

CALENDAR OF EVENTS

NOTE

If there is an event you would like listed here in our next publication, please contact Sue Heath at sheath@associationinsight.com.

2012 Legislative Session Finally Comes to an End

On the 23rd day of “overtime,” the 2012 session of the Iowa Legislature came to an end. Disagreements over mental health policy and its funding, as well as health and human services services spending headlined the list of reasons for missing the scheduled adjournment date of April 17th.

Airport Infrastructure Funding Approved

Thanks to the vocal support of many IPAA members, funding for both the commercial service and general aviation airport vertical infrastructure programs was approved and sent to the Governor for his approval.

Included in the Infrastructure Appropriations Bill, Senate File 2316 are the following provisions:

- \$750,000 million dollars for general aviation vertical infrastructure
- \$1.5 million for commercial service infrastructure.

No word yet on when the Governor will act on the bill.



AirWaves



IPAA AirWaves

1255 SW Prairie Trail Pkwy.
Ankeny, IA 50023
www.iowaairports.org

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.

Greg Gobble, President (EOK)
Rhonda Chambers, Vice President (FOD)
Gayle Brandt, Secretary (SPW)
Mike Roe, Treasurer (AWG)
Dan Smith, Past President (CBF)

*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.*

By Greg Gobble, Keokuk Municipal Airport, Airport Manager
President of Iowa Public Airports Association

Spring Greetings IPAA Members

Although many of you know me, we have a number of new members on our roster. So as your new President, I wanted 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 25+ year career and can say that I've been with large, medium, small, and non-hub airports. I've also worked at 2 GA reliever airports too.

My background also covers aviation safety & SMS as well. I'm an active pilot & aircraft owner with current commercial and instrument ratings for both fixed and rotary wing aircraft. I hold a Masters Degree in Public Administration and am an accredited airport executive from the American Association of Airport Executives.

Those of you who remember my last term as President may recall that my primary push was for a multi-year AIP bill and no user fees. Since that legislation was finally signed off last February, we no longer have to wage that fight. However, that doesn't mean we can rest on our laurels. We have a number of issues looming on both the state and federal level:

- The doubling of the AIP local match requirement has killed many airport projects.
- The Obama administration is dedicated to user fees and each budget submission includes them.
- Getting rid of the Jet A fuel tax diversion to the highway trust fund.
- UAVs in our airspace.
- Decommissioning of VORs.
- Passenger Facility Charges have been allowed only 1 increase in their 22 year history.
- TFRs during an election cycle have been adversely affecting airports & pilots nationwide.

- Wind farms are being erected at a rapid rate without regard to impact on aviation.
- State CSVI & GAVI funding were almost reduced by 33% earlier this spring.
- Wildlife depredation using proper equipment.
- Establishing favorable tax practices to ensure Iowa FBOs are competitive with neighboring states.

I'd like to hear your thoughts on these issues and others which may be impacting your airport and operation. We've had a lot of successes in meeting previous challenges mainly through the efforts of individual members such as you. Often that's what it takes. As airport managers, we are in a very unique position to have access to many industry leaders. I'm not just talking about our elected representatives, but also other policy makers. Sen's Harkin & Grassley both realize that they can't get through DBQ without being tackled by me. Earlier today I met Ray LaHood (Secretary of Transportation) as he exited his airplane for a local event and we talked for 5 minutes about the adverse impact of air carrier mergers, AIP funding & local matches, and the FAA Central Region. His staff didn't look pleased that I was taking up his time (I feel bad about that).



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These are opportunities we all need to seize. E-mails, letters, phone calls all get screened. These face-to-face moments may not build relationships, but you get to plant the seed. Use them, they are free. We do have a Lobbyist in Iowa named Jim Obradovich. Jim has been very helpful in keeping us abreast of issues at the state level and look forward to working with him again. On the federal side of things, we have nothing other than our sister trade groups like the American Association of Airport Executives, and Airports Council International – North America to help us in DC. I'm well known to the legislative staff in both organizations, but they do have limitations and they pick & choose where to spend their political capital. They, like NBAA, NATA, GAMA, AOPA, EAA, etc. all have a narrow focus which may or may not be in your individual best interests. Only you can be the judge of that. Collectively, we're all working towards similar goals.

My thanks to outgoing president Greg Gobble for the great job he did over the past 2 years. Also my thanks to outgoing secretary Gayle Brandt for the many years she has performed the tireless duties of Secretary. Thank you both. I also thank Dan Smith for completing my term as past president while I was deployed to Afghanistan in 2010-11.

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 e-mail rgrierson@cityofdubuque.org

FAA NextGen Update

Deputy Regional FAA Administrator John Specklin gave a synopsis of how implementation of the NextGen system is progressing. He explained that Kansas was coming on-line with their ADS-B and how Iowa would or should have ADS-B available by October of 2013. As the FAA is responsible for approaches (all kinds), the audience was told that both GPS navigation and approaches were continuously being added to the NextGen system with the major advantage being smaller county airports in more rural areas would have the opportunity to have GPS approaches

making them more accessible more often. ERAM or Enroute Replacement Automation Modernization was in the middle to latter testing stages in St. Paul MN and the system will be released to the public as soon as it was safe to use and not before. New radar towers working with ADS-B are continuously being placed and replacing the older terminal radar systems. A small section on UAS (Unmanned Aerial Systems) described the implementation of these vehicles into the National Airspace System, with 6 current sites dedicated to tracking UAS. However at present they (the

FAA) are not sure how the implementation will work and so this integration is some way off. A short informational brief on Laser Lights in the cockpit followed before the second speaker talked about the FAA reauthorization bill and the successful negotiation of a new four year contract after 23 extensions. The new bill includes \$3.35 Billion in AIP funds, down from \$3.5 Billion in the previous agreement, available while the appropriations bill was still in limbo. A quick discussion on alternate methods of collection of the PFC charges was touched on.

