

IPAA AirWaves

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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.

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Fall Greetings Fellow IPAA Members

**By Robert Grierson
Dubuque Regional Airport
Airport Manager
President of Iowa Public
Airports Association**

As your new president, I want to take this opportunity to tell you a little about me and where I plan to go with IPAA over the next 2 years. I am the manager of the Dubuque Regional Airport. I moved back to the Midwest in 2006 after 12 years managing airports in California. I've worked in airport management for much of my 20-plus year career and can say that I've been with large, medium, small and non hub airports. I've also worked at GA reliever airports too.

My background covers aviation safety as well. I'm an active pilot with current commercial and instrument ratings for both fixed and rotary wing aircraft. I fly jet rangers part time with the Army National Guard at DVN. I hold a master's degree in public administration and am an accredited airport executive from the American Association of Airport Executives.

Many of you have asked if I have any special thoughts or projects for the organization planned for my term. There are several things I'm looking into. Although I have no interest in squandering our treasury, I think we should use the funds we have to improve the capabilities of our membership. IPAA offers scholarships to many deserving college students

who are considering a career in airport management. I'd like to take that to another level. I think we should invest in ourselves as well. My plan is to work with the board in establishing an internal scholarship fund available to active members to attend FAA/AAAE workshops on pertinent airport subjects and A.A.E. accreditation. In the interim, I'm working with IDOT to establish a series of one-day workshops throughout the state covering the "how-to" aspects of running an airport.

You may ask why I'm suggesting this. Many of our smaller airports barely have a budget sufficient to cover the salary of an airport manager. Professional development is either financially out of reach or done at the member's own cost. Today's young GA airport manager may one day move on to a larger airport. I think it would be nice to invest in our own membership.

On another front, I am a strong proponent of lobbying. Our elected representatives have a number of constituents and special interests guiding their decision making. I want IPAA to be a moving force here in Iowa and also in D.C.

Hopefully, you've met the IPAA lobbyist Jim Obradovich. Here are a few of the projects he's addressing in Des Moines on our behalf:

- Increase the State Aviation Fund investment in Iowa's public aviation system.

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IPAA Newsletter

by **Karen Connell**
Independence Municipal Airport
IPAA Director



The new terminal building.

On August 16, 2007 the Independence Municipal Airport closed for a major construction project. The 4000' X 75' runway was totally removed and stockpiled for later use as sub-base for the new runway. Water lines were also installed into the city water as this project affected the location of the well. A good share of the boundary fencing was done in the fall also.

Winter set in early, so the runway project was put on hold until the spring of 2008. So during the next several months, the contractors built a new hangar/storage building for the electrical vault and a new terminal

building. The terminal building consists of offices, rest rooms, apartment, small shop room, hangar, lounge and a lounge/conference room as well as a computer area for weather research.

As spring arrived, the fuel system was installed, dirt work began on the drainage, finalizing the runway and parallel taxiway grading, and sub-base and rock on the runway surface in preparation to pour concrete.

Each runway panel of 4000' X 25' was then poured with concrete, skipping a panel and pouring the next. Ongoing until all panels were poured and drying time allowed between panels. When completed, we had a 4000' X 100' runway and the painting on that section of runway was done. This length of runway was opened to the public on Aug. 2, 2008, with the sprayers converging on us in full force on Aug. 4, 2008. This continued into the next four weeks. Since the construction of the 1,500-foot extension was now beginning, we had to have a 565-foot displaced

threshold for Runway 17. Electrical on the 4,000-feet was in operation by Oct. 4, 2008.

That extension has now been completed, painting is being done as well as the seeding and electrical. Security fencing has been in progress, with completion very soon.

This project to date has cost \$7.3 Million and has been funded by Federal Funds at 95 percent. Local match is 5 percent. State monies were used on some of the fuel system costs.

This airport is virtually a new airport, as all hangars have been built since 2003, and with this latest project of buildings and runway, we have updated things drastically. ✈



The new fuel system.

We wish to thank these organizations for supporting our efforts to publish this newsletter.

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2009 IPAA Legislative Priorities

2009 IPAA Federal Legislative Priorities

Reauthorization of Federal Aviation Programs

IPAA encourages a five-year reauthorization of federal aviation programs that sets spending levels for the Airport Improvement Program (AIP), Essential Air Service (EAS), Small Community Development Grants, and other programs that develop and maintain facilities at airports around the country.

A major component of the federal aviation program is the AIP, which provides funding for airport rehabilitation and development projects. IPAA encourages the reauthorization of the AIP to provide \$3.9 billion in 2009 with \$100 million increases every year throughout the reauthorization.

In Iowa, 69 general aviation airports and eight commercial service airports are eligible for funding from the AIP. Vision 100, which provided AIP funding for the years 2004-2007, has worked well for Iowa airports, and IPAA would like to see the basic components of that program remain in place.

