

Summer 2000

# Iowa Aviation Bulletin



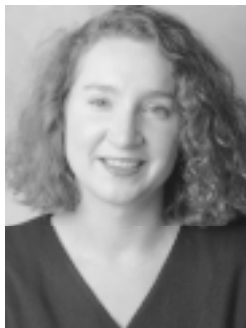
TO ENCOURAGE, FOSTER AND ASSIST IN THE GENERAL DEVELOPMENT OF AERONAUTICS IN THE STATE OF IOWA

## Reorganization

**T**he Iowa Department of Transportation has reorganized and created an Office of Aviation within a newly created Modal Division. The director of the Modal Division is Neil Volmer. Neil joined the department in 1970, where he spent 13 years as the assistant director of the Rail and Water Division and six years as the director of the Maintenance Division. The new Modal Division includes offices of Aviation, Public Transit, and Rail Transportation, as well as Water Transportation and Modal Policy sections.

## New Office of Aviation Director

**T**he Iowa Department of Transportation's new director of the Office of Aviation, Michelle Fletcher McEnany, might not be officially starting on the job until June 1, but the Cedar Rapids native is already gearing up for the challenges that face her.



**McEnany** comes to the DOT from the Greater Des Moines Partnership where she was director of state and local

*McEnany, go to page 8*

## AIR 21 signed into law April 5, 2000

**A**fter two years of uncertain funding for the FAA and airports, Congress passed a multi-year authorization bill. The "Wendell H. Ford Aviation Investment and Reform Act for the 21st Century," known as AIR 21, was signed by the President on April 5. AIR 21 authorizes funding through fiscal year 2003. AIR 21 provides a substantial increase in aviation funding and provides a guarantee that funds received into the Airport and Airway Trust Fund will be used for aviation purposes. Although the Act states that the trust fund will provide funds for the capital programs at the levels authorized, Congress must appropriate the funds each year. General funds will be necessary to supplement FAA operations. The Transportation Appropriation bill for FY2001 has not passed Congress.

### Airport Improvement Program

AIR 21 authorizes significantly more funding for the Airport Improvement Program (AIP) for both the commercial

service airport entitlement funds, and for small airports. The FY2000 AIP can now be programmed by the FAA, and efforts are being made by FAA to do this as quickly as possible. Last year Congress appropriated \$1.896 billion dollars for the AIP, but funds could not be awarded until an authorization bill was enacted. Authorized dollars for FY2001 increase to \$3.2 billion.

Iowa's primary commercial service airports will see an increase in entitlement money. This fiscal year, the minimum entitlement increases from \$500,000 to \$650,000 which will impact Waterloo, Mason City, Dubuque and Burlington. If AIP is funded at \$3.2 billion or more as authorized for FY2001, the minimum increases to \$1 million, while the apportioned amount based on enplanements doubles for all other airports that receive more than the minimum. The 10 percent local match remains in effect.

*AIR 21, go to page 2*

Fiscal Year	AIP Authorized Dollars	Appropriated Dollars
2000	\$2.475 billion	\$1.896 billion
2001	\$3.200 billion	
2002	\$3.300 billion	
2003	\$3.400 billion	



Primary Airports	1999	2000	Estimated 2001 (If \$3.2 billion is available)
Des Moines	\$1,896,580	\$1,906,268	\$ 3,855,838
Eastern Iowa (Cedar Rapids)	\$1,544,681	\$1,592,443	\$ 3,281,082
Sioux Gateway (Sioux City)	\$ 657,402	\$ 650,000	\$ 1,236,436
Waterloo	\$ 500,000	\$ 650,000	\$ 1,000,000
Dubuque	\$ 500,000	\$ 650,000	\$ 1,000,000
Burlington	\$ 500,000	\$ 650,000	\$ 1,000,000
Mason City	\$ 500,000	\$ 650,000	\$ 1,000,000
Fort Dodge*	not primary airport	not primary airport	\$ 1,000,000
Total	\$6,098,663	\$6,748,711	\$13,373,356

\* Fort Dodge enplanements now exceed 10,000 and will receive entitlement funds beginning in FY2001.

