

IOWA Aviation Bulletin



SUMMER 2006

New study shows general aviation's value to economy

A recently released report shows what is at stake if user fees are implemented that affect the activity levels of general aviation (GA). The report, sponsored by the General Aviation Manufacturers Association (GAMA) and the National Association of State Aviation Officials (NASAO), shows GA provided a \$150 billion contribution to the U.S. economy in 2005.

The FAA has floated the concept of implementing a new funding mechanism for its programs that would take effect in FY 2008. Debate has ensued about the sustainability of the Aviation Trust Fund, and the need for user fees that would be an additional source of revenue and would shift some of the burden of funding FAA programs.

The study uses FAA estimates of annual flight activity and applied industry-derived per-hour costs for operating various types of aircraft. GA's economic contribution was calculated by putting these costs into regional economic models which are widely accepted as valid by economists and available from the U.S. Department of Commerce.

It was estimated that general aviation activity in Iowa represented more than \$1.4 billion of the economic contribution cited in the study and included a \$481 per capita total output. The bulk of GA's direct and indirect economic contributions in the study were traced to the operation and maintenance of the existing U.S. aircraft fleet, including aircraft operated for purposes such as recreation, instruction and training of pilots; business aviation; and medical evacuations. A significant portion also came from the manufacturing and purchase of new aircraft.



A report released by GAMA and NASAO shows that general aviation provides a significant economic impact.

Jack Pelton, who is GAMA's chairman and also the chairman, president, and CEO of Cessna Aircraft Company, stated that, "Because of the diverse nature of general aviation, its significant impact upon the economy is often overlooked or intermixed with other segments of transportation, masking GA's own unique contribution. It is important to note that in 2005, GA contributed more than \$150 billion to U.S. economic output, and directly or indirectly employed more than 1,265,000 people whose collective earnings exceeded \$53 billion."

NASAO President and CEO Henry Ogrodzinski said, "Those who seek to raise the amount of taxes paid by general aviation operators must consider the adverse effect tax increases have on aviation consumers in every state in our nation."

"This study quantifies what is at stake in the upcoming user fee debate for a significant number of Americans whose livelihoods are supported by general aviation," said Pete Bunce, GAMA president and CEO.

The full report is available at www.gama.aero.



Director's Corner

Michelle McEnany, Office of Aviation Director

This summer will once again prove to be a busy one. Summer 2006 travel season is predicted to be the busiest on record with an estimated 200 million commercial passengers.

Iowa has had a full summer of aviation events, with more than 50 fly-ins and four major air shows. Be sure to check out the summer calendar at the back of the bulletin or visit iawings.com to see the most updated calendar.

Good news on both the state and federal legislative fronts. On the state level, the state legislature wrapped up on May 3, 2006, after passing several important pieces of aviation-related legislation. Most significantly, the state Aviation Trust Fund has been re-established! The bill phases in the trust fund with 50 percent of aviation fuel taxes and registrations fees allocated to it in FY 2008 and 100 percent by FY 2009.

The state legislature also passed legislation that clarified the property tax exemption given to entities providing aeronautical services on city-owned airport property. The eminent domain legislation that was passed restricting a city's ability to condemn land exempted airports by defining them as important public facilities. And, the pending legislation to increase the aircraft use tax by an additional one percent and place it in an education fund did not receive legislative action this year. So, all in all, this past year marked one of the most successful aviation legislative years that I can remember.



On the federal front, the House passed the transportation appropriations bill in June, increasing the FY2007 Airport Improvement Program to the authorized amount of \$3.7 billion and not the \$2.75 billion as recommended in the President's budget. The Senate plans to address the bill sometime in July or August.

Other good news: Senator Conrad Burns (R- Montana) introduced S.2666, the Tax Simplification Act, in response to a provision in the highway bill passed last year. That provision required aviation fuel to be taxed at the same level as motor vehicle fuel, with those revenues being deposited into the Highway Trust Fund. Aviation fuel vendors were then required to complete forms to send to the IRS to receive reimbursement of the tax differential (the additional highway tax imposed) and transfer the aviation tax to the Aviation Trust Fund.

This has proven to be a confusing, cumbersome, bureaucratic process that puts the Aviation Trust Fund in real jeopardy. Many vendors may choose to pass the tax differential on to their customers and not fill out the paperwork to receive reimbursement and transfer the funds over to the Aviation Trust Fund. The Burns bill would put a moratorium on this process until Sept. 30, 2007, to allow further evaluation of the fuel fraud issue.

Our office attended a combined Central/Great Lakes Region State Aviation Directors meeting in May. Regional Administrator Chris Blum hosted the state aviation directors from the 12 states. All states were represented and only one state aviation director couldn't attend. It was an extremely productive day-and-a-half. Kate Lang, FAA Associate Administrator, joined the group and led an extremely interesting session on FAA reauthorization, posing challenging questions and looking for feedback. Also joining the state aviation directors and key staff were Henry Ogrodzinski of National Association of State Aviation Officials, Lisa Piccione and John Balsiger from the National Business Aircraft Association, and Andy Cebula from the Aircraft Owners and Pilots Association.

George Hendon, FAA's Central Region Airports Division, handed out the 2006 FAA Central Region Airports Conference (Oct. 3-4) registration form that was hot off the press. For more information, see the link to the FAA Central Region Airports Conference on the iawings.com Web site.

One last note: the aircraft registration process will be transferring into our office from the DOT's Office of Vehicle Services in Des Moines effective Sept. 1. Please be sure your aircraft is registered to the state. This is even more important to the aviation community in Iowa now that all the fees collected will be deposited into an Aviation Trust Fund and reinvested back into the system to keep it safe and viable!

Have a fun and safe summer. Our office will once again have an aviation exhibit at the Iowa State Fair (Aug. 10-20). If you make it to the fair, please be sure to stop by!



Council Bluffs Airport



The Council Bluffs Airport serves the general aviation needs of the Pottawattamie County and Omaha-Council Bluffs area in southwest Iowa. The airport is a general aviation reliever airport to Eppley Airfield in Omaha and is owned and operated by the Council Bluffs Airport Authority.

With an estimated 45,000 annual aircraft operations, the airport is utilized by single engine, twin engine, turboprop, and business jet aircraft. More than 90 aircraft are based at the airport.

Dan Smith is the manager of the Council Bluffs Airport. According to Smith, "Recent construction of a new runway at the airport is designed to meet future demand and complement land use for the airport and the surrounding area.



Everything has been designed to accommodate a new beltway that will run along the east side of Council Bluffs, connecting U.S. Highway 6 and Interstate 29."

After acquiring 286 acres of land in 2003 for expansion, the Council Bluffs Airport is in the completion stage of the construction of a new primary runway facility (Runway 18/36). Construction of the 5,500-foot runway began in July 2004 and is programmed for completion this

year. A future precision instrument approach is also planned for Runway 36. Aeronautical services at the airport are provided by Advanced Air Inc. Services include charter, aircraft rental, fuel, aircraft maintenance, pilot instruction, and the operation of a propeller shop.

