

AirWaves

*A quarterly newsletter supporting the
Iowa Public Airports Association*

AirWaves is published as an informational tool for all public airports in the state of Iowa. It is directed to all airport decision makers including airport management, state/local government leaders and airport businesses. We welcome your comments, thoughts and suggestions on how we may serve you better.

June 2013

1255 SW Prairie Trail Parkway • Ankeny, Iowa 50023 • IowaAirports.org

Summer greetings fellow IPAA members.

By Robert Grierson, President, IPAA

Late spring greetings, IPAA. We had a great turnout for the IADOT/IPAA Iowa Aviation Conference in April. I encourage all of you to consider pertinent topics you think are valuable and would like to see included in upcoming years. We try to include information from regulators, FBOs, service providers, commercial service & GA airports. So, in many respects, just about anything aviation is appropriate. Obviously, there are more topics than time available, but we all want to keep it short, fresh, relevant and valuable.

In this month's newsletter, you'll see articles written about the state legislative session, the upcoming 4 State Conference (formerly known as the FAA Central Region Conference) and other updates. I hope you find them interesting and enjoy our new format and logo. I also look forward to seeing you at the Kansas City 4 State Conference in September.

Today's President's Column is about getting involved. Whether you are the director of a large airport or a small strip

where you personally pump gas, cut grass and work on airplanes, the IPAA is your organization. However, to really represent your views, you need a voice within our organization. You need to be comfortable contacting ANY or ALL of the IPAA board members. Please remember that we represent you. Your input is crucial to guiding this organization and setting its priorities. I also encourage you to run for board positions. In the past 13 months we have brought 4 new members onto the board. Some are GA, others Commercial Service. All have a strong GA background. So, if you encounter an issue or regulatory problem which could affect our members, please pass that on to us. We all have a vested interest in your success.

Over the past year, your IPAA board has worked on many different issues, such as state funding, TFRs, scholarships, jet fuel tax diversion, air traffic control tower closures and registration requirements for out of state agricultural aircraft. IPAA always maintains a presence in Des Moines

anytime the legislature is in session.

In spite of budget cuts, we have been successful in maintaining CSVI and GAVI funding intact. On the federal level, it gets a little harder to have your voice heard, but many of our board members visit Washington D.C. regularly and can bring your issues to our legislators. On more than one occasion this year, your IPAA has worked with AOPA, EAA, AAAE and ACI-NA on issues which affect all airports. To be really successful, we need your help.

Many of you have helped us in addressing crucial issues by contacting your legislators and letting them know how their proposed actions impact your airport or business. Your emails, phone calls and personal visits to our representatives pay dividends in the long haul. Our legislators often spend their "breaks" in their home district and that's your opportunity to engage them directly on an issue you think important. Phone calls never hurt, either. I often recommend that you set aside an

Continued on page 2

Robert Grierson, President (DBQ)

Greg Gobble, Vice President (EOK)

Ethan Nassalroad, Secretary (TNU)

Mike Roe, Treasurer (AWG)

Greg Gobble, Past President (EOK)

Annual dues are

\$200 for Associate Members,

\$300 for Commercial Service Airports,

\$150 for General Service Airports,

\$150 for Enhanced Service Airports,

\$75 for Local Service Airports and

\$75 for Basic Service Airports.

Please send annual dues to the above address. Anyone interested in advertising in AirWaves should contact the IPAA office: 515-727-0667

4 States Airport Conference

Registration is open for the 4 States Airport Conference, Sept. 15 – 17 in Kansas City. The event is comprised of all aviation interest groups in the central region of Iowa, Kansas, Missouri and Nebraska. Airports representing the four states, consultants and other aviation organizations have joined forces to keep apprised of aviation issues in the region, as well as to take advantage of a rich educational program conducted by the FAA and other aviation professionals. Don't miss your chance to connect and learn! Visit 4statesairportconference.com for more.

Continued from page 1

afternoon during their "break" to give them a tour of your facility. Have the IADOT Economic Impact Study (EIS) handy. It's an eye-opener for many to learn the value of an airport to a rural community.

So, the next point to ask is "does the community know the value of the airport?" Regretfully, most people think of an airport as the place where you get on a plane to visit Aunt Bessie. More and more, people are viewing an airport as a tax-subsidized playground for rich white guys. You can turn that incorrect perception around.