Cargo Airports	1999 (estimated)	2000 (estimated)	2001 (If \$3.2 billion is available)
Des Moines	\$263,277	\$321,001	\$518,848
Eastern Iowa (Cedar Rapids)	\$143,652	\$148,823	\$240,549

Highway specifications for airfield pavement will also be allowed at non-primary airports with runways of 5,000 feet or less and serving aircraft of 60,000 pounds or less. However, if highway specifications are used, no additional funds would be available for pavement rehabilitation or replacement for 10 years.

**Cargo**

Cargo entitlements will increase from 2.5 percent to 3 percent beginning in FY 2000. The cargo entitlement is based on the airports' percentage share of the cargo handled. Based on 1998 data, Des Moines and Eastern Iowa Airport (Cedar Rapids) ranked 41<sup>st</sup> and 74<sup>th</sup>, respectively, in tons of cargo handled. Des Moines handled 0.54 percent and Eastern Iowa handled 0.25 percent of the nation's air cargo.

**General aviation and small commercial service airports**

Iowa's state apportionment for general aviation (GA) airports and small commercial service airports is estimated at \$4.5 million for FY2000. The apportionment is calculated based on the state's population and area, dividing up 18.5 percent of the total AIP amount for FY2000.

When the total amount available for the AIP program is \$3.2 billion or more, the percent available for general aviation and small commercial service airports increases to 20 percent of the AIP. Each general aviation, reliever and non-primary commercial service airport included in the March 1999 National Plan of Integrated Airport

System (NPIAS) will be entitled to 20 percent of the airport improvement costs listed in the NPIAS, up to a maximum of \$150,000. In Iowa, 49 of the 69 airports eligible under this special rule have costs identified in the current NPIAS and are eligible to receive GA entitlements for a total of \$5.9 million.

Any remaining money (from the 20 percent of the total AIP) after funding the entitlements will be provided to the states as an apportionment, based on population and area. It is estimated that for FY2001, Iowa will receive a state apportionment similar to this year. (This is in addition to the general aviation airport entitlements.)

The FAA is working out the details of administering the entitlements and will notify those airports effected.

**Airport Improvement Program (AIP)**

In addition to funding levels, several changes were made to airport development eligibility. Additional items that will be eligible include: integrated in-pavement lighting for runways and taxiways; universal access systems and emergency call boxes; windshear detection equipment; enhanced vision technologies; and routine work to preserve and extend the useful life of runways, taxiways, and aprons at non-primary airports.

**State Block Grant Program**

The number of states eligible for the State Block Grant Program increases to 10 beginning in FY2002. Currently, the following nine states are allowed to participate in this program:

- Illinois
- Michigan
- Missouri
- New Jersey
- North Carolina
- Pennsylvania
- Tennessee
- Texas
- Wisconsin

This program allows the selected states more responsibility in the administration of AIP funds for the general aviation airports. As the program is intended to work, the FAA gives the state complete responsibility to manage its AIP allocation and the state, not the FAA, decides which general aviation airports will receive it. State officials and airports involved are very pleased with the program since their states can better coordinate state and federal airport improvement programs.

