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### 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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## After 9/11: AIRPORT SECURITY REMAINS FRONT AND CENTER

BY MICHAEL AUDINO

**S**afety has always been a priority of airport administrators. And, as new post-9/11 security measures become reality, airports large and small will, to varying degrees, be transformed. In Iowa, security precautions are no less crucial than in Atlanta or New York. Indeed, with law enforcement tracking actual or potential terrorist connections or activities to Minneapolis, Chicago and even parts of Iowa, no airport is immune from serious security issues.

Iowa's airports are stepping up to the plate to comply with the 2001 Aviation Transportation Security Act. Though implementation of various security methods will phase in throughout the coming months, by the end of the year, airports will be considerably tighter in their anti-terrorism precautions.

The most recent new measure now under way is the federal requirement under the Act to search all checked baggage for explosive material. The scanning technology to do this is not currently available to all airports, but will be made available throughout the year. Interim options in the meantime include manual searches of all bags, use of bomb detection dogs and positive bag match to ensure all bags on a plane are identifiably connected to passengers on a plane.

It appears that all airport security personnel will be federal employees, requiring the hiring of some 28,000



additional people across the country. Smaller airports can elect to employ local law enforcement agencies to provide security. Three years after the law goes into effect, airports will have the option of returning security screening functions to private control, if approved by the government. A passenger fee of \$2. 50 per plane boarding, up to \$5.00 per one-way trip, is applied to tickets.

"We must anticipate additional changes as the new Transportation Security agency gets up and operating," said William Flannery, aviation director for Des Moines International Airport. "We'll support those changes as we're directed to do,

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## After 9/11 (Continued)

and we'll also be fielding a lot of new technology."

Flannery said that implementing the provisions of the Act and the FAA's zero tolerance policy for breaches in airport security must also be balanced against passenger convenience as best as possible. "The traveling public has been receptive to changes and have complied very well," said Flannery, "But over time, we have to be conscious of procedures that impact traveler's convenience." Flannery said new technology solutions hold the greatest promise of providing that balance of convenience and increased safety.

General aviation leaders have an additional vantage point of the post 9-11 environment. IPAA President Karen Connell of Connell Aviation II at the Independence Municipal Airport says several new measures are being put into place at her facility. Among

them, sheriff patrols check the airport several times throughout the day and night. Also, new boundary fencing is being put in place around the airport perimeter.

"Leisure flying has slowed down, and significantly so," said Connell. "Pilots are more cautious about their flight planning," she said, so as to not enter airspace near power plants, for example, a new FAA restriction.

"I don't think flying will ever get back to normal. This new world is here for the long term, and the new security measures will be with us for a long time," said Connell. Michelle McEnany, director of the Office of Aviation for the Iowa Department of Transportation, says she remains positive about the long-term vitality of the aviation industry nationally and in Iowa.

"Yes, air travel has changed and it's for the long-term, but I'm optimistic we'll

see passenger levels get back to where they were within the next one to two years," said McEnany. "I've been impressed with how quickly Iowa's commercial airports responded to new regulations and safety requirements."

Connell said one helpful resource immediately after Sept. 11 was the Aircraft Owners and Pilots Association, which quickly posted electronic updates as aviation and airspace directives were continually issued and updated. "If it weren't for that computer, which I badmouth every day, I don't know how we would have dealt with all the updates as well as we did."

Connell said the best way to cope with new realities going forward is for industry members to work together and deal constructively with new issues, and "not look away and hope they will go away." ✈️

## IAC 2001 – A Big Success!

BY MIKE SALAMONE

**O**ur first venture into conference administration was a tremendous success. The annual Iowa Aviation Conference has been an industry tradition for over ten years. In recent years attendance started to dwindle and some were questioning its value. The IPAA and Iowa DOT Office of Aviation partnered to resurrect the Iowa Aviation Conference. With the help and support of the Iowa Aviation Promotion Group, Iowa Aviation Business Association and Iowa State University, we began to inject some new enthusiasm into the conference.

