



Iowa Aviation Bulletin

Aviation Advisory Council

Jerry Bradley, Aviation Technology Lab

As this article for the Dec. 6 council meeting is being completed, we are awaiting our first true snowstorm of 2002.

The December council meeting was held at the Des Moines Public Schools Central Campus Aviation Lab at 2610 McKinley, on the grounds of the Des Moines International Airport. I was happy to host this well-attended meeting, as I am the chair and an instructor for the school.

Our high school aviation lab is the only one of its kind in the state of Iowa. It is considered by many to be world class in its curriculum. This program has been in existence since 1943 and is one of only three in the nation. The facility is state of the art and has 25,000 square feet of hangar, lab and classroom space. Central Campus and the Aviation Lab serve 32 school districts and 61 high schools from the surrounding areas. Young people have the opportunity to learn the skills necessary to pursue a career in aviation, whether in mechanics, technology or piloting.

The Aviation Technology Program hosted an open house Aug. 29, 2001, for the purpose of receiving a decommissioned UH-1-H model helicopter that was donated by the Iowa Army National Guard. The helicopter was airlifted by a CH-47 heavy lift Chinook from the Davenport National Guard unit. The UH-1-H helicopter was made available through the efforts of Congressman Leonard Boswell and Brigadier General Joe Lucas, Asst. AG, and Col. Bender of the Iowa National Guard. Also, Dr. McClanahan, director of Central Campus, was very instrumental in securing this helicopter for the school.

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Local media covered the helicopter arriving at the Tech Lab.



Inside the Tech Lab



Director's Corner

My first column of the new year is a mixed bag, of sorts. I have mixed feelings about the things that are occurring.

The Office of Aviation has been making progress with the Aviation System Plan update. Many of you should have already received a copy of our draft recommendations on how to improve the program with limited state resources, while remaining true to the mission and core values of the office: advocacy, partnerships and economic development. Please take some time to review the proposed plan and provide us with constructive feedback. Remember we are all in this together!

The state legislative session has begun. The DOT had a legislative reception at the Capitol at the end of January and I had the opportunity to talk to many legislators about aviation and the issues we face. There definitely is interest in aviation, just difficult budgetary issues to face. And IPAA will once again host a legislative reception at the annual "Airports' Day at the Capitol." Thanks to all who participate! I cannot stress enough the importance of knowing your legislators and educating them on the issues you face, not just at this event, but throughout the year.

Lastly, after 37 years with the DOT, Don Long called it quits and accepted the state's early out option. Don's contribution to the DOT and aviation is immeasurable. His knowledge, technical ability and down to earth approach will leave a sizeable hole in our organization. There is a big pair of shoes for someone to fill. Not to mention we will miss his sense of humor and the "old sayings" with which he entertained us. I think there is an old saying that "airport inspectors don't retire, they just..."

Michelle McNamara

Des Moines Flight Standards District Office

Roger Clark



The Des Moines Flight Standards District Office (FSDO) has responsibility for the entire state of Iowa. We are located at the Ankeny Regional Airport and moved into our new facility Oct. 1, 2001. This new location will enhance our ability to serve the flying public. Our address is 3753 S.E. Convenience Blvd., Ankeny Regional Airport, Ankeny, IA 50021. Our telephone number is 800-728-7250 or 515-289-3840.

Our office is responsible for ensuring aviation safety, and compliance with the operations and maintenance safety standards for air carriers, commercial operators, air agencies, airmen and civil aircraft, including aircraft registration.

The inspectors of the Des Moines FSDO strive to enhance safety through effective relationships within the state of Iowa. Safety through education is a critical aspect of our mission: **providing the public with accident-free aircraft operations through the highest safety standards in the world.**

The Des Moines FSDO office is comprised of safety inspectors experienced in operations, airworthiness, avionics issues, and an operations and airworthiness safety program manager. In addition, flight standards personnel are actively involved in all accident and incident investigations, as well as the investigation of possible noncompliance of federal regulations.

The Aviation Safety Program is conducted by myself, Roger "N" Clark, operations safety program manager (SPM), and Joe Quiring, airworthiness SPM. The SPM supports the district office compliance and enforcement program by persuading and motivating the aviation community to strive toward higher proficiency and safety levels and voluntary compliance with regulatory standards.

The majority of our efforts in promoting aviation safety is through safety seminars and special aviation events such as "Wings Weekend" and "Poker Run." These seminars and special events are the result of combined efforts of industry and the Des Moines FSDO.

In the year 2001, 35 safety seminars were conducted in the state of Iowa, with over 1,800 pilots/mechanics attending.

I have been the operations SPM at the Des Moines FSDO since April 1988. Prior to that, I was in the FAA - Flight Service Stations in Fort Dodge, Cedar Rapids and Ottumwa, and participated in safety seminars with the state of Iowa's Aviation Department and the Des Moines FSDO. I started my aviation career as an air traffic controller in the U. S. Navy from 1957-1965.