AIR 21, go to page 3

## State Apportionment

State	Estimated FY2000	Estimated FY 2001 (If \$3.2 billion is appropriated)
Alabama	\$5,133,396	\$9,594,151
Alaska	\$27,568,847	\$51,525,287
Arizona	\$7,720,940	\$14,430,189
Arkansas	\$4,034,829	\$7,540,965
California	\$27,400,676	\$51,210,983
Colorado	\$7,014,550	\$13,109,968
Connecticut	\$2,476,757	\$4,628,979
Delaware	\$559,967	\$1,046,560
District of Columbia	\$412,955	\$771,799
Florida	\$11,515,207	\$21,521,552
Georgia	\$7,087,291	\$13,245,919
Hawaii	\$1,046,067	\$1,955,065
Idaho	\$4,525,296	\$8,457,632
Illinois	\$10,381,124	\$19,401,988
Indiana	\$5,419,115	\$10,128,151
Iowa	\$4,464,591	\$8,344,178
Kansas	\$5,459,172	\$10,203,017
Kentucky	\$4,347,901	\$8,126,086
Louisiana	\$5,093,588	\$9,519,753
Maine	\$2,410,636	\$4,505,401
Maryland	\$3,789,241	\$7,081,969
Massachusetts	\$4,487,651	\$8,387,275
Michigan	\$10,744,739	\$20,081,571
Minnesota	\$6,939,968	\$12,970,576
Mississippi	\$3,957,628	\$7,396,680
Missouri	\$6,662,445	\$12,451,895
Montana	\$7,306,450	\$13,655,521
Nebraska	\$4,625,533	\$8,644,972
Nevada	\$5,899,394	\$11,025,777
New Hampshire	\$1,175,979	\$2,197,867
New Jersey	\$5,595,453	\$10,457,722
New Mexico	\$6,618,573	\$12,369,901
New York	\$14,608,459	\$27,302,739
North Carolina	\$6,899,441	\$12,894,834
North Dakota	\$3,684,959	\$6,887,070
Ohio	\$9,385,040	\$17,540,338
Oklahoma	\$5,343,213	\$9,986,293
Oregon	\$6,388,557	\$11,940,007
Pennsylvania	\$10,141,354	\$18,953,865
Puerto Rico	\$2,320,051	\$4,336,100
Rhode Island	\$733,959	\$1,371,746
South Carolina	\$3,792,368	\$7,087,813
South Dakota	\$4,018,750	\$7,510,914
Tennessee	\$5,232,508	\$9,779,390
Texas	\$23,747,843	\$44,383,954
Utah	\$5,070,244	\$9,476,122
Vermont	\$822,402	\$1,537,043
Virginia	\$6,123,305	\$11,444,260
Washington	\$6,531,997	\$12,208,092
West Virginia	\$2,326,046	\$4,347,305
Wisconsin	\$6,350,081	\$11,868,096
Wyoming	\$4,778,397	\$8,930,670
Other	\$2,260,071	\$4,224,000
<b>Total</b>	<b>\$342,437,004</b>	<b>\$640,000,000</b>

Source: Federal Aviation Administration

## Passenger Facility Charge (PFC)

The maximum allowable PFC increases from \$3 to \$4.50 per trip segment. The maximum charge per passenger for each ticket will be \$18, an increase of \$6. Certain restrictions are included for medium or large hubs (none in Iowa), including a 75 percent reduction in the airport's entitlement if they charge more than a \$3 PFC. Iowa will benefit since the reduction in entitlements for medium and large hub airports are redistributed among the remaining airports.

An agency may request a waiver of the PFC for certain air carriers, if they enplane fewer than 1 percent of the total annual enplanements at the airport. The PFC could also be waived if the destination airport has fewer than 2,500 total annual enplanements.

## High density airports and slots

High density rules establishing restrictions on the number of takeoffs and landings (number of slots) at Chicago O'Hare, New York's LaGuardia and JFK, and Washington's Reagan National airports have restricted access for airlines serving Iowa. The changes found in AIR 21 provide the mechanism for Iowa to gain improved access, and the possibility of impacting high airfares.

Slots will be eliminated at JFK and LaGuardia in New York after January 1, 2007, and at O'Hare in Chicago after July 1, 2002. Airlines serving Iowa may qualify for interim exemptions to the slot restrictions, if they use an aircraft with a maximum seating capacity of less than 71 passengers, the service was not provided before, or an expansion of service results.

