

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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Spring Greetings Fellow IPAA Members

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

At the April Iowa Aviation Conference in Des Moines I was asked by many members to give IPAA an update on the trip several board members made to Washington DC in February. Our group consisted of myself, Michelle McEnany (Iowa DOT), Mike Roe (Washington), and Greg Gobble (Keokuk). Our plan was to meet with the key staffers representing Sen.'s Grassley & Harkin, Rep.'s Braley, Loebsack, King, Boswell, and Latham. We arrived on Feb 3rd, spent all day the 4th in meetings, and departed for home on the 5th.

Each meeting was an opportunity to educate our representatives on the value of aviation, how we could benefit from any stimulus funding, proposed TSA rulemaking, and the desperate need for a multi-year AIP bill. The team was able to discuss agricultural, EMS, corporate, FBO, and airline issues. In every meeting, we found an audience interested in what we had to say and a willingness to have a frank conversation on the likelihood of a multi-year bill.

The key comments to us were:

- Don't expect a multi-year bill this year.
- The Senate will delay this issue.

- Obama needs to have a crack at developing a bill.
- Hopefully user fees are a dead issue.
- It will be hard to defeat the ARFF provisions.

We spent the entire day meeting with those key staffers and Rep. King. I believe that IPAA should continue this practice every time AIP is up for a multi-year reauthorization. If we don't make our position clear, then we'll be ignored in DC.

So where do we go from here? Today we have another continuing resolution in place allowing the FAA to expend funds only until October. H.R. 915 has been proposed as a multi-year bill (go to <http://thomas.loc.gov/cgi-bin/bdquery/z?d111:H.R.915>;) It is a better bill than last year's HR 2881. However,



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we are seeing stepped up efforts by IAFF (Firefighter's Union) to force all commercial service airports to comply with the poorly crafted NFPA policies proposed for ARFF. These policies do nothing to make airports or passengers safer. However, they will increase our operating costs by millions every year. I am opposed to such a mandate and I encourage everyone who values commercial service in Iowa to oppose the proposal.

The Obama administration is supporting user fees. Another bad idea. Charging pilots for services that today are free will result in less use of those services. Think in terms of weather briefings, flight planning, and air traffic services. As an active pilot, you don't want to skip on these things, but many pilots will do just that. Don't believe me? Even AOPA, EAA, NBAA, and NATA say this is a bad idea for those very reasons. The administration and the Senate believe that GA is getting a

free ride and that the airlines are paying the bulk of the expenses for the FAA, upgrading nav aids, and air traffic services. Therefore they seek user fees on GA while giving airlines a free pass. Regretfully, this is also a concept heavily supported in the US Senate and any bill from the Senate will have those provisions. You need to contact Harkin and Grassley and tell them you don't want user fees and the current fee structure is appropriate for future AIP funding.

In my last article, I touched on the Large Aircraft Security Program (LASP). If you still aren't aware of this program, then pay close attention. The proposed LASP regulation would require all U.S. operators of aircraft exceeding 12,500 pounds maximum takeoff weight to implement security programs that would be subject to TSA compliance audits. The proposed regulation would require airports accommodating these "large" GA aircraft to implement a partial airport security program, if they

do not already have one in place, as well as identify law enforcement officer support and designate airport security coordinators. According to TSA, the LASP will affect approximately 315 airports (273 FAA-designated reliever airports and 42 regularly serving scheduled or public charter operations) and more than 10,000 aircraft operators.

So unless you have some extra staff, security fencing, a magnetometer, and a means to screen all passengers boarding a Cessna Citation or a Super King Air 24/7 you should be worried. This will affect you. The public comment period has passed. However, congressional pressure can halt this program. Again, don't be afraid to let your legislators know how you feel about unnecessary and burdensome regulations.

My hat is off to our state lobbying forces. In spite of the initial concerns that this year airports would suffer from changing funding priorities, it looks like the vertical infrastructure funding survived this year. Good job to all who made calls, wrote letters, and sent e-mails to our legislators.

I hope you all take time to wish Past President Dan Smith a speedy recovery.

Hope to see you around this summer. ✈



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Iowa Aviation Conference

Tim McClung
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Iowa DOT Office of Aviation

The 2009 Iowa Aviation Conference hosted by the Iowa DOT's Office of Aviation and the Iowa Public Airport's Association was held April 22 & 23 in West Des Moines. Attendance for the conference exceeded 250 people representing aviation decision makers, FBO's, pilots, airport managers, commissioners, state and national aviation associations, aviation consultants, vendors, and state and federal aviation officials. Approximately 50 airports were represented at the conference.