Airport and FBO Development in Iowa

For this segment there were two speakers from two local airports. The first was representing the Council Bluffs airport. He talked about the expansion the airport and indeed the local community has gone through since the first county airport was built in Council Bluffs. With three different locations used including the present day airport, the first airfield was in place in 1927. By 1929 they had moved it once again. In 1967 they finally moved to their current location and have been looking to expand the airport for economic and social reason while leaving it in the same location. He spoke briefly on the needs which included new larger hangars for the FBO located on the field, longer runways, the need for a precision approach and more money – who doesn't need more of that! Some

improvements that have already gone into place are the University of Nebraska – Omaha flight department has based itself out of the Council Bluffs airport. The airport also offers all types of federal testing needed for any jobs, aviation related or not. By using the available vertical infrastructure grants they have been able to build two new hangar buildings so far, one for the school and one for the FBO.

The second airport represented was the Pella Airport based in Pella IA. The speaker gave a talk about the strong safety culture they have implemented at the airport and showed a slide of those working at the airport. Their emphasis on youth and having generally younger people working and getting involved was refreshing to see as many airports seem dedicated to shutting out the youth of

today. With a Mark twain quote –“Raising teenagers is like nailing jell-o to a tree,” the audience was captivated and interested in the youth direction of the airport with the testament of a young teenager doing flight training who now is a 747 captain. The speaker stressed the importance of having good if not great relationships with the city, the users of the airport and the airport committee. As a closing story, he mentioned the nocturnal visit of the famed ‘barefoot bandit’, how he got into the hangar, was unable to get the aircraft he desired because it was locked, and how he eventually made off with the courtesy van – albeit when they recovered it, it was almost full with gas and the keys were left neatly in the van – the speaker joked ‘he was a good customer in terms of taking care of the van!’.

Iowa Aviation Conference experiences great participation!

The Iowa Aviation Conference in April experienced outstanding participation by Iowa's aviation industry! While most of the regulars made the annual trek to West Des Moines to address airport and aviation issues in Iowa, several airports that had been absent in past years also decided to send representatives this year.

Howie Franklin was a speaker at the conference that came to us through the Aviation Speakers Bureau. Howie served as a flight attendant on Air Force One for 18 years and through five presidential administrations. He and was a big hit with attendees! Other popular sessions included those dealing with surviving a storm at your airport, airport and FBO development, aviation security, and agricultural aviation, as well as other sessions that were all scored highly by conference attendees.

A record number of exhibitors were also in attendance this year to add to the quality of the conference. The combined knowledge and



FAA Central Region representatives address attendees at the 2012 Iowa Aviation Conference

resources available through these exhibitors is reason enough for airports to attend. In these days of funding limitations, regulatory compliance, and challenges associated with managing airports, the conference offers the best opportunity in Iowa to address issues and network with aviation experts and peers. We hope that everyone attending will discover

better ways to promote aviation in Iowa and keep airports funded, safe, and efficient.

Future conference plans will be announced as they become available. If you already receive email news updates from Office of Aviation director Michelle McEnany, you will automatically receive future conference information. If not, please email her at michelle.mcenany@dot.iowa.gov and ask to be added to her news list. Another new way to keep up on all things aviation in Iowa is to like the Iowa Aviation Facebook page. A link to the page is available from the Office of Aviation website at www.dot.iowa.gov/aviation.

Hats off to every airport manager, commission member, aviation business, city manager, public works director, city council member, and mayor who recognizes the value of this annual event and commits the investment to make sure airports serving their region make it to the conference!

Iowa DOT Aviation Update

Michelle McEnany presented new and upcoming issues with regards to Iowa Aviation, updates, mandates and new information. She discussed the new zoning requirements coming into effect, the necessity to constantly check and review the current zoning ordinances and the need to make sure as an airport manager that all local and federal mandates are up to date. If there are any questions the conference attendees were referred to the Iowa Airport Land Use Guidebook. The new Airspace Awareness tool was also demonstrated if only for a short time due to slow internet connection and the Kansas area was used as an example. The attendees were also reminded about the Disadvantaged Business Enterprise (DBE), a federally funded program by the US DOT aimed at supporting local airports amongst other entities. Managers were reminded of mandatory airport inspections that occur every three years which will include pavement maintenance, runway approaches, and windsock effectiveness. Other inspections include AWOS maintenance, airport markings, reflectivity testing of paint and airport wildlife programs.

Development, Sustainment and the future of G.A. Airports

The main conference speaker was Howie Franklin (former head steward for Air Force One) who spoke about how to develop and sustain local GA airports through a number of different options including everything from local air shows to having a circus visit the airport grounds all in an effort to raise awareness within the local community and generate traffic to the airport. He explained that as a GA airport "you're in the entertainment and customer service business." Without traffic there is no business and so it was explained that the more traffic through the airport the better – aviation related or not as that will bring people out to the airport who might not have been interested in the facilities and what they offer. The two most important people at the airport were namely the person who answered the telephone and the first person on the ramp meeting and greeting aviation travelers. A serious emphasis was put on educating the local community about the benefits of the local GA operations. By educating the local population selling is almost unnecessary as people will naturally be curious and do the selling themselves. "Talk! Talk! Talk!" was the expression used – talk to the local BBB, the local chamber of commerce, along with any bigger companies and stores willing to get involved with sponsorship of the airport. Show and educate the local community about the positive public service impact the airport can have on the local economy, things such as medivac flights, law enforcement, firefighting (emergency), and military training facilities.