado. **CAOA supports amending this section to allow for geographically diverse candidates as well as prefer candidates who are knowledgeable about aviation and the role of the Colorado Aeronautical Board.**

Section 8: Regarding awards of grant funding to airports.

CAOA maintains our support for the state-wide initiatives of the Division of Aeronautics. As written in this section, the division would be required to prioritize grants to airports fitting certain definitions that more than likely end up being in Denver. **CAOA supports amending this section to allow for the Colorado Division of Aeronautics to continue their current mission and not be required to prioritize specific airports.**

Section 8 Continued:

This section seeks to enact several measures at airports within densely populated areas to address noise and lead emissions. Airports fitting the correct definition will be responsible for creating and maintaining voluntary measures to limit noise and lead emissions including imposing operational limitations or limits on certain types of aircraft activity. This section also requires airports to enforce these measures. Because the movement of aircraft is managed by the FAA this would be unenforceable by the Airports and would be a violation of federal laws and grant assurances to do so. **CAOA supports amending this section to allow for noise and lead abatement measures to remain voluntary and to not include language that suggests operational limits or that discriminates against certain aircraft or operations.**



Section 9: Regarding the creation of an enterprise fund with a fee on leaded aviation gas.

This section seeks to establish a new enterprise fund by a fee of up to \$.50 per gallon on leaded aviation fuel. The proceeds of the fund would be used for the purposes of installing infrastructure or subsidizing the additional costs of unleaded fuels at airports. Additional fees on leaded aviation fuel would only increase the cost for the entire industry. This would affect every part of the industry from pilots, maintenance shops, small businesses, and even on to the airlines eventually. The Division of Aeronautics appears to have the funds necessary to support the initiatives that the enterprise would fund. **CAOA supports amending this section to remove the enterprise fund and direct an amount be expended from the budget of the Division of Aeronautics. The budget for this section should not be excessive as to prevent funding for other airport projects around the state.**