In addition to a full line up of sessions, awards were presented at the conference to recognize individuals who have improved aviation in Iowa. Michelle McEnany, director of the Iowa DOT Office of Aviation presented three awards:

- The Partnership Award was presented to retiring NBAA regional representative John Balsiger for his outstanding collaboration with the Iowa DOT's Office of Aviation. Balsiger has represented business aviation interests in the state.
- The Outstanding Involvement in Aviation Award was presented to Chuck McDonald of Clive, recognizing his ongoing efforts

to promote aviation through public awareness and youth education. McDonald has been a long-time member and board member with the Iowa Aviation Promotion Group, in addition to many other aviation endeavors.

- The Lifetime Achievement Award was presented to retiring FAA Central Regional Administrator, Chris Blum, for his dedication to improving aviation and strengthening relationship among key aviation industry partners to enhance safety and break down bureaucratic barriers.

IPAA President Robert Grierson (Dubuque) Presented One Award

The IPAA President's Award was presented to Jim Connell of Independence for his leadership and oversight in the rebuilding of the Independence Municipal Airport. Connell has been the airport manager and FBO at the airport since 1968. Since 2003, Connell, along with

his wife Karen, have overseen reconstruction of the airport including new hangars, maintenance facility, terminal building, fuel system, and a new runway.

In addition to the conference being a great networking



Michelle McEnany, director of the Iowa DOT Office of Aviation presents Chuck McDonald with the 2009 Outstanding Involvement in Aviation Award at the Iowa Aviation Conference in West Des Moines.

opportunity, sessions kept attendees busy during the two-day conference. Sessions included:

Economic Impact of Airports in Iowa

Barb Fritsche, a specialist on economic impacts of airports and aviation from the consulting firm of Wilbur Smith Associates, provided a presentation on findings from the economic impact study currently underway that analyzes the uses and benefits of aviation in Iowa. The study concluded that operations at airports and through aviation related industry in Iowa result in the creation of 47,000 jobs and an annual economic output of \$5.4 billion. Additionally, private sector businesses in Iowa gain an estimated \$12.8 billion in increased productivity as a result of their use of aviation.

FAA Reauthorization and Economic Stimulus Programs

Chris Blum, Administrator, FAA Central Region and Ben De Leon, Director, FAA Office of Airport Planning and Programming (FAA

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We wish to thank these organizations for sponsoring this newsletter.



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Michelle McEnany, director of the Iowa DOT Office of Aviation, presents Chris Blum, retiring FAA Central Region administrator, with the Lifetime Achievement Award at the Iowa Aviation Conference in April.

Headquarters) provided an overview of the status of FAA reauthorization, stimulus programs, and other top level FAA issues.

FAA Central Region Update

FAA Central Region Airports Division Manager Jim Johnson & Staff provided an update on the program outlook for Iowa and the Region, planning and construction updates such as information on approach requests, GIS database and survey requirements for ALP updates, construction projects, and air space reviews.

DC Insider Scoop

Henry Ogrodzinski, President/CEO, National Association of State Aviation Officials provided an overview on what is happening with aviation inside the Washington DC beltway and from the perspective of state aviation officials from around the country.

Weathering the Economic Crisis

James Coyne, President of the National Air Transportation Association (NATA) discussed NATA's observations and efforts to

promote the success of aviation service businesses with an emphasis on weathering the economic crisis.

Marketing Mistakes You Can't Afford to Make

A highlight of the conference was a presentation by Drew McLellan. McLellan provided tangible ideas to take marketing efforts from a haphazard effort to part of a normal routine so attendees would better understand why consistency and staying the course are a much smarter

investment of time and money than a once in awhile big blow out marketing effort. McLellan also outlined strategies involving new forms of online social media including blogging, Facebook, and Twitter.

FAASTeam Pilot Safety Meeting

The FAA Safety Team (FAASTeam) conducted a pilot safety seminar with presentations on takeoffs, approaches, and landings, a review of Iowa aircraft accidents, the FAAST Team web site, and the Wings Pilot Proficiency Program. Speakers included Paul Berge (Indianola), Shane VandeVoort (Pella), Tim Busch (Vinton), and Chris Manthe (FAASTeam).