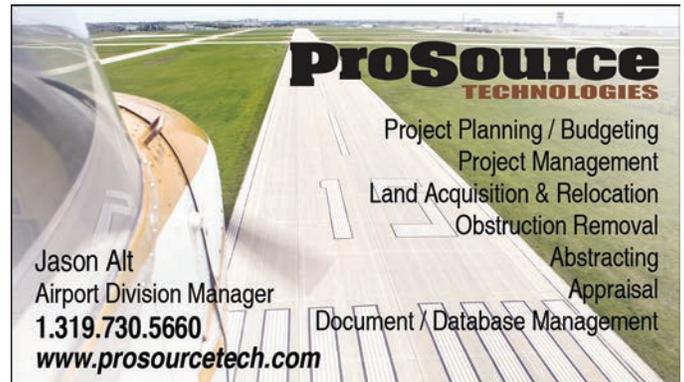
Do you have an open house, media day, active young eagles program? Are any of your tenants in Rotary, Lions, Kiwanis, etc., who can get you set up as a guest speaker? Recently I spoke before four public gatherings. One was televised, another streaming on-line. My topic was the airport and the community. I encourage all of you to talk to as many groups as possible - as frequently as possible. Your topics should not exceed your ability or comfort zone, but I always like to use published reports like the EIS from IADOT. Tell them about the jobs at the airport, the careers started at the airport, corporate activity, medivac/EMS, political visits. You get the idea.

In other words, they need to understand that your airport is important to the community.

You need your council members, mayor, supervisors, planners, city managers, adjacent property owners and educators on board with you. If you have business aircraft flying in, find out who they are seeing. If someone is flying in and considering investing in your community, then your airport has value and you need to use that to get your point across.

Lastly, do you have talking points? I update mine every two weeks. They could cover things like air traffic numbers, based aircraft, fuel sales, bizjet activity, political issues and your positions on things like contract tower closure, diversion of \$253 million of AIP funds, etc. Make sure your board and key employees are on the same page as you. Always present a unified and knowledgeable persona.

IPAA can help you with the political issues by going to our website: <http://www.iowaairports.org/legislativeissues.html>



ProSource
TECHNOLOGIES

Project Planning / Budgeting
Project Management
Land Acquisition & Relocation
Obstruction Removal
Abstracting
Appraisal
Document / Database Management

Jason Alt
Airport Division Manager
1.319.730.5660
www.prosourcetech.com

Second-generation airport dog welcomed in Keokuk

The Keokuk Municipal Airport has put out the mat for the newest member of its team – a puppy named Buddy. The chocolate lab spends most of his days as the airport mascot, with aircraft lead mechanic Bob Popejoy taking him home at night.

Buddy is a second-generation airport dog, filling the big paws of Flash, who became quite famous as the airport's so-called "security" detail. Greg Gobble, airport manager, said Flash was a well-loved dog who met many famous people, including greeting Paul Tuttle Sr., Donnie Osmond and President Obama in 2010.

"People would fly over Keokuk and radio for us to say hi to Flash," Gobble said. "He didn't know a stranger. He loved

attention and was a popular fixture with youth tours and visitors."

Airport Commissioner Bob McDowell adopted Flash. The dog died of cancer this spring at the age of 14.

So far, Buddy is fitting right in.

"He mostly sits around and trains us to bring him treats," Gobble said.



Iowa legislature approves \$2.25 million for airport infrastructure

Iowa's public airports can celebrate another successful legislative session at the state capitol, securing vital infrastructure funding that will help airports make key upgrades. The legislature has once again approved \$1.5 million for commercial service airport vertical infrastructure and \$750,000 for general aviation airport infrastructure.

Jim Obradovich, lobbyist for IPAA, said sustained funding is truly a victory.

"When our legislators make that funding commitment, it's validation that politicians recognize aviation as an important part of Iowa's economy," Obradovich said.

"Businesses in Iowa or those the state is trying to attract look for airports, and they need to have good facilities to keep them here."

IPAA President Robert Grierson used the airport he manages, Dubuque Regional Airport, as an example of what the funding could mean.

"We have an \$8 million terminal building project underway,



but the Federal Aviation Administration will not pay for all of it," Grierson said. "This funding helps us complete the project and continue providing excellent service to our region."