Iowa's airlines may qualify for 12 slot exemptions for Washington's Reagan National Airport which will be granted within the 1,250-mile perimeter. Midwest Express airline serving Des Moines applied for two daily flights to Washington. If these exemptions are granted, Des Moines would receive its first nonstop service to Washington, DC.

AIR 21, go to page 4

## General Aviation AIP Entitlements - FY 2001

Airport	FY2001 (If \$3.2 billion is available)
Albia	\$150,000
Algona	\$150,000
Ames	\$150,000
Ankeny	\$150,000
Carroll	\$150,000
Atlantic	\$150,000
Bloomfield	\$27,000
Boone	\$150,000
Chariton	\$150,000
Charles City	\$17,000
Cherokee	\$150,000
Clarion	\$20,000
Clinton	\$150,000
Council Bluffs	\$150,000
Davenport	\$150,000
Denison	\$85,000
Emmetsburg	\$24,000
Estherville	\$150,000
Fairfield	\$150,000
Forest City	\$40,117
Greenfield	\$73,000
Grinnell	\$69,200
Hampton	\$150,000
Harlan	\$66,000
Humboldt	\$150,000
Independence	\$124,900

Airport	FY2001 (If \$3.2 billion is available)
Iowa City	\$150,000
Jefferson	\$150,000
Keokuk	\$150,000
Knoxville	\$150,000
Marshalltown	\$150,000
Monticello	\$74,000
Muscatine	\$150,000
Newton	\$150,000
Oelwein	\$28,000
Oskaloosa	\$150,000
Ottumwa	\$150,000
Pella	\$150,000
Perry	\$150,000
Pocahontas	\$150,000
Red Oak	\$150,000
Sac City	\$46,000
Clarinda	\$150,000
Sheldon	\$90,400
Spencer	\$150,000
Storm Lake	\$28,000
Washington	\$150,000
Waverly	\$150,000
Webster City	\$150,000
<b>Total GA Airport Entitlements \$5,912,617</b>	

*Note: Includes general aviation, reliever and non-primary commercial service airports with five-year costs listed in the March 1999 National Plan of Integrated Airport Systems.*

### Small community air service development pilot program

This pilot program is designed to improve air service to airports not receiving sufficient air carrier service. Criteria for participation: airport serving the community is not larger than a small hub airport (includes all of the airports in Iowa) and has insufficient air carrier service or unreasonably high air fares. No more than four communities or consortia per state, and no more than 40 projects will be selected. The program will provide monetary assistance to: 1) subsidize

service to and from an underserved airport for up to three years; 2) provide assistance to obtain service; and 3) marketing and promotion of air service. Communities must be willing to show local monetary support.

Funding for this program is \$20 million in FY 2001, and \$27.5 million for FY 2002 and FY 2003. The U.S. Department of Transportation will appoint someone to work with carriers and the communities. Communities under this program will be designated as air service development zones.

### Landfills interfering with air commerce

No new landfills should be built within six miles of an airport which has received federal money, and that serves general aviation and small commercial service aircraft. This section is in response to the increasing number of bird strikes experienced at airports near landfills.

*AIR 21, go to page 5*

**Emergency locators  
in all aircraft with some  
exceptions by January 1, 2002**

Exceptions include aerial applications of agricultural products, one-person aircraft, aircraft used for research or testing of product, training within a 50-mile radius of the airport, and when maximum payload capacity is greater than 18,000 pounds when used for air transportation.

**Study on the use of  
recycled materials in pavement**

The FAA is directed to conduct a study regarding the use of recycled materials in pavement for runways, taxiways and aprons. The report is to be transmitted to Congress within one year.

**Pavement conditions**

By April 2001, the FAA is required to submit a report evaluating methods to improve the quality of information provided to FAA relating to airfield pavement conditions for airports. The methods include improving runway condition information in the current safety data program; requiring airports to submit pavement condition index (PCI) information as part of master plan; and requiring airports to submit PCI information on a regular basis and maintain databases.