The Commemorative Air Force (CAF) occupies a hangar at the airport, and is home to the P-51 Mustang "Gunfighter" and a CAF museum.

In 2004, Iowa Western Community College completed a 40,000-square-foot facility and now offers programs in aviation management, flight and aircraft maintenance.

Most recently, LifeNet has relocated their flight operations to the airport to provide helicopter air ambulance operations for the Omaha-Council Bluffs metro area.

Smith, who is also the president of the Iowa Public Airports Association, believes the general public sometimes underestimates the wide range of aviation activity that occurs at an airport like the one at Council Bluffs. "From flight instruction and air ambulance, to ag operations, cargo, and business aviation, airports provide a long list of services to the communities they serve. Here in Council Bluffs, the airport provides important air access for new and growing businesses, vital services for the community, and educational and job opportunities for the community."

Aviation fuel seminar educates airports/FBOs

Airport and Fixed Base Operator (FBO) representatives from around Iowa attended an aviation fuel and fire safety seminar in April at the Ankeny Regional Airport. The seminar was presented by Phillips Aviation, sponsored by Newton Home Oil, and hosted by Exec 1 Aviation.

Attendees learned about refining, aviation fuel specifications, the aviation fuel distribution system, and industry standards. Also covered were fuel farm and refueler operations including filtration, quality control testing, inspections, maintenance, and record keeping. Following classroom and hands-on activities, the Ankeny Fire Department provided fire safety training with a live fire demonstration.

Jim Willemsen of Newton Home Oil credited Phillips Aviation for providing the training. He said, "We are trying to do at least one seminar each year in Iowa and are moving it around to different parts of the state. The goal is to keep everyone thinking about quality control and keeping line people current on aviation fuel safety and quality control."



Airport and FBO representatives from around the state attended an aviation seminar in April at the Ankeny Regional Airport.



Ag Aviation Summit brings stakeholders together

Ag aviation is an important industry in the state of Iowa and provides an economic benefit to the state through job creation and improved crop production. Each year, ag pilots from around Iowa gear up to provide aerial application services to assist farmers with combating insects and other crop problems.

As part of that effort, an Ag Aviation Summit was held in March at the Ankeny Regional Airport. The main goal of the summit was to open lines of communication between stakeholders, identify issues and address needed steps to enhance ag aviation in Iowa. The summit was organized and hosted by the DOT's Office of Aviation.

Twenty people representing a cross section of airport managers, ag aviation operators and government officials participated in the summit. Attending were representatives from the Office of Aviation, Iowa Ag Aviation Association (IAAA), National Ag Aviation Association (NAAA), Iowa Public Airports Association, Iowa Department of Agriculture, and the Federal Aviation Administration.

Discussions focused on operations at public airports, safety and security, public awareness of the role of ag aviation, and licensing requirements.

A total of 54 Iowa businesses are licensed through the Iowa Department of Agriculture to conduct ag aviation operations. Additionally, more than 100 out-of-state operators are licensed in the state.

This was the first Ag Aviation Summit of its kind in Iowa. Participants agreed future collaborative efforts will be beneficial for the enhancement of ag aviation.

For more information on ag aviation issues, an executive summary of the Ag Aviation Summit is available on the Office of Aviation Web site at iawings.com by clicking on Publications & Education/Ag Aviation (http://www.iawings.com/publications/Ag_Aviation.htm).

Highlights of interest:

- Aerial application originated in Iowa in 1947, and IAAA was established in 1966.



The Ag Aviation Summit was a cooperative effort among stakeholders to enhance ag aviation in Iowa. Discussions focused on operations at public airports, safety and security, public awareness, licensing requirements, and aircraft registration.

- Ag operators based permanently at a single airport are required to use approved containment facilities. In general, temporary operations at an airport do not require containment if the operations are conducted for 30 days or fewer.
- Airports subject to FAA grant assurances may exclude an activity if it cannot be conducted safely or if there are special environmental considerations. However, a denial based on safety must be based on sound reasoning and the airport sponsor should have firm evidence demonstrating safety would be compromised.
- For safety reasons, radio usage should be encouraged at busy airports. All pilots should be reminded that the primary method for avoiding traffic conflict is to "see and avoid." Ag pilots and airport managers should work together to determine a plan to minimize traffic conflicts in an airport traffic pattern based on needs for a particular airport. Airport managers might want to consider issuing NOTAMs and recording a message on the Automated Weather Observation Systems (if available) to alert airport users that ag operations are being conducted.
- Ag operators are allowed to deviate from normal altitude and clearance requirements to the extent necessary to perform aerial applications. It may be desirable to notify the public through local media that ag aviation activity is occurring in an area.

- Ag aviation operators should be encouraged to share, with the proper airport representatives, a completed Ag Aviation Form from the Office of Aviation and the IAAA. The form includes primary and secondary contact information for ag operators, as well as information on products they are applying. The form can be a beneficial tool in case of an accident or security incident.
- Ag aviation operators and airport managers/sponsors should work closely together to ensure that proper security measures are in place based on the airport's security plan and best practices from the NAAA security program.
- Airports are encouraged to work with their area First Responders to hold local familiarity training regarding airports, ag aviation and other aircraft operations.
- If airports have any issues or media requests involving ag aviation, the IAAA can be a great resource. Media inquiries can be directed to them. The point of contact for IAAA is Quentin Childs at 515-967-3761.

Questions regarding the ag aviation summit may be addressed to Tim McClung, Office of Aviation, at 515-239-1689, or Quentin Childs, IAAA at 515-967-3761. Or visit the Office of Aviation Web site at iawings.com.





Marketing Update

Tim McClung, Office of Aviation

Promoting Aviation

Iowa receives many benefits from the wide range of uses of our air transportation system, not to mention the personal satisfaction that comes with taking to the skies.

Still, a great deal of concern exists within the aviation community regarding the general public's lack of understanding of aviation and its benefits. Is aviation drawing enough people into its fold who would benefit from using aviation services, see it as generating a career, or are interested in becoming a pilot?

Many groups are actively promoting aviation to educate the public, foster a new generation of pilots and increase involvement in aviation. Following are just some of the ways aviation is being promoted:

Since its inception in the early 1990s, the Experimental Aircraft Association's (EAA) **Young Eagles Program** has provided more than 23,000 free airplane rides to young people in the state of Iowa.

The Aircraft Owners and Pilots Association (AOPA) recently renewed its **Project Pilot Program** by encouraging its more than 4,000 Iowa members to identify potential flight students. AOPA will send potential students an invitation to fly, along with resources that will guide them through the process. AOPA members will then be asked to mentor the student pilot. It has been shown that having a mentor significantly increases the chances of completing a pilot training program. For more information on AOPA Project Pilot, log on to www.AOPAProjectPilot.org.

The Iowa Aviation Promotion Group, Iowa Space Grant Consortium, Iowa Public Airports Association, and DOT's Office of Aviation have joined forces to endorse the promotion of youth aviation camps at airports around the state. **Iowa Aviation Youth Camps** provide children hands-on experiences in the world of aviation and connect aviation to history, science, math, and communications. The camps utilize Iowa resources, as well as great programs from AOPA and EAA. For more information, call 515-964-1398.



