



AirWaves

Volume XVI No. 1

A publication of The Iowa Public Airports Association
Winter 2011

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)

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Dear Fellow IPAA Members,

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

Happy winter, fellow IPAA members. As we all are now painfully aware, my wishful prediction of a no snow winter has not come to pass. Sorry about that! I guess I won't be adding weatherman to my resume either.

As I write this article, we have already had a busy fall as far as IPAA is concerned. With the potential for a big shift in leadership in both the State Capitol and Governor's Mansion, I along with the IPAA board decided to take a proactive approach and reach out to the Branstad campaign.

In late October we met with Carmine Boal, Policy Director for the Branstad campaign, at the association offices in Ankeny. This highly successful meeting led to the opportunity after the election for Vice President Rhonda Chambers and me to meet with Governor-elect Branstad and Lieutenant Governor-elect Reynolds at the campaign offices in Urbandale.

We are also working to arrange meetings with the leadership in the Iowa House and Senate.

IPAA also just concluded our annual Iowa Public Airports Association "Day on the Hill," during which several IPAA members took the opportunity to meet with the state's lawmakers on their own turf.

While the Capitol was a beehive of activity, many legislators and staff took the time to visit with us and discuss issues of importance to the IPAA. Airports represented were Burlington, Dubuque, Fort Dodge, Iowa City, Ottumwa and Keokuk, along with other IPAA members.

I want to thank everyone who attended for braving the weather and coming to Des Moines. Thanks also to those who had to stay behind to take care of the snowy airports but were able to contact your legislators via phone and email.

Our association has been highly successful over the years in promoting the cause of aviation in the Legislature. With the changes in House leadership and the slim margin separating minority from majority in the Senate, it's essential that we all redouble our efforts and keep promoting and educating our legislators.

I urge all members to review the IPAA 2011 State and Federal priorities on our website www.iowaairports.org. We hope to have another successful year promoting our airports as the economic development front door to our state.

In closing, I ask everyone to make plans to attend our annual Iowa Aviation Conference on April 20-21 in West Des Moines. Check the website for complete details. ✈

Stay warm,
Greg Gobble

For more information, call 515-727-0667 or visit iowaairports.org

IPAA Legislative Priorities for the Reauthorization of Federal Aviation Programs

The Iowa Public Airports Association (IPAA) believes the current state of Federal Aviation Administration (FAA) funding is untenable. The series of continuing resolutions have resulted in airport project delays, inefficiency in project planning, bidding and completion, and unnecessarily high costs due to limited time for project bidding.

A long-term FAA reauthorization bill is long overdue and a bill focused solely on FAA funding is sorely needed.

The FAA's Airport Improvement Program (AIP) has played a significant role in maintaining and enhancing the safety and growth of the air transportation system through funding a wide range of airside projects at airports.

IPAA supports full funding of the AIP program at \$3.8 billion annually, increasing each year by \$100 million. In Iowa, 70 general aviation airports and eight commercial service airports are eligible for funding from the AIP program. Vision 100, which provided AIP funding for the years 2004-2007, has worked well for Iowa airports, and IPAA would like to see the basic components of that program remain in place.

IPAA Supports:

1. A minimum five-year reauthorization period.
2. Full funding of the AIP program, starting at \$3.8B annually with \$100M increases every year throughout the reauthorization period.
3. Maintaining primary and non-primary entitlements within the AIP program at 95% match.



4. Maintaining the current fuel and ticket tax structure.
5. Maintaining the Essential Air Service Program, which has worked well for Iowa.
6. Authorizing AIP funds to be used to develop revenue generating facilities at non-hub airports.
7. Increasing the Passenger Facility collection level to \$7.50 and indexing future increases to inflation.
8. Funding of the Small Community Air Service Grant program.

IPAA Strongly Opposes:

1. Inclusion of any type of user fee as a funding mechanism for the FAA. The current system of fuel, cargo and passenger taxes is administratively simple and working well.
2. Any attempt to reintroduce National Fire Protection Association (NFPA) Standards for

Aircraft Rescue and Firefighting (ARFF) activities at airports. Changing from current, proven FAA standards would be excessive and unnecessary, and would have a devastating effect on commercial service airports in Iowa. ✈️



IPAA History

By Don L. Smithey
Aviation Director
Des Moines International Airport



Don L. Smithey

In January 1983, I was selected for the Assistant Airport Director position of Cedar Rapids Municipal Airport and to become the Airport Director after Roy Jamesen's retirement. In March 1983, I resigned my position as Airport Director at St. Louis Regional Airport Authority, located in Bethalto, Illinois, and moved my family to Cedar Rapids.

The airport was attempting to build a new terminal building but was held up by litigation from Ozark Airlines since they did not want to incur additional costs associated with new facilities. The Airport Commission wanted, and the City needed, a replacement for the old terminal building built in the early

1950s. It was a very contentious time and relations with the airline were strained. De-regulation was relatively new and new upstart airlines would originate rapidly and go bankrupt just as quick.

I had previously been elected vice president of the Illinois Public Airports Association. This included all the airports in Illinois organized collectively to promote aviation and take a proactive role in aviation legislation. It was a voice for both large and small airports alike. I was slated to become president of the association when I was offered the position in Cedar Rapids.

In 1983, airports had an organization called "Iowa Airport Managers." It consisted of approximately seven or eight airports that actually had full-time airport management. Fred Zehr, the airport manager for Iowa City and I talked and met regularly to discuss ways to improve participation in our group that would include all airports in the state and provide a united voice for aviation issues with the Iowa legislature and FAA.