Roundtable Discussion with Iowa Airports and FBO's

Rhonda Chambers (Fort Dodge) moderated an airport/FBO panel that discussed current issues affecting aviation in Iowa. Issues addressed included radar coverage, ag aviation, marketing your airport, and how to use information from the new economic impact study to promote aviation. One of the more interesting topics included a discussion on

FAA rules prohibiting airports from using recorded messages on AWOS systems.

Panelist for the roundtable will included Randy Vande Weide (Sioux Center), Jane Knutson (Iowa Falls), Mike Roe (Washington), Greg Gobble (Keokuk), and Robert Grierson (Dubuque).

Crisis Communication Following Aircraft Accidents

Peter Knudson, Public Affairs Officer for the NTSB, presented on securing aircraft accident scenes and crisis communications following commercial and high profile general aviation accidents. The presentation included post-accident NTSB processes including how information is released, how investigations are run, and what happens the during the 12 months following an accident.

Knudson has coordinated public affairs activities for high profile accidents including the January ditching of a U.S. Airways Airbus into the Hudson River and last December's runway excursion of a Continental 737 in Denver.

IPAA General Membership Meeting

The conference concluded with a general membership meeting of the Iowa Public Airports Association.

Planning is already underway for the 2010 Iowa Aviation Conference. For more information, contact Tim McClung at the Iowa DOT Office of Aviation at 515-239-1689 or by e-mail at tim.mcclung@dot.iowa.gov. ✈



Iowa Public Airport Association Legislative Session Summary

by **Jim Obradovich**
IPAA Lobbyist

What a Wild Ride for Airports at the Statehouse

It felt like some aviation funding hit a prolonged pocket of turbulence during the last week of the 2009 Iowa legislative session. But at the end the state's airports were able to make a smooth landing when the gavel finally fell and the legislative session was ended.

Commercial Airport Infrastructure

Amid the confusion of combining infrastructure spending, re-bonding for FY 2009 programs that were not yet funded and the I-JOBS bonding proposal into one package, FY 2010 funding for Commercial Service airports was slipping thru the cracks.

As late (or early depending on how you look at) as 5:20 am on Sunday morning of the last day of the session there was no Commercial

Service airport building funds for the 2010 fiscal year. But thanks to the efforts of Sen. Daryl Beall of Fort Dodge and a group of seven other highly influential senators, the funds were added to the bill in the last legislative action of the 2009 session.

The fight to make sure Commercial Service airports received the needed funds was spearheaded by Sen. Beall. Early the last Saturday morning (around 2:30 am) of the session it was finally confirmed that there was no FY 2010 funding. Needless to say Sen. Beall was surprised by this decision and went to work on the "inside." He teamed up with a group of his peers to successfully remedy the situation with an appropriation of \$1.5 million from the state's general fund.

Special thanks certainly go to Sen. Daryl Beall (Fort Dodge), as

well as the group of senators who worked with him in pushing for a FY 2010 appropriation for Commercial Service airports; Sen. Pam Jochum (Dubuque), Sen. Amanda Ragan (Mason City); Sen. Rob Hogg (Cedar Rapids); Sen. Steve Warnstadt (Sioux City); Sen. Bill Dotzler (Waterloo); Sen. Joe Bolcom (Iowa City); and Sen. Matt McCoy (Des Moines).

FY 2009 Commercial Airport Infrastructure Funding Gets OK

The I-JOBS bonding bill contains the issuance of new appropriation backed bonds to fund the FY 2009 Commercial Service airport vertical infrastructure appropriation.

You may remember that the appropriation was unfunded due to the inability of the state to sell tobacco settlement backed bonds.

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General Aviation Airport Infrastructure Funds Approved

Lawmakers have appropriated \$750,000 for the General Aviation airport vertical infrastructure program for FY 2010.

Here's a Summary of the Bills of Interest to the IPAA:

HF 822 – Infrastructure Appropriations – \$750,000 for General Aviation airport vertical infrastructure in FY 2010; and \$2 million for the renovation and construction of Iowa Air Guard facilities at the Davenport airport.

SF 478 – Standing Appropriation – \$1.5 million for Commercial Service airport vertical infrastructure in FY 2010.

SF 376 – I-JOBS Bonding – Included in this major spending bill was authorization for the reissuance of bonds to fund the FY 2009 Commercial Service airport vertical infrastructure program.

HF 552 – Airport Commissioners – Allows airport commission membership to include a limited number of members who reside outside of the corporate limits of the city or county operating the airport. Specifically, three member commissions may have no more than one member reside outside of the city or county and a five member commission may have no more than two nonresident members. ✈



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