The Blue Angels perform for a large crowd at the Quad City Air Show in June.

The Office of Aviation will again sponsor an aviation display at the **Iowa State Fair**. Located outside the southeast side of the Varied Industries Building, the display will be staffed with the help of aviation volunteers from around the state. Staff and volunteers will be available to answer questions regarding aviation in Iowa.

The Quad City Air Show had another fantastic event in June as it celebrated its 20th anniversary. This is one of the best air shows in the country and by far the largest aviation event annually in Iowa. Additional events, including **fly-ins and air shows**, provide additional exposure to aviation.

Hot News

This year, we began providing monthly updates of upcoming aviation events through the Office of Aviation Hot News E-mails. It is the best way to stay up-to-date on aviation happenings in the state. To sign up, just drop an E-mail to tim.mcclung@dot.iowa.gov.

FAA Central Region Airports Conference

The FAA Central Region Airports Conference has been scheduled for Oct. 3-4 in Kansas City. Although the conference is primarily designed for airports, government officials and aviation

industry representatives, it is open to anyone with an interest in airport initiatives. A link to conference information is available on the Office of Aviation Web site at iawings.com.

Photography Contest

Attention picture takers! Don't forget about the 2006 Iowa Aviation Photography Contest. Entries are not due until Sept. 29 so you still have plenty of time to get those great aviation photos. Photos submitted to the contest are used in a wide variety of ways to promote aviation in Iowa. Contest rules are listed on iawings.com, or you can receive a brochure by calling the Office of Aviation.

Aircraft Registration

The aircraft registration process will be transferring from the DOT's Office of Vehicle Services in Des Moines to the Office of Aviation in Ames. The transition will happen throughout the summer. Aircraft registration is mandated by the Code of Iowa. If you have input on the registration processes, please feel free to E-mail tim.mcclung@dot.iowa.gov, or call 515-239-1689.

Have a great summer and feel free to contact the Office of Aviation anytime with your issues and questions.



Around the world in a Mooney

Pilot visits Iowa to share story, promote Lou Gehrig's disease research

Tim McClung

When Perry, Iowa, pilot Kent Vandervelden and his wife Melinda attend Airventure in Oshkosh, Wisconsin, their focus is on attending forums and learning as much as they can about aviation. In 2005, the Vanderveldens attended a presentation by CarolAnn Garratt discussing her trip around the world in a single-engine Mooney airplane. "Melinda and I were blown away by her uniqueness and energy," said Kent Vandervelden.

When they proposed to Garratt that she come to Iowa to share her story, she immediately agreed. And in April, she visited Iowa to give a series of presentations at locations around the state, in Cedar Rapids, Ames, Johnston, Pella, and Ankeny. In all, ten presentations were given to the general public, student groups and pilots.

The visit provided Garratt with an opportunity to share the story of her trip around the world in a single engine airplane to increase awareness about ALS/ Lou Gehrig's disease. At the same time, it allowed her to share her enthusiasm for the Young Eagles program by highlighting one of the trip's other objectives: introducing aviation to youngsters in other countries by giving them an opportunity to fly.

In 2001, Garratt lost her job as a manufacturing engineer. The following



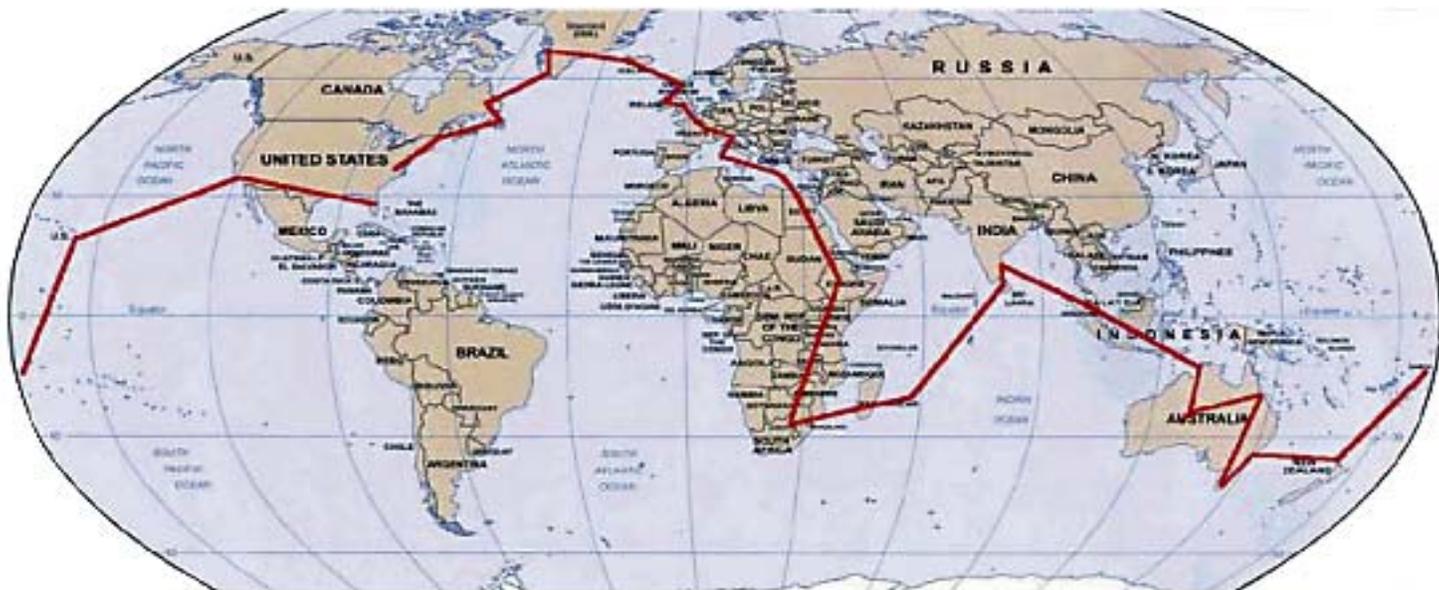
CarolAnn Garratt visited Iowa in April to share the story of her trip around the world in this single engine airplane.

year, she lost her mother to Lou Gehrig's disease. A 1,000-hour pilot, discussions with her father and friends led to the decision to fly to Australia and Europe.

Starting early in 2003 after seven months of training, the trip began from Kissimmee, Fla. It took 7 1/2 months, 36,667 nautical miles and 300 hours of flight time to complete. Another 60 hours of flight time were spent giving Young Eagle flights and taking additional side trips.

Primary navigation was provided with a Garmin 430 Global Positioning System. The flight path consisted of 45 legs that included, among other locations: California, Hawaii, New Zealand, Australia, India, South Africa, Ethiopia, France, Scotland, Iceland, Canada, and back into Florida. The first leg was flown non-stop from Florida to California to test the endurance of the plane and pilot, and to prepare for the trip's longest over-water leg of 15 hours non-stop from California to Hawaii.