**Complete bill**

Other provisions regarding issues such as whistle blower protection for employees, national park overflights, bilateral relationship with the United Kingdom, FAA modernization, dealing with unruly passengers, and extension of the "Death on the High Seas Act" were also included in the bill. The complete contents of AIR 21 can be viewed on the House Transportation Committee's web site <http://www.house.gov/transportation/air21conf/conference.html>. A summary of selected issues of interest to Iowa can be viewed on the web at <http://www.dot.state.ia.us/aviation/air21summary.pdf>.

# Westbrook to be inducted into Iowa Aviation Hall of Fame

**T**he Iowa Aviation Hall of Fame Selection Committee, which included former Aviation Preservation Association director Diane Weiland, aviation historian Mearl Luvaas, and Iowa Aviation Hall of Fame member and Antique Airplane Association President Robert Taylor, have chosen one Iowa aviator to be inducted into the Iowa Aviation Hall of Fame this year.

Hartley (Hap) Westbrook of Ames has been chosen for induction into the Iowa Aviation Hall of Fame. Westbrook has been involved in aviation all of his life. In WWII, as a B-24 commander in the Air Corps, he was shot down on his 18th mission and became a prisoner of war for two years. During the Korean Conflict, he served as VIP transport pilot and instructor.

Upon returning to Iowa, Hap was responsible for helping to start the Iowa Air National Guard. During the flood of 1958, he rescued by helicopter many who were stranded by the high waters of the Nishnabotna River in western Iowa. Another story tells of Hap delivering the *Des Moines Sunday Register* by air to areas of Guthrie County.

In 1948, Westbrook started (and still operates) Hap's Air Service in Guthrie Center, now located in Ames. He has taught over 1,400 pilots and logged over 30,000 hours in the air.

Westbrook will be inducted into the Hall of Fame at the 11th Annual Iowa Aviation Hall of Fame Banquet on Saturday, June 24, to be held at the new 4-H building on the Adair County Fairgrounds in Greenfield.

A reception at the Iowa Aviation Museum will begin at 4 p.m. Moving to the fairgrounds, social hour will begin at 6 p.m., with dinner at 7 p.m., followed by the evening's program. There will be no speaker for this year's event.

Tickets will again be \$25 per person. Memberships, which include free tickets, are:

\$50 sustaining membership - 1 ticket

\$100 supporting members - 2 tickets

More information will be sent to all members and interested persons as it becomes available. The telephone number at the Iowa Aviation Museum is 515-343-7184.

## U.S. DOT expands access to slot controlled airports for smaller communities

**T**he U.S. Department of Transportation authorized airlines serving small communities, with aircraft having fewer than 71 seats, to add service at New York's LaGuardia and Kennedy airports and Chicago's O'Hare Airport. This action, taken April 12, 2000, implements provisions of the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century.

An airline that certifies that it meets the criteria for the small-community slot exemption may begin service after contacting the Slot Administration Office of the FAA regarding a start-up

date. All of Iowa's commercial service airports meet the small-community size requirement. Midwest Express has already indicated it will begin service to LaGuardia from Des Moines.

Midwest Express has also applied for four of the 12 slot exemptions available at Reagan National. If granted, this would be the first non-stop flight from Des Moines to Washington, D.C. Airlines have until May 5 to apply for the exemptions, and the FAA has until July 5 to act on the application for the exemptions.

## Congratulations

**M**arianne Mickelson, executive officer for the Iowa Department of Transportation, has been



**Mickelson**

appointed to the Transportation Research Board's National Research Council (NRC) Committee on Intergovernmental Relations in Aviation (1999-2000). NCR is a private, non-profit institution that is

the principal operating agency of the National Academy of Sciences and provides scientific and technical advice to the government, the public, and the scientific and engineering communities.