As a result, attendance (211 registrations) came very close to a conference record high (220) from the early 90's. This past year, for the conference, we brought speakers from around the nation to help Iowa's airports to better understand the dynamics of our

industry. They shared some of the nation's most successful approaches available for us to navigate our airports through these changing times. IAC 2001, with 21 exhibitors, was also the most successful exhibition in the history of the conference. Many exhibitors agree the event was worthwhile. Attendees were also able to provide valuable suggestions for future conferences. By far, the comments were quite positive but we can still improve. And, we will...!

The IAC 2001 ended with a modest surplus that immediately went back into Iowa's aviation industry. These surplus funds help IPAA with the events and activities planned in the coming year. Moreover, we were also able to help two other aviation groups in Iowa. IPAA was able to provide

some financial support to the Aviation Education Council and to IAPG, the sponsor of Fly Iowa. In addition, we now have a legislative consultant "Lobbyist" and are quickly advancing our industry's concerns much more effectively to our state legislators and members of congress.

We are working to do even better next year. The 2002 Iowa Aviation Conference will begin Tuesday, October 8 and end Wednesday, October 9, 2002. Plans include a similar format, some repetition of the most popular sessions, a two-day exhibition and more. At the moment, we are looking for assistance with program development, speaker recruitment and moderators. If you have interest in helping out as a member of our Program Development Committee please call IPAA at (515) 256-5180. ✈️



# 2002 Legislative Priorities

THE IOWA PUBLIC AIRPORTS ASSOCIATION BOARD ADOPTED THE FOLLOWING PRIORITIES FOR THE 2002 LEGISLATIVE SESSION

## Re-establish the state Aviation Trust

In 1993, the 47-year-old state Aviation Trust was eliminated by a vote of the general assembly. Since then all aircraft registration fees and aviation fuel taxes have gone to the state's general fund. The Iowa Public Airport Association believes the Aviation Trust should be re-established for the 2003 fiscal year to receive all aviation fuel tax revenues and aircraft registration fees (which would total approximately \$2.3 million dollars). IPAA also believes that during the following three years the tax receipts from aircraft sales and aviation parts should be phased in and also included in the Aviation Trust.

## Double the Rebuild Iowa Infrastructure Fund's general aviation airport vertical infrastructure program to \$1 million dollars

The current general aviation airport vertical infrastructure program allocates \$500,000 annually for construction projects such as hangars and office buildings. With roughly 100 general aviation airports in the state, an increase in funding for this popular program is needed.

## Increase the Rebuild Iowa Infrastructure Fund's commercial service airport vertical infrastructure program to \$1.5 million dollars

Transportation experts call airports the engine that will drive the new economy. Iowa's nine commercial service airports must grow to meet the ever-expanding needs of business and travelers who utilize their facilities. A prosperous commercial service airport is essential to the economic success of the state's urban areas.

**We encourage all of you to contact your local legislators and impress upon them the importance of aviation and request their support of our legislative agenda.**

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# Iowa Airports' Day at the Capitol

**T**he Iowa Public Airports Association is sponsoring our third annual Airports' Day at the Iowa State Capitol on Tuesday, March 5, 2002 and we want you to be there!

Airports' Day will begin with two legislative briefings that will cover a variety of current industry issues including airport security, airport funding, airport economics, legislative issues, and the future of Iowa's airports.

Following the briefings, we will gather in the Capitol Rotunda to meet and mingle with our legislators and promote this year's legislative agenda. We will have tables set up for display of brochures or other material that promotes your airport. This is an excellent opportunity to communicate with your legislators about the critical issues facing aviation in Iowa and we encourage you to reserve a table.

It is extremely important that **YOU** be there, as well as anyone from your community or airport that is interested in promoting Iowa's aviation interests and issues. To register for the event, simply complete the form in the brochure enclosed with this newsletter.

We need a good showing so join us and encourage others to attend. ✈

**SEE YOU IN DES MOINES  
ON MARCH 5th!**

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