IPAA supports maintaining primary and non primary entitlements within the AIP to provide a predictable funding stream to commercial and general aviation airports throughout the nation and Iowa.

User Fees

IPAA believes the current funding system for the Airport and Airway Trust Fund is fair and a stable source of revenue. IPAA strongly opposes any effort to impose additional user fees on general aviation.

IPAA supports the current system of ticket taxes, fuel taxes, and cargo taxes as a means of providing a revenue stream to the Aviation Trust Fund. If adjustments to the revenue stream are required, they should be made within the existing structure.

Imposing additional user fees would unnecessarily create additional administrative bureaucracy, hurt general aviation activity and safety, and place an unfair burden on general aviation to fund an air traffic control system designed to accommodate hub and spoke airline operations.

Essential Air Service

IPAA supports the EAS program administered by the U.S. Department of Transportation. The EAS program provides subsidies to continue air service in smaller communities across the nation that would have been negatively impacted by airline deregulation in 1978.

The EAS program has worked well for Iowa and has been responsible for maintaining air service in the Burlington, Fort Dodge, and Mason City regions.

IPAA encourages Congress to fully fund the EAS program at a minimum of \$127 million annually. IPAA also strongly opposes any local match requirement.

Federal Taxation on Aviation Jet Fuel

IPAA strongly opposes the current method of taxing aviation jet fuel. Fuel taxes from the sale of jet fuel are currently taxed at diesel fuel rates and are credited to the Highway Trust Fund. In order for the taxes to be credited to the Aviation Trust Fund, the fuel vendor or buyer must apply with the IRS for a refund for the difference between the diesel fuel tax (24.4 CPG) and the jet fuel tax (21.9 CPG).

The process is confusing and places the burden on the fuel vendor or buyer to get the fuel taxes credited to the proper trust fund. In addition, the aviation community seriously questions if fuel tax fraud involving jet fuel and the trucking industry is actually occurring and has seen no evidence to support those claims.

2009 IPAA State Legislative Priorities

Rescind The Sales Tax Increase on Aircraft Sales

The sales tax on aircraft was increased from 5 to 6 percent last legislative session in the bill that made the school

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Save the Date – 2009 Iowa Aviation Conference April 22 & 23

Save the dates for the 2009 Iowa Aviation Conference held April 22 & 23 at the Sheraton Hotel in West Des Moines. Information for attendees, sponsors, and exhibitors is available at the Office of Aviation Web site www.iawings.com or Iowa Public Airports Association Web site www.iowaairports.org, or by calling Sue Heath at 515-727-0667.

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• Increase funding for the (GA and Commercial Service) Vertical Infrastructure program.

• Rescind the sales tax increase on aircraft sales.

• Airports must be allowed to engage in animal depredation efforts appropriate for their facilities.

Over the next year, I hope to see a multiyear AIP bill. IPAA has taken a very public position on the need for that bill for quite a while. I plan to be very active in pushing our legislators toward that goal. Your board is also preparing a plan of attack to visit our U.S. representatives and senators in DC this winter. As you know, AIP funding has been questionable for the past 15 months. We need to really hammer this issue home to our representatives. Your involvement is crucial as well, especially if your airport is within either Braley or Boswell's districts. They are both on the Aviation Subcommittee. They need to hear from you. So do Sens. Harkin and Grassley. For talking points, go to <http://www.iowaairports.org/legislateupdt.html>.

Membership growth is crucial to keeping our dues low and your representation in Des Moines & D.C. high. In the near future, you will be hearing from membership chairwoman Rhonda Chambers asking for your help as we seek to increase our associate membership ranks. We want to add consultants, contractors, and others who work or provide services at your airport to our membership ranks. If they do business with you, we want them as members and exhibitors at our April conference.

I'm looking forward to representing your interests and meeting you throughout my tenure. Please feel free to contact me with ideas or suggestions. I can be reached at 563-589-4128 or by e-mail at rgriereso@cityofdubuque.org.

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local option sales tax a statewide tax rather than a county by county

approved levy. This increase is a hindrance to the aircraft sales industry in Iowa and an unfair burden not imposed on other transport vehicles. This mistake must be reversed.

Airport Animal Depredation

Pilots and airport managers continue to report an alarming increase in the number of runway incursions by deer and other animals. Unfortunately, antiquated rules and regulations prevent the timely depredation of animals causing threats to life and property. To protect the public, airports must be allowed to engage in depredation efforts appropriate for their facilities.

Vertical Infrastructure Funding

Maintain annual funding for the highly successful Commercial Service Airport Vertical Infrastructure program at \$1.5 million and the General Aviation Airport Infrastructure program at \$750,000. Due to the great need for continued investment in our public airport vertical infrastructure, more funding is needed for both programs.



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