Grierson said an important message to legislators is that transportation funds should not be limited to just airports with airline service. Airports, large and small, support medical evacuation, agriculture, corporations, flight training and military operations, benefiting all Iowans.

Thanks in large part to IPAA members, that message is clearly getting through.

"We are fortunate to have a good group of members actively involved in policy in the state," Obradovich said.

"We have members our legislators know by name, who have invited them to tour their facilities. That outreach engages the legislators and helps bring home why the investment in that local facility is so important to their region and the state."

Governor Terry Branstad is expected to sign the bill containing the infrastructure funding.

Increase your odds for aviation funding

The Iowa Department of Transportation had some tough decisions to make for its funding recommendations under the FY 2014 State Aviation Program. Overseen by the Office of Aviation, the program helps maintain and develop airports in the state.

"This was probably our toughest year ever for narrowing down the many good projects submitted," said Kay Thede, aviation program manager.

Demand far exceeded available funding. The office was able to recommend funding for 34 of the 46 projects applied for in the Airport Improvement Program for the total maximum funding of \$2.4 million. Out of 23 General Aviation Vertical Infrastructure applications totaling \$1.9 million, only 10 projects were recommended since available funding totaled only about \$800,000.

The Iowa Transportation Commission is expected to approve the recommendations July 9.

In making selections, Thede said the office looks at five categories: airport classification, type of project, justification, amount of local participation/matching funds and whether an airport has multi-jurisdictional support.

If you want to increase your chances of getting project funding, Thede says one of the best ways is to find a higher level of matching funds.

"Our grants can be up to 85 percent state funded, but the more

local support a project has, the better its odds are," she said.

Demonstrating cost-containment can also help a project's chances.

Also, Thede reminds airport managers that the Pavement Maintenance Program has now been rolled into the

Airport Development Program. She recommends seeking funding for pavement maintenance projects every few years instead of yearly.

The office has observed upticks in aviation activity indicators, including fuel sales, aircraft registration activity, and passenger air service levels that may have contributed to the rise in airport project applications. Thede says the increased interest in investing in Iowa's airports is a good sign for the health of the state's air transportation industry.



General Aviation Vertical Infrastructure projects include development and renovation of hangars, airport terminals, maintenance buildings and fuel facilities.

Written by: Jenna Higgins Rose / Rose Media

Fuel vendors encouraged to register with IRS to protect funding

In Washington, D.C., the effort continues to restore rightful funding to the aviation fund by adjusting how the government collects jet fuel tax. Although changing the tax collection structure has the support of many in Congress, and became part of the final Highway Bill in 2012, the bill did not pass with the provision.

The problem began with the passage of the 2005 Highway Bill, which included a so-called “fuel fraud” provision. It was intended to prevent on-highway motorists from blending aviation fuel with diesel to take advantage of jet fuel’s slightly lower tax. However, an unintended consequence of the legislation has robbed the general aviation fund of up to \$50 million a year. This is because in order for jet fuel taxes to be deposited in the Airport and Airway Trust Fund, an aviation fuel provider must register with the Internal Revenue

Service (IRS) as an “ultimate registered vendor” and file claims with the IRS to be reimbursed for the 2.5-cents-per-gallon difference between the amount of taxes paid and the amount actually owed. The administrative burden of collecting the tax has led to many fuel providers opting to simply pass the additional tax on to the end user.

“There is no requirement for vendors to register with the IRS; it’s strictly voluntary,” said Greg Gobble, Keokuk Municipal Airport manager. “The problem is that when someone opts out of that process, the full 21.9-cents-per-gallon goes into the highway fund and not the aviation fund. This is costing our industry dearly.”

Gobble is registered as a vendor and agrees it can be arduous.

“But until Congress fixes this issue legislatively, we have a responsibility to

step up and protect our industry’s funding by registering.”

Not doing so could cost the aviation industry in more ways than one. For example, if funding continues to fall short, it might entice the government to impose user fees, which would hurt the profitability of the industry, Gobble said.

Last year, 32 members of Congress signed a bipartisan letter requesting the repeal of the fuel fraud provision. Iowa Congressmen Leonard Boswell (ret.), Tom Latham and Dave Loebsack signed on to the cause.

“We encourage IPAA members to keep reminding their legislators of why repealing this provision is critical to protecting our national airspace system,” Gobble said.

To get more information or to register as an ultimate vendor, visit <http://www.irs.gov/publications/p510/ch02.html>.