

IPAA AirWaves

4536 114th Street
Urbandale, IA 50322
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.

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Happy New Year Fellow IPAA members

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

A new year, new beginnings, a new congress, a new president, and in Illinois, a newly indicted governor. Some people take this time to make a personal resolution like quitting smoking or losing weight. This may also be a good time to make a new resolution for your airport or your profession. Is this a good year to prepare a new ALP? How about converting that old Exhibit A to a GIS-based program? How about working on your A.A.E. or C.M. designations? The options are limitless. An easy one is to attend the IPAA Iowa Aviation Conference April 22-23. We'll have great speakers, inexpensive registration fees, and a wonderful opportunity to get to know your counterparts. Also, please join our free "Day on the Hill," Feb. 25, at our State Capitol, room 116, from 11:45 am to 1:00 p.m. This is a rare opportunity to meet with your state legislators and enjoy a "concrete" sundae, while stressing how important aviation is to Iowa. Tell your state representatives to attend too.

It's a beautiful sunny January day in Dubuque as I write this. Ceiling and visibility are unlimited and the wind sock is showing a light breeze from the southwest. The gentle sound of



snow plows scraping the ramp clean and the occasional Cessna taxiing to the active fill my office. In about 12 hours, we're looking at another snowstorm. Luckily, it's just snow this time, not ice. I hate ice. I don't mind snow, I just hate ice. Snow you can broom, melt, plow, or scrape. Ice just stays there. After 38-plus years of living and flying in the Midwest, you'd think I'd get used to it, but no. I'm sure you've all had to deal with the snow and ice storms this winter as well. The lack of availability of E-36 deicer is just another holiday gift for us all too. I'd love to find a way to fix this problem. If anyone has a suggestion, please e-mail me.

I'm sure you're wondering where we are with a multi-year AIP bill. As you know, IPAA has taken a very public position on the need for that bill for quite a while. Your board is finalizing the details of a trip to Washington, D.C., in early February to visit our representatives and senators. AIP funding has been questionable for the past 18 months

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Category C Approaches Gone for Many Airports

by Mike Roe
Washington Municipal Airport
Commissioner

A nice October day was shattered by an e-mail from the FAA approach people in response to an inquiry I had made to them. The shock was not the answer to the question, but a side note remark that was made: YOUR CATEGORY C APPROACH CRITERIA HAS BEEN NOTED NOT AVAILABLE!

In researching this issue, I found that this is happening, or will happen, to airports all across Iowa and the nation as they come under review. I asked why and was advised that the ground facilities at our airport do not meet category C aircraft standards, therefore the Category C approach is being cancelled. Why did this happen now, after all these years? Safety was the response.

We all support safety in aviation, the FAA, the states, the airports, and pilots. Everyday we work as a team to maintain a safe aviation transportation system. As our system grows, changes are needed for sure, but this change was made it seems in a vacuum with no consultation with the states, the airports affected, the

pilots or any other team member. For those members affected, to find out about this after the fact, was not a good situation.

In talking with one of our major users that flies a category C jet, the pilots stated they did not see any safety issue shooting and landing at our airport. I would imagine that they might make the decision not to land if the weather is bad enough, but now they no longer have the ability to make that decision. Even with high ceilings and unlimited visibility, they cannot shoot the approach to break out to land. Unless they can slow to category B criteria, they and other users can no longer land here unless under VFR. The impact to our area's economy is that if they cannot get in reliably, then maybe plants will leave or businesses will locate elsewhere resulting in hundreds of jobs lost or not gained. This would be devastating.

A note to the FAA, with due respect for the good work you do: It would have been much better if the

airports had gotten a call or letter saying that there may be a change in policy coming and then let the team help come up with ideas to alleviate the concerns. For example, one idea is to put an asterisk by the category C approach criteria noting to see remarks and then in remarks state that the ground facilities do not meet category C standards. This will give the pilots a heads up to this fact but still let them make the final decision to land safely or not to land if airport conditions don't warrant it at that time. Pilots make this determination every day even if the ground facilities meet their aircraft category standards, as ground conditions change every day due to weather or other forces.

We have expressed our concern to the FAA, and they are reviewing this decision to see what can be done to lessen the impact but meet their concerns. All of us that lost these approaches are hoping for the best. ✈

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

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Airports Reception

“Concrete” Sundaes Served

**Wednesday, Feb. 25, 2009
11:45 a.m. – 1:00 p.m.
Room 116**

Did you know aviation provides more than \$1.5 billion annual economic impact on Iowa’s economy?

“Concrete” *sundaes* provided by the Iowa Concrete Paving Association. Please stop by to see what’s new for aviation in Iowa. We look forward to seeing you!

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



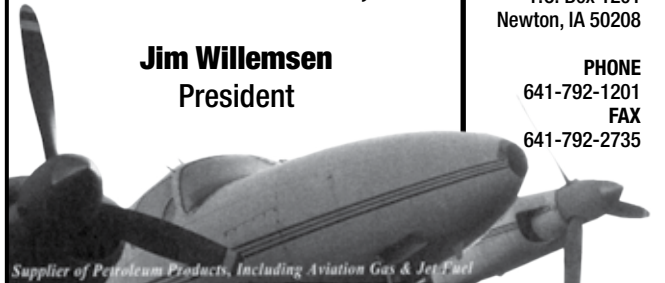
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Save the Date – 2009 Iowa Aviation Conference April 22 & 23

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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and many large-scale projects are in limbo. As Congress considers stimulus funding of capital projects for communities, we need to push hard to get airports on the list of projects too. The word I received from D.C. this week is to expect \$5 billion for airports to be administered by the FAA under AIP rules. That will of course change as the congressional debates begin. Individually, each of you should be in contact with your representative. Spell out the value of your airport to the community; use IDOT's economic impact study to quantify your point. Show them "ready-to-go projects" which can be funded under the stimulus or just regular AIP funds.

The Transportation Security Administration (TSA) is attempting to expand into the GA world. If you have a 139 or GA airport that handles corporate or charter aircraft weighing over 12,500 lbs., then you need to learn about the proposed Large Aircraft Security Program (LASP). The 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. LASP could prove to be nothing or something quite unwieldy for GA operators. I don't know at this point.

I continue to look 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 rgrierso@cityofdubuque.org

See you in Des Moines this April. ✈

FLY IOWA 2009

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

Details of "Fly Iowa 2009" are coming together nicely. The Independence Municipal Airport will host "Fly Iowa 2009" on Saturday, July 11, 2009. The events will begin on Friday, July 10, with a youth camp (time to be determined) and the arrival of performers. Saturday morning, July 11, there will be a Fly In Breakfast, and at 1:00 p.m. the air show will begin.

Performers on the schedule will be July Clark flying a T-34, Dave Dacy, his wing walker, and Susan Dacy – both flying Stearman's, Mike Wiskus flying a Pitts S1-IIB, Darrel Massman flying a Panzel, Gary Boucher flying a Decathlon as well as a B-25 and Skydivers.

Other aircraft will be on display. ✈



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