Around the world, go to next page



Around the world,

from previous page

Talking of the trip, Garratt said, "It was wonderful to experience the different cultures along the way. One of the biggest things I have taken away from the trip was that I have a much more positive attitude toward humanity. On a daily basis, we are bombarded with negative news in the media, but the world is a good place."

So far, the trip has been successful in raising more than \$50,000 for Lou Gehrig's disease research. The trip cost Garratt \$25,000 to complete. She paid all expenses herself and then wrote a book about the trip entitled *Upon Silver Wings*. She has paid all printing expenses of the book so that 100 percent of proceeds can go directly to research for Lou Gehrig's disease. While she was contacted by companies looking for sponsorship opportunities, she asked those groups to instead make contributions to the ALS Therapy Development Foundation researching a cure for ALS.

When asked about trip planning and coping with different cultures, Garratt said she is a huge believer in planning and over-planning. It paid off, as there were few surprises along the route. As far as getting assistance at stops along the way, she says, "The aviation community really stepped up wherever I went. I soon realized just how willing the aviation community was to help. Association members from groups like the Experimental Aircraft Association and the Ninety Nines along the route helped out by sharing local flying tips and even having me as a guest in their homes. Even in Africa, these groups are present and were very willing to help out."

Garratt commented that she was very happy to fly her Mooney to Iowa and share her experience. "People have been very friendly and supportive of my cause. The generosity has been enormous." She plans to repeat the trip in 2008 and will continue to use aviation to promote awareness and research for Lou Gehrig's disease, and to introduce young people to aviation through the Young Eagles program.

For more information on the trip, the book *Upon Silver Wings*, ALS research, and the Young Eagles program, visit www.kerrlake.com/mgarratt.

Garratt attends Young Eagles event in Ankeny

The Experimental Aircraft Association's (EAA) Young Eagles program was launched in 1992 to give interested young people, ages 8 to 17, an opportunity to fly in a general aviation airplane. These flights are offered free of charge and are made possible through the generosity of EAA member volunteers.

While in Iowa, CarrolAnn Garratt, who promoted the Young Eagles program on her around-the-world trip in 2003, attended a Young Eagles event sponsored by Des Moines EAA Chapter 135 at the Ankeny Regional Airport. Garratt herself has flown more than 300 Young Eagle flights.

More than 23,000 Iowa children have experienced a free Young Eagles flight since the program was introduced in 1992. Iowa has 19 EAA Chapters.

Since 1992, more than 1.1 million Young Eagles worldwide have enjoyed a flight through the program. Young Eagles have been registered in more than 90 different countries and have been flown by nearly 40,000 volunteer pilots.

More than 23,000 Iowa children have experienced a free Young Eagles flight since the program was introduced in 1992





Program Update

Kay Thede

State funding programs

The legislative session was good for aviation programs! Subsequently, the FY 2007 State Aviation Program was approved by the Iowa Transportation Commission in July.

The Commercial Service Vertical Infrastructure (CSVI) program will have \$1.5 million to distribute for projects at the eight commercial service airports. Half of the CSVI funding is distributed equally to the eight commercial service airports, forty percent is distributed based on the percent of passenger boardings, and the remaining ten percent is based on the percent of total cargo tonnage transported at the airports.

The General Aviation Vertical Infrastructure program was again funded at \$750,000. Twenty-six general aviation airports submitted applications totaling more than \$2 million for new and rehabilitation projects. Projects were reviewed for eligibility, consistency with

the state system plan and approved airport layout plans. Criteria for prioritization included: airport role, type of project, justification, amount of local support and multi-jurisdictional/coordinated efforts. Both new and rehabilitation projects may be funded up to 85 percent of project costs. Approved projects are listed on the Office of Aviation Web.

The Airport Improvement Program was funded at \$564,000 and includes maintenance of the Automated Weather Observation System, runway marking, and airfield and security projects.

Recent legislation changed the bidding threshold for public improvements. The legislation will take effect January 1, 2007. Formal bid procedures will be required for projects over \$100,000, and competitive quotes will be required at varied rates depending on the size of the community. Stay tuned for more information!

Fiscal year project accounting

In order to meet state fiscal year accounting guidelines, airport sponsors with state funded projects should request reimbursement by Aug. 10, 2006, for any work that is done during FY 2006. Projects do not have to be completed by June 30, but any work that is done by that date should be paid by the airport sponsor and reimbursement requested by August 10. Contact Kay Thede for additional information (kay.thede@dot.iowa.gov or 515-239-1048).

Federal funding

More than \$30 million in federal projects has already been released so far during FFY 2006, with additional projects likely. A listing of all the FFY 2006 projects released can be found in a separate article.

Planning studies

Development of land use guidelines and resource materials is scheduled to begin later this year pending approval of an FAA grant. Materials will be developed to assist airport sponsors, planners and local entities in ensuring that airports are protected with compatible uses of the surrounding land.

Aviation Consultant Workshop with FAA to be held late fall

An exciting opportunity for aviation consultants is in the planning stages for late fall. The Office of Aviation and the FAA will hold a daylong workshop in Ames for aviation consultants/engineers to discuss project formulation, planning and design processes involved with FAA and state grants. The FAA and the Office of Aviation are very excited to offer an in-depth view of the processes that will be helpful for all involved - and provide the opportunity for questions and participation by the consultants. Look for more information soon!

Aviation Association Update



Iowa airports fared very well during the recently completed legislative session, a testament to the Iowa Public Airports Association (IPAA) members who actively participated in the legislative process.

IPAA's legislative highlights included a successful Day on the Hill, with thanks going to the Iowa Concrete Paving Association, the Aircraft Owners and Pilots Association, and the National Business Aviation Association for their support and participation.

Key this year was the reestablishment of a dedicated aviation fund, a top priority of IPAA's for years. Each year, revenue is collected from aircraft registration fees and aviation fuel taxes. Creation of this fund is a recognition of the need to invest the revenues generated from aviation activity back into the state's air transportation system.

\$31 million in Federal Airport Improvement grants released to date for 2006

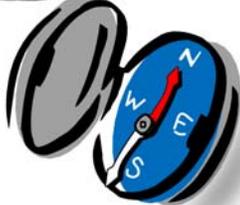
This summer will be another busy construction season for Iowa airports. More than \$31 million in federal Airport Improvement Program funds have been

released so far during FFY 2006, with additional grants possible yet this year. Seven commercial airports and 43 general aviation airports have received grants.

