

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**

Fall greetings fellow IPAA members. We're just back from the FAA's Central Regional conference in Kansas City, MO. I had the opportunity to see many familiar faces from IPAA and Iowa DOT. We also took the time to meet with the FAA on a number of important issues like AIP funding. If you haven't noticed, this issue is a big one for

me. AIP funds most of our large scale airport capital projects and has been in place since 1947 (under several different names). However, we've been without a multi-year AIP bill since 2007. Regretfully, it looks like continuing resolutions will be the only funding mechanisms for the foreseeable future.

That's not to say that Congress has not drafted AIP legislation. The House passed HR 915 in the late spring and the Senate has S 1451. Individually, either bill is a real stinker. Here's a brief summary of the 2 bills:

	Senate Bill (S. 1451)	House Bill (H.R. 915)
ARFF	Does not include a labor proposal that could force airports to comply with excessive NFPA standards.	Includes a labor proposal that could force airports to comply with excessive NFPA standards.
PFCs	Maintains PFC cap at \$4.50 and creates new pilot program that would allow up to six airports to impose unlimited PFCs if they collect fees directly from passengers.	Raises PFC cap to \$7.00.
PFC Streamlining	Streamlines PFC application and approval process but requires DOT approval before an airport can impose a higher PFC level.	Does not streamline the PFC application and approval process.
AIP Funding Levels	\$4.0 billion in FY10; \$4.1 billion in FY11;	\$3.9 billion in FY09; \$4.0 billion in FY10; \$4.1 billion in FY11; \$4.2 billion in FY12.

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AIP Entitlements	Maintains entitlements for large hubs.	Eliminates entitlements for large hubs collecting PFCs above \$4.50.
AIP Discretionary	Increases minimum amount for discretionary from \$148 million to \$520 million.	Increases minimum amount for discretionary from \$148 million to \$520 million.
AIP Federal Match	Maintains 95% federal match for small airports.	Reduces federal match for small airports to 90%.
Small Community Air Service Development	Authorizes \$35 million per year through FY11.	Authorizes \$35 million per year through FY12.
Essential Air Service	Includes \$175 million per year.	Includes at least \$200 million per year.

There are good points in both bills, but Congress (namely the Senate) must take action or the legislation will never see the light of day.

We must also be on guard for actions taken in the upcoming State legislative session. Let's be honest, the State is broke and will pull funds from airports and use them on any number of constituent based concerns. This past summer, your IPAA board reviewed several key concerns that we consider our State legislative priorities. These include:

Airport Infrastructure:

At a minimum, funding for the General Aviation Airport and Commercial Service Airport vertical infrastructure funds needs to be maintained at current levels.

Tax Policy:

Maintain the current aviation sales and use tax exemptions. These policies

were put into place to keep Iowa competitive with neighboring states. The repeal or cap of the exemptions would severely cripple the state's aviation industry.

Airline Service Retention:

Iowa's economy depends on regular, dependable and affordable commercial air service. Keeping that service is essential to the economic recovery of all corners of the state. The IPAA supports the establishment of an Air Service Retention Task Force made up of representatives from: the Department of Transportation's Office of Aviation, Department of Economic Development, a representative from each of the state's commercial service airports, two representatives from commercial airlines serving the state and a member of the majority and minority parties in the House and Senate. The Task Force shall develop a plan for the retention of current passenger airline services.

Effective Control of Wildlife Aviation Hazards:

Deer and other animals continue to be hazards to aviation in our state. The allowance of a qualified airport employee to remove such hazards in a timely manner is essential to the safety of pilots, passengers and the general public.

This is where we need your help. Your IPAA has lobbied in both DC and Des Moines on these issues and we've been well received. However, airports don't vote. So we must be more vocal than the others. You need to send letters and e-mails to each of your representatives outlining why you need AIP legislation or on a local level, to protect the vertical infrastructure funding. Phone calls, personal visits, and getting your legislators out to your airport for a visit. We need your help if we're going to be successful in these endeavors.

Speaking of success, I thank all our members who attended the workshops sponsored by Iowa DOT & IPAA in Cedar Rapids and Carroll on October 20th and 22nd. Your airport sponsors, planners, council-members, and commissioners learned a great deal about running a small airport. The attendance and critiques were outstanding. A special thanks to Kay Thede for making this a success.

We wish to thank these organizations for sponsoring this newsletter.