## FLY IOWA planning ahead

**T**he Iowa Aviation Promotion Group recently selected the LeMars Municipal Airport as the site of FLY IOWA 2002. The LeMars event is

scheduled for July 4, 2002. FLY IOWA 2002 will be held in conjunction with the annual LeMars community festival "Ice Cream

Days." The 2002 "Art in the Park" displays will also be held July 4. The airport is proposing a fly-in breakfast, air shows, vendor displays, exhibits and educational programs. The city of LeMars also hosts a 4th of July fireworks display at the Plymouth County Fairgrounds in LeMars.

Mark your calendar. Plan to attend FLY IOWA.

Waterloo	June 10-11, 2000
Iowa City	August 25-26, 2001
LeMars	July 4, 2002

## 2000 Iowa Legislative session: aviation-related bills

**T**he following aviation-related bills were passed by the Iowa Legislature during the 2000 session. The DOT appropriations bill was signed by Governor Thomas Vilsack, and will become effective July 1, 2000. At press time, the other two bills had not been signed. Please check the Iowa DOT's Web site, [www.dot.state.ia.us/aviation](http://www.dot.state.ia.us/aviation), for updates.

### **HF2538, DOT Appropriations Bill**

Appropriates \$2,450,000 for airport engineering studies, improvement projects and the state aviation program as provided in Chapter 328. This funds the state Air Improvement Program, commercial air service marketing, runway marking, education/promotion, windsocks and AWOS. The bill also transfers \$25,000 to the Civil Air Patrol.

### **SF2453, Rebuild Iowa Infrastructure Fund**

Section 16 appropriates to the DOT \$1,000,000 for FY2000 for vertical infrastructure improvements at all 10 commercial air service airports. One half of these funds shall be allocated equally to the airports, 40 percent on the basis of the percentage of enplanements at each airport, and 10 percent on the basis of cargo activity. Airports must submit applications for funding specific projects and those applications must be approved by the Iowa Transportation Commission.

Also under this section, \$500,000 is appropriated for FY2000 to establish an aviation hangar revolving loan fund for

general aviation airports within the state. Section 34 establishes the revolving loan fund for the design, rehabilitation or construction of hangars. Loan repayments will be credited to the revolving fund, and money will not revert to another fund and is available indefinitely for expenditure.

### **HF2458, Prioritizing Aviation Issues with State Government**

In response to last year's Legislative Study Committee recommendations, the Legislature passed a bill directing the Iowa Department of Transportation to place more emphasis on air service, aviation issues, and to continue to support general aviation for business and leisure interests. It also established a committee on air service, consisting of at least nine members. The committee is to have representatives of the business community and airports, a representative from the Iowa DOT, and a representative from the Department of Economic Development. This committee will examine the commercial aviation needs of the state and determine if a permanent air service council is needed. The committee must provide a report to the Legislature by September 1, 2000.

The joint appropriations subcommittee on transportation is also directed to review current and potential funding streams for airports.

The bill will take effect when the governor signs the bill.

## In Memory

**T**he Iowa aviation community has lost two of its friends and promoters this year. Both were longtime businessmen in the fixed-base operator industry and very active in the Iowa Aviation Business Association.

Bill Engle died of a heart ailment Feb. 10 while on a church mission in Argentina. Bill was president of Lindner Aviation in Keokuk, having taken the business over after Irv Lindner's retirement.

E.K. Jones passed away March 30 after battling cancer for more than a year. E.K. owned and operated Iowa City Flying Service for many years until his recent retirement.

Bill and E.K. will be missed and will be remembered for their love and defense of general aviation.

# Aviation Calendar



**June 4 Audubon**  
Flight breakfast. 06300-1030. Free breakfast to all fly-ins. (NOTE: Due to crosswinds - please no ultra-lite planes.)

**June 4 Mason City**  
Fly-in/drive-in pancake breakfast. 0700-1100. Free to pilots in command. Sponsored by EAA Chapter 94. For more information call 515-859-7594.