Airport	Project Summary	Total Federal Funds
Albia	No projects assigned	62,966
Algona	Construct 8 stall T-hangar	302,100
Ames	Update Airport Master Plan Study	76,000
Ankeny	Conduct Environmental Study; update Airport Master Plan Study; expand north apron; remove obstructions	1,115,842
Atlantic	Construct runway (PAVE R2/20)	1,969,574
Audubon	Construct taxiway (Phase 2 - Const.); expand apron (Phase 2 - Const.)	327,768
Belle Plaine	Improve access road; improve airport drainage	256,500
Bloomfield	Rehabilitate runway 18/36	661,200
Boone	Rehabilitate runway 15/33	150,000
Cedar Rapids	Construct taxiway B-4; rehabilitate runway 09/27; update miscellaneous study (land use zoning ordinance update and Pavement Condition Index Study)	4,866,991
Centerville	Update Airport Master Plan Study; install AWOS III	118,750
Charles City	Acquire snow removal equipment	117,800
Clarinda	Acquire snow removal equipment; construct snow removal equipment building	136,405
Clarion	Update Airport Master Plan Study	28,500
Council Bluffs	Construct runway 18/36 (PH 6) PAVE 1500'	4,668,949
Creston	Rehabilitate taxiway	171,000
Davenport	Construct snow removal equipment building (& VAULT, RCO RELOCATE)	190,950
Decorah	Construct taxiway (runway end turnarounds); rehabilitate runway 11/29 lighting	252,700
Des Moines	Conduct miscellaneous study (BCA); update Airport Master Plan Study; conduct noise compatibility study	470,250
Dubuque	Acquire aircraft deicing equipment; acquire aircraft rescue & fire fighting vehicle	997,500
Fairfield	Construct runway 18/36	2,520,779
Forest City	Rehabilitate apron	190,000
Fort Dodge	Rehabilitate taxiway (B,D,E)	795,126
Greenfield	Construct apron; construct taxiway	567,430
Hampton	Acquire snow removal equipment; construct snow removal equipment building (PH 1 Design)	351,500
Independence	Reconstruct runway 17/35; rehabilitate runway 17/35 lighting (MIRL)	2,565,000
Iowa City	Update Airport Master Plan Study	14,250
Iowa Falls	Install weather reporting equipment (AWOS III)	80,750
Jefferson	Update Airport Master Plan Study	26,600
Keokuk	Rehabilitate runway 08/26 (clean and seal joints)	166,729
Lamoni	Rehabilitate runway 18/36 (crack seal); remove obstructions (trees)	145,645
Le Mars	Rehabilitate runway 18/36 (crack sealing & panel repair)	115,425
Mapleton	Extend taxiway (extend connecting taxiway turnarounds out of OFA)	237,500
Maquoketa	Rehabilitate runway 15/33 (overlay runway)	910,670
Mason City	Rehabilitate runway 12/30 (PH 3 - CONST.); rehabilitate taxiway A	1,665,232
Monticello	Rehabilitate runway 15/33	201,913
Mount Pleasant	Improve access road (reconstruct access road)	218,500
Muscatine	Acquire miscellaneous land (for BRL)	380,475
Oelwein	Acquire snow removal equipment; rehabilitate runway 13/31 (crack sealing & cleaning)	73,000
Pella	Conduct Airport Master Plan Study	39,900
Perry	Install weather reporting equipment (AWOS3PT)	114,000
Rockwell City	Construct taxiway (R30 turnaround); rehabilitate runway 12/30 lighting	171,903
Sac City	Rehabilitate runway 18/36 (rehab runway selected panel replacement)	200,070
Sheldon	Construct terminal building (PH 1 design)	45,840
Sioux Gateway	Acquire snow removal equipment	380,000
Washington	Improve access road; rehabilitate apron	137,751
Waterloo	Rehabilitate runway 12/30; replace runway 12/30 lighting	1,851,626
Webster City	Rehabilitate apron; acquire snow removal equipment	220,126
West Union	Widen runway 17/35	150,000
Winterset	Land acquisition	131,765
Total		31,611,250



Around Iowa



New Flight Design CT now available in Iowa

The Aircraft Super-Market in De Soto is now the Iowa dealer for the Flight Design CT light sport aircraft. The two-place Flight Design CT uses carbon fiber and Kevlar construction, has a top speed of 120 knots and is certified as a light sport aircraft. Since the introduction of the Sport Pilot Rule in 2004, the Flight Design CT has emerged as one of the leaders in the new Light Sport Aircraft category.

New FAA safety program announced

If you have noticed a lack of FAA aviation safety programs in Iowa this year, you are not alone. The FAA is in the process of reorganizing its safety programs and will be rolling out its FAA

Safety Team (FAAST) program in October of this year. It has been reported the FAAST program will consist of a major enhancement to the FAA Safety Web site, and will restructure the way seminars and safety programs are conducted. Unfortunately, the reorganization will mean that Iowa will no longer have a resident Safety Program Manager. A new Operations FAASTeam Program Manager from the FAA Central Region will cover Iowa, while an Airworthiness FAASTeam Program Manager will cover both Iowa and Missouri. We welcome the new FAASTeam Program Managers and will be watching to see new program enhancements rolled out.

Roger Clark takes on new role at Des Moines FSDO

“Until Next Time, Have a Safe Flight.”

It has been a trademark for Des Moines Flight Standards District Offices (FSDO) Safety Program Manager Roger Clark, who is moving on to a role as an Operations Inspector. Iowa has been fortunate for the past 18 years to have Clark serve as Safety Program Manager. He has been dedicated to promoting aviation safety in the state of Iowa. There are very few airports, pilots, or mechanics around the state that have not heard him firsthand providing aviation safety tips, reviewing causal factors for accidents in Iowa, and working with industry representatives to drive home important safety messages in the arena of aviation safety.

According to Clark, “It has been a pleasure to present these safety programs around the state of Iowa and meet all the pilots who have participated in the various events. I sincerely hope I have made an impact in trying to promote aviation safety.”

We would like to thank Roger for his efforts in promoting aviation safety and for being a true partner with Iowa’s aviation industry!

Tuskegee Airmen to be inducted into Iowa Aviation Hall of Fame

The Iowa Aviation Museum has announced the induction of the Iowa Tuskegee Airmen into the Iowa Aviation Hall of Fame. They include William Bibb, James Bowman, Russell Collins, Maurice Esters, Robert Martin, George Miller, Clarence Oliphant, Robert Parkey, and Thurman Spriggs. Following an open house at the Iowa Aviation Museum at the Greenfield Municipal Airport, an induction ceremony will take place at the Iowa Aviation Hall of Fame Banquet on Saturday, October 7, at the 4-H/FAA Center at the Adair County Fairgrounds in Greenfield. Three Tuskegee Airmen have already been inducted – they are: Luther Smith, Robert Williams and Joseph Gomer. Tickets for the banquet are available through the Iowa Aviation Museum by calling 641-343-7184.

Around Iowa, go to next page

New manager at Dubuque Regional Airport



Robert Grierson is the new airport manager at the Dubuque Regional Airport.

The Dubuque Regional Airport Commission has announced the appointment of Robert Grierson as the new Dubuque Regional Airport Manager. Grierson replaces Andrew Perry who left for a position in Texas after four years in Dubuque.

“Robert brings 19 years of experience in the many aspects of airport management,” said Airport Commission Chairperson Teri Goodmann. Grierson is an Accredited Airport Executive by the American Association of Airport Executives and holds a master’s degree in public administration.