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Maintaining a Safe Aviation Fuel Supply

Greg Gobble
IPAA Vice President
EOK

Maintaining a safe aviation fuel supply is something we in the airport business should view as our primary responsibility. Whether we actually deliver fuel to the aircraft directly as many of us at our G.A. airports do or supervise a maintenance staff at the commercial service airports or even as a person responsible for the self service operation at an airport with no on site staff. Correct and clean fuel is vital to aviation safety.

In these days of shrinking budgets we must be ever vigilant to maintain our equipment and storage sites in a high state of cleanliness and ensure the fuel supply isn't compromised.

While in most cases we do an excellent job of delivering high quality safe fuel to aircraft, the possibility of even one fuel related accident requires constant vigilance.

Guidelines for ensuring the safety of aviation jet fuel can be found in the ATA 103 rules, additionally basic aviation fueling procedure set by NATA and all major fuel supplies, i.e. Philips 66, AirBP etc., training is available both through seminars, online and in DVD and book format.

The following are only a few suggestions and are certainly not the only steps to guarantee an uninterrupted supply of safe fuel.

Establish a procedure for receiving the fuel, ensure the proper fuel is placed in the proper tank, check Bill of Lading, making sure the fuel is correct, check color and clarity with the white bucket test, check specific gravity of fuel. Do not put fuel in your tanks if it is off spec.

Check your storage and delivery equipment. Make sure tank monitoring equipment is functioning correctly, no leaking of fuel from tank fittings, no evidence of water intrusion, sump the bottoms of the storage tanks regularly. Jet fuel is especially susceptible to moisture absorption and microbiological activity. Electronic tank monitors may not always accurately indicate the amount of moisture trapped by jet fuel additives.

Change filters regularly, sump cabinet or truck filters daily. Make sure correct filters are used. Keep track of your Jet or Avgas inventory.

As with all aviation activities, keep a log of who, when and how things are maintained and inspected.

Be ever vigilant especially during winter months of inspecting fueling nozzles for ice, snow or other debris, this is doubly important in situations where self fueling is used. How was the nozzle stowed the last time?

Certainly these comments shouldn't be taken as a definite plan for aviation fueling safety, but more like guidelines to start a thought process that can be adapted to any size operation. The goal of this article is to start the planning process for devising a deliberate and effective method of supplying safe fuel from any size airport operation.



We wish to thank these organizations for sponsoring this newsletter.



**Save the Date –
 2010 Iowa Aviation Conference
 April 21-22**

Save the dates for the 2010 Iowa Aviation Conference held April 21-22 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.



DOT Issues Report on Aviation Impact

**Michelle McEnany, Director
Iowa DOT Office of Aviation**

The Iowa DOT's Office of Aviation recently completed a statewide analysis on the uses and benefits of aviation in Iowa that includes an economic impact assessment on aviation activities in Iowa. The report, titled *Uses and Benefits of Aviation in Iowa*, differs from previous economic assessments by providing economic impact estimates specific to each public-owned airport in Iowa.

The report concluded that the annual economic impact of the air transportation industry in Iowa is estimated to exceed \$5.4 billion, while supporting more than 47,000 jobs across the state. This includes \$1.5 billion in output from on-airport activities and visitor spending, as well as \$3.9 billion in output from off-

airport aviation-related manufacturing.

Impacts reported from the study for airports include employment, payroll, and economic impact tied to each airport. These numbers included direct impacts from on airport activities such as airport operations, on airport businesses, tenants, ag aviation activities, and construction impacts. It also included indirect impacts from visitor spending, as well as induced impacts as money from direct and indirect spending recirculates in the economy.

One primary goal of the study was to provide information to assist communities in making informed decisions related to operations and investments in airports by quantifying the relationship between Iowa's aviation system, the state's economy, and the qualitative benefits associated with a strong air transportation system. Airports are encouraged to use the report in a way that educates

local decision makers and citizens on the benefits of aviation and airports in their community.

Results of the study were sent to airport contacts in early August. Additionally, news releases were sent to media to announce the findings of the study. The report received media coverage with Radio Iowa, AOPA, the Des Moines Register, and WHO Radio, as well as numerous local newspaper and radio outlets.

Thank you to all airports who took time to meet with survey teams working on behalf of the study. Input from airports was vital in the completion of this study and helped us gain a much better understanding of the impact of aviation throughout Iowa. A complete technical report and executive summary of the study are available on the Office of Aviation web site at www.iawings.com, or by calling the Office of Aviation at 515-239-1689.



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