**June 4 Washington**  
Flight breakfast. 0700-1100. Pilots in command free. Pilots and passengers in experimental, military, antique and war birds free. Displays and plane rides. For more information call 319-653-3810.

**June 10-11 Waterloo**  
FLY IOWA 2000 Statewide Fly-In and Aviation Fair.

**June 11 Maquoketa**  
Annual "Optimists" fly-in breakfast. For more information call 319-652-6517.

**June 11 Spencer**  
Annual Flagfest air show and flight breakfast. 0630 - 1200. For information call 712-264-3107.

**June 14 Sheldon**  
FAA Safety Seminar. 1900. Northwest Iowa Tech. Contact Roger Clark at 515-285-9895.

**June 17-18 Grinnell**  
WINGS WEEKEND. Grinnell Municipal Airport. Contact Roger Clark at 515-285-9895.

**June 18 Carroll**  
Fly-in/drive-in breakfast. 0700-1200. Free to pilots. Sponsored by Carroll Aviation.

**June 18 Harlan**  
Flight breakfast. 0700-1100. Free to all fly-ins. Sponsored by the Eight Ball Aviation Club.

**June 24 Greenfield**  
11th Annual Iowa Aviation Hall of Fame Banquet. 4-H Building at the Adair County Fairgrounds. For more information call 515-343-7184.

**June 25 Caledonice, Minn.**  
Fly-in breakfast. 0700-1200. Free to pilots in command. For more information call 507-724-2585 or 9955.

**June 25 Fairmount, Minn.**  
Lions' annual fly-in breakfast. For more information call 507-235-2537.

**June 25 Pender, Neb.**  
Veteran's fly-in breakfast. 0800-1200. Free to pilot in command. For information call Paul Peters 402-385-2687.

**June 25 Plattsmouth, Neb.**  
Omaha EAA Chapter 80 annual lunch fly-in at Plattsmouth airport. 1000-1500. Lunch 1130-1330. Lunch is free for pilots flying in. Spot landing contest will be held for arrivals between 1000-1100. Announce that you would like to participate on your arrival Unicom broadcast.

**June 30 Osceola**  
FAA Safety Seminar. 1900. Contact Roger Clark at 515-285-9895.

**July 2 Marion**  
13th annual fly-in breakfast. 0600-1130. Free to pilots in command. For more information call 319-377-9437.

**July 4 Atlantic**  
Fly-in pancake breakfast. 0700-1200. Free to fly-ins. Sponsored by the Chamber of Commerce.

**July 4 Paullina**  
Fly-in pancake breakfast. 0700-1100. Free to fly-ins. For more information call 712-448-2522.

**July 5 Clinton**  
FAA Safety Seminar. 1900. Clinton Municipal Airport. Contact Roger Clark at 515-285-9895.

**July 6 Iowa City**  
FAA Safety Seminar. 1900. Iowa City Municipal Airport. Contact Roger Clark at 515-285-9895.

**July 9 Emmetsburg**  
Annual Kiwanis Flight Breakfast. 0700-1230. Free to pilots and co-pilots. Featuring Taildraggers.

**July 9 Tekamah, Neb.**  
Fly-in/drive-in breakfast. 0700-1100. Free to pilots in command.

**July 9 Platteville, Wis.**  
Second annual fly-in breakfast. 0700-1200. Free to pilots in command. For more information call 608-348-3580.

**July 14-16 Davenport**  
13th Annual Quad City Air Show. Friday, 1500-2200; and Saturday and Sunday, 0800-1700. For more information call 319-285-7469.

**July 16 Traer**  
Fly-in/drive-in pancake breakfast. 0700-1200. Free to pilots in command. Sponsored by Clutier Lions Club.

**July 21-24 Keokuk**  
ILPA-IBDA. L-Birds fly-in. Formation school, many activities. All Warbirds are welcome. For more information call 319-524-6378 or 6203.