Prior to being self-employed as an airport consultant to small airports around the state of California, Grierson was an airport manager in Chico, California. He also served as the airport administration and development manager for the city of Fresno, taking on the role of second-in-command of a small hub and general aviation reliever airport system.

His responsibilities will include management of the Dubuque Regional Airport and the Dubuque Jet Center.

Connells receive Flying Farmer award



Jim and Karen Connell (center)

Jim and Karen Connell, from the Independence Municipal Airport, were recently honored by the 2006 Iowa-Missouri Chapter of the Flying Farmers as the 2006 Airport Operators of the Year. Flying Farmers is a national organization



From the Field

Mike Marr

Heliport directory/Web site

The DOT’s Office of Aviation has been working with emergency helicopter pilots statewide to create a directory and Web site similar to the airport directory. The heliport Web site has been active since the start of the year and can be viewed at iawings.com. A hard copy directory will be available later this summer and will be mailed to air ambulance programs throughout the state. If you would like to be placed on the distribution list for the directory, please contact the Office of Aviation at 515-239-1468, or e-mail michael.marr@dot.iowa.gov.

Airport inspections

Airport inspections are underway for 2006. Airports are reminded to maintain proper crop distances from runway surfaces and Automated Weather Observing System (AWOS) equipment. Compliance with Minimum Standards for Airports is required for all public landing areas in Iowa. If you would like a copy of the standards, please contact the Office of Aviation. If pilots or managers have any questions or concerns, they may contact the Office of Aviation at 515-239-1468, or e-mail michael.marr@dot.iowa.gov.

Grinnell AWOS

Another site has been added to the state’s AWOS system: the Grinnell Municipal Airport. The new frequency is 120.725 and the voice line is 641-236-9720.

Pavement Management Program

The Office of Aviation has contracted with Applied Pavement Technologies to provide pavement inspections at 24 airports this fall. The Pavement Management Program helps eligible airports meet requirements for federal funding and ensures that these airports maintain good-to-excellent pavement conditions.

Runway Marking Program

The Office of Aviation will be hiring a contractor to paint nine airport runways later this summer. FAA runway marking standards are changing in January 2008. All new airport markings will be changed to meet these requirements. The new runway threshold markings are designed to make runway width determination easier for pilots.

consisting of more than 10,000 ranchers and farmers who own and fly various types of aircraft for business and pleasure. It has been in existence since 1948.

Rockwell Collins expands simulation business

Rockwell Collins, the Cedar Rapids-based leader in aviation electronics and communications, has completed acquisition of the simulation assets of Evans & Sutherland, a leading provider of visual simulation solutions for military and commercial customers.

According to the company, the highly realistic images provided by their hardware and software offerings will further broaden and enhance the Rockwell Collins simulation and training offerings. Rockwell Collins now offers complete simulation and training solutions for military and commercial applications throughout the world.

Rockwell Collins is a worldwide leader in the design, production, and support of communication and aviation electronics for commercial and government customers.

Automatic Dependent Surveillance-Broadcast (ADS-B)

On May 4, FAA Administrator Marion Blakey provided congressional testimony on the FAA's FY 2007 budget, which includes a commitment to accommodating the air transportation system's predicted growth. According to Blakey, "We will meet these future needs by harvesting new technologies that will support the Next Generation Air Transportation System."

Part of the testimony outlined the implementation of the Automatic Dependent Surveillance-Broadcast (ADS-B). To provide the aviation community in Iowa with a better understanding of the ADS-B system, the DOT's Office of Aviation is providing the following excerpts from a fact sheet recently released by the FAA. The Office of Aviation is monitoring the development of the ADS-B system and being kept in the loop by briefings from the FAA. The Office of Aviation will communicate new development plans as they become available for Iowa.

What is ADS-B?

Simply put, ADS-B is the future of air traffic control. In the future, instead of using radar data to keep aircraft separated by safe distances, signals from global positioning satellites will provide air traffic controllers and pilots with much more accurate information to help keep aircraft safely separated in the sky and on runways.

With ADS-B, some of the responsibility for keeping safe distances between aircraft will eventually shift from air traffic controllers on the ground to the pilots themselves, who will have displays in the cockpits pinpointing all the air traffic around them and providing local weather information.

How does ADS-B work?

ADS-B works by having aircraft transponders receive Global Positioning System (GPS) signals and then using those signals to determine an aircraft's precise location in the sky. To this mix, ADS-B ground stations add radar-based targets for aircraft not equipped with ADS-B.

What is ADS-B?

Automatic

Periodically transmits information with no pilot or operator input required

Dependent

Position and velocity vector are derived from the Global Positioning System (GPS) or a Flight Management System (FMS)

Surveillance

A method of determining position of aircraft, vehicles, or other assets

Broadcast

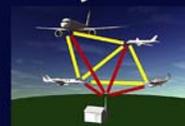
Transmitted information available to anyone with the appropriate receiving equipment



Will Improve Safety and Capacity

Air-to-Air

- Improved Separation Standards
- Improved Low-Visibility Approaches
- Enhanced See and Avoid
- Enhanced Operations for En Route Air-to-Air



Air-to-Ground

- Surveillance Coverage in Radar/Non-Radar Airspace



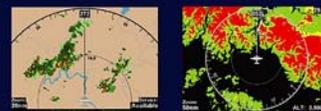
Ground-to-Ground

- Improved Navigation on Taxiways
- Enhanced Controller Management of Surface Traffic



Ground-to-Air & Self-Contained

- Weather and SSR Traffic to the Cockpit
- Affordable Reduction of Controlled Flight into Terrain (CFIT)



The information is then sent back up to all equipped aircraft. In addition, ADS-B systems provide flight information such as temporary flight restrictions, plus weather information from the National Weather Service.

Pilots see this information in their cockpit traffic display screens. Air traffic controllers will see the information on displays they are already using, so little additional training would be needed. ADS-B signals are transmitted once per second, providing a more accurate tracking system for pilots and controllers.

What are the benefits of ADS-B?

When properly equipped with ADS-B, both pilots and controllers will, for the first time, see the same real-time displays of air traffic. Pilots will be able to maintain safe separation from other aircraft with fewer instructions from ground-based controllers. At night and in poor visual conditions, pilots will also be able to see where they are in relation to the ground using on-board avionics and terrain maps.

ADS-B, go to next page



In addition to improved safety in the sky, ADS-B will help reduce the risk of runway incursions. Pilots and controllers alike will see the precise location on runway maps of each aircraft and even the locations of equipped ground vehicles, along with data that shows their direction of travel. These displays are clear and accurate, even at night or during heavy rainfall.

ADS-B will increase capacity at airports because more accurate tracking means aircraft will be able to fly safely with less separation distance. And because ADS-B accuracy also means increased predictability, air traffic controllers will be better able to manage the air traffic arriving and departing from congested airports, resulting in even more gains in capacity.

With its combined increases in safety, efficiency and capacity - and the resulting reductions in cost - ADS-B is critical to the agency's Next Generation Air Transportation System plan for meeting the nation's predicted tripling of demand in coming years.

Why adopt ADS-B?