I felt the Illinois association was well structured, and they had a lobbyist to work on their behalf on aviation matters. Using this model, we proceeded to the next step of organizing the airports. The name Iowa Public Airports Association seemed appropriate and was inclusive of all airports in the state.

Fred and I convinced other airports to give it a chance and arranged to first meet in the Scheman Building on the Iowa State University campus in 1984. All airports and their various forms of management were invited. The University allowed us use of their facilities at no cost, which was most important since our treasury was limited.

I recall writing my speech in longhand and making a compelling argument to support the association for the betterment of Iowa airports. I gave the original speech and several documents to Michelle McEnany at IDOT for retention. The idea caught on with the participants, and we received adequate support to change from the Iowa Airport Managers to the Iowa Public Airports Association.



Continued from Page 3

Fred later left the Iowa City Airport to join Rockwell Collins in Cedar Rapids.

In the meantime, we had made progress in resolving the airline litigation issues and began the process of building the much-needed new terminal building (at Cedar Rapids). Each step in the process was contentious and difficult. The Airport Commission's long-serving members resigned and newly appointed members were proceeding in a direction that I could not support. I had cautioned the Airport

Commission that I saw them headed in a questionable direction and gave them notice that I was leaving. A subsequent lawsuit was lost by the City of Cedar Rapids and they paid out over \$2 million in damages. The verdict was upheld by the Iowa Supreme Court.

At this point, I did not have another job prospect. I moved my family to Muscatine, Iowa, and began my employment search. Fortunately, the Omaha Airport Authority was quietly seeking a person with my qualifications.

I moved to Omaha in early 1985 and became Director of Administration for the Omaha Airport Authority. Shortly thereafter, I was appointed Deputy Director and General Manager, and then to Executive Director. My career with Omaha Airport Authority was very rewarding. I was afforded the opportunity to grow the airport to new levels and to visualize and establish the now successful University of Nebraska, Omaha – Aviation Institute. The citizens of Omaha were indeed very good to me. I retired in 2009 and relocated to West Des Moines to be closer to my family. My wife, Lisa, and I greatly enjoy Iowa, yet I still miss my friends and employees in Omaha.

After relocating, I received a call from DSM Airport Board members Jim Erickson and Ed Hansell, requesting suggestions for airport and airline service improvements. I agreed to assist. Subsequently, Craig Smith retired which left a vacancy and I was asked to serve as interim Aviation Director. City Manager Rick Clark asked if I would serve for six months and review and make recommendations for airport progress. After careful review, I recommended the creation of an airport authority for consideration by the city. Mr. Clark agreed and the City Council has approved two readings of the ordinance. There is one remaining hearing and, if approved, will result in DSM becoming an airport authority. If so, I have committed to remain as Aviation Director and implement the change.

Last spring I was selected to the Board of IPAA and am most honored. I am fortunate to have participated in its creation and once again serve on the Board, along with each of you who have contributed to making it a great success. ✈



2011 IPAA State Legislative Priorities

Airport Infrastructure Funding –

Continuation of the highly successful Commercial Service Vertical Infrastructure program at the current appropriation of \$1.5M and maintaining the General Aviation Vertical Infrastructure program funding at the current appropriation of \$750,000 for facility improvement projects at public-owned, public-use airports in Iowa.

Airline Service Retention –

Iowa’s economy depends on regular, dependable and affordable commercial air service. Keeping service is essential to the economic recovery of all corners of the state.

Effective Control of Wildlife Aviation Hazards –

Deer and other animals continue to be hazards to aviation in our state. Pilots and airport managers report an alarming increase in the number of runway incursions by wild animals. Public airports should be allowed by Iowa DNR to engage in timely and appropriate depredation efforts on their facilities and not be required to follow all regulations required for hunting.

Tower and Obstruction Notice and Airport Approach Protection –

Effective intergovernmental communications are essential to

...serving the best interests of all Iowans. In this spirit of cooperation, IPAA believes that state, county, and city officials should encourage consultation with airport management or sponsor prior to the approval of any new structure, with a height exceeding 200 feet, or any part 77 surfaces within a 10-mile radius of a public airport. The investment made by federal, state and local government in our aviation infrastructure needs protection. ✈



We wish to thank these organizations for sponsoring this newsletter:



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Plan Today to Attend the 2011 Iowa Aviation Conference

By **Tim McClung**
IDOT Office of Aviation

If your airport is represented at the annual Iowa Aviation Conference, you are in the good company of other airports throughout Iowa who have learned the value of attending the annual conference.

Airports that don't attend miss out on training designed to help them stay up-to-date on current issues and operate safer, more efficient airports. They also miss out on important funding information and interaction with peer airport representatives, aviation business representatives, knowledgeable government officials, aviation consultants and airport-related vendors.

Airport sponsors have an obligation to the public to keep facilities and personnel up to date. That is why the Iowa DOT Office of Aviation and IPAA work closely to put the annual conference together for the benefit of all public use airports throughout the state.

If there are concerns on the part of a community about making the investment to attend, please contact us at the Office of Aviation, or at IPAA. My phone is 515-239-1689. I would be happy to listen to concerns or input on what airports need to motivate or persuade them to attend the conference.

The 2011 Iowa Aviation Conference is April 20 & 21 in West Des Moines. Registration is



now open, and registration forms and other conference information is available on the IPAA website at www.iowaairports.org. The conference agenda is still being developed, and will be posted on the website when it is available. Look forward to great sessions that will cover current topics, funding, system planning, NextGen, research projects and more!

We hope to see all of you at the conference. Until then, have a good winter!



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