**July 23 Forest City**  
Annual fly-in/drive-in pancake breakfast. 0700-1200. Sponsored by Forest City Police Officers Association. For more information call 515-581-2880.

**July 26-Aug. 1 Oshkosh, Wis.**  
EAA AirVenture 2000.

**Aug. 3-6 Alexandria, Minn.**  
Great Lakes Chapter AAAE Annual Conference.

**Aug. 6 Eagle Grove**  
Fly-in/drive-in pancake breakfast. 0700-1200. Free to pilots in command. Classic auto show at airport.

**Aug. 20 Iowa City**  
21st annual SERTOMA fly-in breakfast. 0700-1200. For more information call 319-388-9222.

**Aug. 20 Mapleton**  
Annual flight breakfast. 0630 - 11:30. Free to fly-ins. Sponsored by the Mapleton Flying Club. For more information call 712-882-2764.

**Aug. 20 Monona**  
Fly-in, drive-in pancake breakfast. 0700-1200. Breakfast free to fly-in pilots. Sponsored by EAA Chapter 368.

**Aug. 27 Greenfield**  
Wings, Wheels and Whistles fly-in omelet breakfast. 0730 - 1100. Free to pilots in command. Air show at 1100. For information call 515-343-7184.

**Sept. 8-14 Long Beach, Calif.**  
NASA Annual Conference and Trade Show.

**Sept. 24-27 San Diego, Calif.**  
AAAE National Airport Conference.

**Oct. 1-4 New York, NY**  
ACI-NA Annual Conference and Exhibition.

**Oct. 10-11 Ames**  
Iowa Airport Conference. Gateway Center Holiday Inn.

**Oct. 12-14 New Orleans, La.**  
NBAA Annual Meeting and Convention

**Oct. 20-22 Long Beach, Calif.**  
AOPA Expo 2000.

# Iowa Aviation Bulletin

Forwarding and Return Postage Guaranteed,  
Address Correction Requested

BULK RATE  
US POSTAGE  
**PAID**  
DES MOINES IA  
PERMIT #4747



## Iowa Aviation Bulletin



**Modal Division  
Office of Aviation  
800 Lincoln Way  
Ames, IA 50010  
515-237-3302  
Fax: 515-237-3323**

The **Iowa Aviation Bulletin** is a quarterly publication of the Iowa Department of Transportation. It is distributed free of charge to pilots, aircraft owners and interested individuals or organizations. It is also available on the department's Web site at: [www.dot.state.ia.us](http://www.dot.state.ia.us)

The staff wishes to thank those who have provided information and reference materials for this newsletter.

*Mark F. Wandro, Director  
Iowa Department of Transportation*

### *McEnany, from page 1*

relations. She was responsible for the formation and implementation of economic development and transportation public policies.

"I've worked on state and federal aviation issues for the past three years, and this is a great opportunity to continue that and further develop productive relationships on a statewide level," she said.

Airport community outreach will be first on her list of things to do. "I plan to meet with all 10 commercial service airport directors to get a feel for what they see as their unmet needs. I also plan to hold regional meetings with the general aviation managers to gain their perspective," said McEnany.

McEnany said, "I see the role of the Office of Aviation as developing and implementing a coordinated, statewide

aviation plan that is built on input from the airports, municipal planning organizations and chambers of commerce. Those are three very important groups that will help shape the future of aviation in Iowa."

McEnany sees the development of this aviation plan as a step-by-step process. She said, "I'm pleased that Governor Vilsack and the legislature has recognized the important role aviation plays as an economic development and quality of life issue. The first step was the creation of the Office of Aviation by director Mark Wandro; our next step will be to gain additional funding to put our strategic plan in action."

McEnany lives in Urbandale with her husband, Dennis, and their two children. She is a graduate of Boston College with degrees in economics and political science.