Although radar technology has advanced, it is essentially a product of 1940s World War II technology. Radar occasionally has problems discriminating airplanes from migratory birds and rain "clutter." Secondary surveillance systems can determine what objects are because they interrogate transponders. However, primary and secondary radars are both very large structures that are expensive to deploy, need lots of maintenance and require the agency to lease real estate on which to situate them.

ADS-B, on the other hand, receives data directly from the transmitters, rather than passively scanning for input like radar, so it does not have a problem with clutter. ADS-B ground stations are inexpensive compared to radar, and are about the size of mini-refrigerators. They can essentially go anywhere, so they minimize the required real estate. In addition, ADS-B updates once a second and locates aircraft with much more precision.

FAA announces major milestone for Wide Area Augmentation System (WAAS)

In another step toward reducing reliance on a ground-based navigation infrastructure, the FAA has announced that Wide Area Augmentation System (WAAS) use is being extended from the current 250 feet above an airport's surface to 200 feet for vertical instrument approaches.

This change will enable WAAS vertical guidance procedures to achieve an operational capability similar to that of an instrument landing system, where suitable airport conditions exist. Those airports that do not have the appropriate conditions may require additional infrastructure and airspace upgrades.

We will keep you posted on how the specifics develop in relation to Iowa.

"This is a significant milestone, moving us closer to our ultimate goal of a satellite-based airspace system," said FAA Administrator Marion C. Blakey.

The FAA plans to expand the application of these lower minimum approaches beyond current instrument landing system at airports. The first procedures that allow operations down to 200 feet will be published in 2007.

WAAS is a satellite-based navigation system designed to improve the accuracy, availability and integrity of signals from Global Positioning System satellites.

Although WAAS was designed for aviation users, it supports a wide variety of non-aviation uses, including agriculture, surveying, recreation, and surface transportation just to name a few.

ADS-B also provides greater coverage, since the ground stations are so much easier to place than radar. Remote areas where there is no radar can now have precise surveillance coverage.

What has been done to date?

To get preliminary assessments of the costs, benefits, operational safety and security, along with the architectural requirements for ADS-B, the FAA conducted a series of operational evaluations in Alaska and the Ohio Valley.

On Sept. 9, 2005, the FAA officially committed to moving toward establishing ADS-B as the basis for air traffic control in the future. Moving to ADS-B will allow the agency to eventually begin decommissioning some of the current infrastructure of ground radar in favor of a system that uses much more precise satellite data and provides greater benefit to everyone who uses the national airspace system.

What are the next steps?

The FAA reserved \$80 million for FFY 2007 to begin the initial implementation of ADS-B in the national airspace system. This includes continuing to support the ADS-B infrastructure already installed along the east coast, and integrating ADS-B surveillance into the FAA's current air traffic control systems.

The agency is also looking at the possibility of rulemaking that would mandate the avionics necessary for implementing ADS-B across the national airspace system.

The full evolution of ADS-B would take up to twenty years, implemented in manageable segments of equipment and ground-station installation, with some legacy radars maintained throughout to provide a back-up system. However, benefits in improved safety and capacity and better efficiency for airlines would accrue with each step of the implementation.





Des Moines International Airport

The Des Moines International Airport (DSM) enplaned 87,323 passengers in March 2006, putting the airport 1,500 enplanements ahead of 2004's one million enplanement pace.

With numbers approaching record highs, Delta/Comair and American Eagle recently announced new nonstop service to Salt Lake City and New York City, respectively. The Salt Lake City service will provide a connection to the West Coast for many central Iowa travelers. DSM now boasts 17 nonstop flights. Other service enhancements include:

- installation of a new Flight Information Display System which will improve the accuracy of flight information to the public; and
- replacement of a 30-year-old fire truck with an Oshkosh Striker 1500.

The airport is forging ahead with updating its Master Plan for future airport improvements. In addition to the Master Plan Update, the consultants will be updating the noise contours and conducting a benefit and cost analysis for the future parallel runway.

The security screening area widening project has already provided increased passenger flow efficiency, and completion of the concourse concession expansion is anticipated this summer.



The concession expansion taking place on the Concourse level of the Terminal

Fort Dodge Regional Airport

The Fort Dodge Regional Airport has taken delivery of an Oshkosh truck utilizing a quick hitch system for a 16-foot-wide high speed runway broom and 16-foot plow combination.



A new truck at the Fort Dodge Regional Airport will provide year-round broom and plow capabilities.

Congress is considering the FFY 2007 FAA reauthorization bill, which includes the Essential Air Service (EAS) program. The goal of EAS supporters is to keep it from being eliminated, or from being changed so drastically that the result is the same: eliminating commercial air service from rural America. The program was named "Essential" for a reason, and advocates will remain diligent to preserve this vital component for current and future development in Iowa's communities and region.

For those making summer plans...remember to include "jumping out of a perfectly good airplane" as one of your top choices! Labor Day Weekend in Fort Dodge will again be the host site for the annual Skydiving Event. If you ever thought it might be fun to "Tandem Jump," you are invited to stand on the edge of a Shorts Skyvan at 13,000 feet and leap to an exhilarating experience! It's one you'll never regret!! If you don't believe it, just ask DOT Program Manager, Kay Thede!

Mason City Municipal Airport

David Simon, Airport Maintenance, retired March 31 following twelve-and-a-half years of employment with the Mason City Airport Commission. We wish David all the best in the future. On May 1, David Sims from Carriere, Miss., stepped into the vacant operations/maintenance coordinator position. Sims graduated from Louisiana Tech at Ruston, La. with a Bachelor of Science degree in Aviation Management. He also holds an FAA private pilot's license.

The Airport Commission recently launched a three-month marketing campaign with funds available through the DOT's 2005 Air Service Development Program, in an effort to increase enplanements at the airport.

The airport is planning to rehabilitate Runway 12/30 and possibly Taxiway Alpha this summer as a continuation of upgrading the airfield facilities. The commission is anticipating receipt of bids in May with the project(s) being funded at 95 percent through the federal grant program and 5 percent bonded locally. It is imperative to keep the infrastructure of the airfield in great condition to provide a safe environment to pilots and the traveling public of north Iowa.

Waterloo Regional Airport

Waterloo Regional Airport has completed many projects this spring and is finalizing design on this summer's projects.

As of May 2006, the airport completed the installation of a 10-foot perimeter fence to control wildlife. The project cost \$1.1 million and was funded with a federal Aviation Improvement Program (AIP) grant. The airport also completed a \$1 million concrete rehabilitation of the air carrier apron. The airport accepted delivery of a new airfield rescue and fire fighting vehicle. The E-One vehicle cost \$655,000 and was funded with an AIP grant.

There are two projects under construction at the airport: the replacement of all airfield signs and the design and reconstruction of the main runway. Those projects cost \$380,000 and \$2.4 million, respectively, and both are funded with AIP grants.

The airport is also in the process of working with FAA to release several hundred acres of airport property for commercial development. The airport has 2,600 acres of property and is actively working to develop and market the property for commercial development. Approval is expected soon and infrastructure improvements may begin within a couple of years.





Aviation Calendar

Contact the activity host for more information

August 5, 2006

Fly-in breakfast
7 a.m. – 11 a.m.
FREE to PIC
Creston Municipal Airport – Creston, Ia.
Info: 641-782-2383 (Larry West)

August 6, 2006

Fly-in breakfast
Hosted by: Humboldt Rotary Club
& Flying Wildcats
Humboldt Municipal Airport –
Humboldt, Ia.
Info: 515-332-1863 (Dave Dodgen)
dave@growthland.com

August 6, 2006

Fly-in breakfast
Cresco Municipal Airport – Cresco, Ia.
Info: 563-547-3434
chamber@crescoia.com
www.crescoia.com
Fly-in, Art in the Park and
downtown car show

August 20, 2006

Mapleton Flying Club Breakfast
7 a.m. – noon
Serving omelets
Mapleton Municipal Airport
James Whiting Field – Mapleton, Ia.
Info: 712-371-2255 (David Johnson)
djohnlpg@hotmail.com

August 20, 2006

Fly-in / drive-in pancake breakfast
7 a.m. – noon
Sponsored by: EAA Chapter 368
Breakfast FREE to PIC
Monona Municipal Airport – Monona, Ia.

August 26, 2006

6th Annual Abel Island Fly-in, Drive-in
& Boat-in Potluck & BBQ
11 a.m. – 2 p.m.
2,600 ft. turf strip / Mississippi River Seaplanes
Abel Island Airpark – Guttenberg, Ia.
Info: 319-480-0913 (Gary Fisher)
FlyinEyeDr@aol.com
www.abelisland.com

August 27, 2006

28th annual fly-in breakfast
7 a.m. – 1 p.m.
Hosted by: Iowa City Sertoma Club
Remote control aircraft, hot air balloons,
Static displays and children's activities
Iowa City Municipal Airport –
Iowa City, Ia.
Info: 319-338-9222 (Jim McCarragher)
jamesm@meardonlaw.com

August 27, 2006

Iowa Aviation Museum's Wings Fly-in
Omelet breakfast served from
7:30 a.m. – 11 a.m.
FREE to PIC
Tours of museum, antique
airplane rides, fun for all!
Greenfield Municipal Airport – Greenfield, Ia.
Info: 641-343-7184 (Lee Ann)
aviation@iowatelecom.net

August 27, 2006

Fly-in / drive-in breakfast
7 a.m. – 11 a.m.
Manchester Municipal Airport –
Manchester, Ia.
Info: 563-927-3636 (Marty Kelzer)
mkelzer@iowatelecom.net

September 1-4, 2006

(Labor Day weekend)
Annual Labor Day Skydiving Event
Hosted by: Des Moines Skydivers
Couch Freaks
Skydiving from dawn 'til dusk each day
Fort Dodge Regional Airport –
Fort Dodge, Ia.
Info: 515-573-3881 (Rhonda or Amy)
fdairport@fordodgeiowa.org
www.couchfreaks.com

September 4, 2006 (Labor Day)

Fly-in breakfast
Sky-Hi Flyers EAA Chapter 1295
Pilot and passengers eat free
6:30 a.m. – 11 a.m.
Sheldon Municipal Airport – Sheldon, Ia.

September 9, 2006

Fly-in breakfast
Fly-in: 7:30 a.m. – 1 p.m.
Breakfast: 7:30 a.m. – 9 a.m.
PIC eats free!
Celebrating the grand opening of
our new runway!
Fairfield Municipal Airport – Fairfield, Ia.
Info: Robert Lyons 641-472-3166
ffslyons2@lisco.com

September 10, 2006

EAA Chapter 327 Fly-in Breakfast
7 a.m. – noon
FREE Breakfast for PIC
Dubuque Regional Airport – Dubuque, Ia.
Info: 563-582-4150 (Dennis Schares)

September 10, 2006

Flight breakfast
7 a.m. – noon
Fly-ins eat FREE
Arthur N. Neu Airport – Carroll, Ia.
Info: 712-792-4980 (Carroll Aviation)
caraviat@pionet.net

September 15-17, 2006

Replica Fighter Association annual fly-in
Hosted by: EAA chapter 1143
Flight of the Falcons:
7 a.m. – 5 p.m. daily
Fly-in breakfast on Sunday the 17th
7 a.m. – 11 a.m.
Osceola Municipal Airport – Osceola, Ia.
Info: 641-342-4230 (Robert G. Clark)
gclark@mchsi.com

September 16, 2005

Burlington Regional Airshow 2006
Fly-in breakfast 6:00am to 10:00am
Breakfast free to PIC
Airshow times 11:30 a.m. – early afternoon.
Civilian and Military aircraft at the show.
Southeast Iowa Regional Airport –
Burlington, Ia.
Info: <http://burlingtonairshow.tripod.com>
Email: brlairboss@yahoo.com
(319) 850-1463

September 16, 2005

Fly-in Pork Chop Lunch
11 a.m. – 2 p.m.
Hosted By Oelwein EAA Chapter 1269
FREE to PIC
Oelwein Municipal Airport – Oelwein, Ia.
Info: 563 920-2692 (Chuck)
563 920-2741 (Jerry)

September 16, 2006

Young Eagles
9 a.m. – 1 p.m.
Marion Municipal Airport – Marion, Ia.
Info: 319-362-6159 (John Anderson)
E-mail: joanderson@unitedfiregroup.com
Web site: www.eaa33.org

September 23, 2006

Young Eagle Rides
EAA Chapter 227
8 a.m. – 4 p.m.
Waterloo Municipal Airport –
Waterloo, Ia.
Info: 319-230-8116 (Matthew Russell)
Web site: www.eaa227.org
E-mail: matty61184@mchsi.com

October 3-4, 2006

FAA Central Region Airports Conference
Overland Park, Kan.
Web site: www.iawings.com

October 7, 2006

Iowa Aviation Hall of Fame Open House
4 p.m. – 6 p.m.
Iowa Aviation Museum
Greenfield Municipal Airport – Greenfield, Ia.
Info: 641-343-7184 (Lee Ann)
aviation@iowatelecom.net



Iowa Aviation Bulletin

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Ames, IA 50010

Address Service Requested



IOWA Aviation Bulletin

Office of Aviation
Mission: To advocate and deliver aviation support services that promote a safe, comprehensive and competitive air transportation system, and enhance economic development and improve quality of life for Iowans.

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

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Calendar, from previous page

October 7, 2006

Iowa Aviation Hall of Fame Banquet
Adair County Fairgrounds
Greenfield, Iowa
Social hour: 6 p.m.
Dinner: 7 p.m.
Hall of Fame induction ceremony follows
Advance reservations required
Call 641-343-7184 (Lee Ann)
aviation@iowatelecom.net

October 17-19, 2006

NBAA 59th Annual Meeting and Convention
Orlando, Fla.
Info: 405-260-0889 (John Balsiger)
www.nbaa.org

November 9-11, 2006

AOPA Expo 2006
Palm Springs, Calif.
Info: www.aopa.org