Even though recent security procedures require us to maintain a locked entry, we invite anyone to visit our facility with prior coordination.



General aviation security

By Kay Thede

Security for general aviation continues to be a "hot topic" after Sept. 11 and the Jan. 5 incident of the unauthorized flight by a student pilot in Tampa. The U.S. DOT issued a report to Congress in late December to comply with a provision in the Aviation and Transportation Security Act. Several aviation groups, including AOPA and NBAA, provided the Transportation Security Administration with recommendations on general aviation security measures. The FAA Flight Standards Office also issued a notice Jan. 9, 2002, with suggestions for flight schools and fixed base operators to enhance security.

The U.S. DOT report to Congress, titled *Improving General Aviation Security*, can be found on the Web at: <http://www.aopa.org/whatsnew/newsitems/2001/011226report.pdf>. The report identifies two primary security objectives for general aviation: protecting air passengers and aircraft from attack; and preventing an aircraft from being used as a weapon directed at sensitive targets on the ground. The FAA's main methods to increase general aviation security are air space restrictions, intercept operations, scrutiny of crews, pilots and passengers, and communication and education. The U.S. DOT also provided Congress with a classified briefing and continues to identify tools to improve general aviation security.

The recommendations provided to the Transportation Security Administration by several aviation organizations included suggestions for security at several levels: aircraft, passengers, pilots, and airports.

- Aircraft: Owners should take steps to secure aircraft when unattended. Identities of individuals renting or purchasing an aircraft or joining a flying club should be verified. In addition, only authorized personnel should issue keys to rental/flying club aircraft.
- Passengers: Pilots should verify the identity of all occupants and that all cargo/baggage is known to the occupants.

- Pilots: The FAA pilot certificate should be modified to include a photograph using a format difficult to counterfeit. First-time applicants for a pilot certificate should have a government issued identification that includes a photo.
- Airport: Outdoor signage should be prominently displayed warning against tampering of aircraft, and indicating a phone number to contact, if suspicious behavior is observed.

Summary of FAA notice N 8700.12:
<http://www.faa.gov/avr/afs/afs800/fbo.htm>.

The notice provided 11 possible security enhancements, most of which apply to flight schools. Some of the suggestions from the aviation industry were included. Flight schools and fixed-base operators are encouraged to evaluate their own operations from a security standpoint and institute policies and procedures that relate to their business and their size of operation. Suggestions included dealing with limiting access of student pilots to aircraft without supervision, requiring medical certificates and parental co-signing for students, securing aircraft, posting signs, and training employees to be aware of suspicious activity.

The Office of Aviation developed a sign that can be posted at airport locations reminding pilots to check NOTAMS and to be aware of suspicious behavior. Contact the Office of Aviation if you need additional signs.

The Office of Aviation also worked with the Iowa State Patrol in coordinating a statewide notification system for all Iowa airports in the event of an emergency. This communication network will work on a 24/7 basis, if notification of Iowa's airports becomes necessary.

Iowa's general aviation airports have responded to security issues in different methods, depending on the size and activity at their airport. Some airports have stepped up surveillance by local law enforcement, ensured unattended aircraft are locked, and are keeping hangar doors closed. At the current time, no statewide mandate has been issued requiring any specific action. Airport officials need to be aware of security issues and develop a plan for their individual airports.

Repainting the airport pavement marking program

By Alan Beddow

In our continuing effort to update and adjust programs that impact our customers, we have decided to suspend the pavement marking program for the remainder of this calendar year. During this time, we will evaluate all aspects of the program. The program will resume in 2003. We will keep you apprised of any changes or deadlines of which you need to be aware. If you have comments or suggestions that relate to this program, please contact Alan Beddow at 515-233-7703 or alan.beddow@dot.state.ia.us.

EAA balloon event

Hot-air balloons and flying fun for families will be the themes on June 1-2 as a captivating new event debuts in the Fox Valley, hosted by EAA, the leader in recreational aviation.

The first EAA Family Flight and Balloon Festival will be held on the grounds of the EAA Aviation Center in Oshkosh, Wis., and it promises to be one of the most spectacular events held in Fox Valley each year. The festival, which will likely become an annual event, is designed for families, with activities, displays and prices that appeal to family participation.

The event will include numerous hands-on activities, flight demonstrations and displays, as well as hot-air balloon competition sanctioned by the North American Balloon Association. It marks the first time a major competitive balloon event has been held in the Fox Valley.

"The emphasis for the Family Flight and Balloon Festival is on family, flying and fun," said Stephan Brown, EAA executive vice president and chief marketing officer. "There is nothing like this anywhere and it makes sense that EAA host an event that brings together so many diverse parts of aviation. We welcome the entire family to participate and create their own memories of flight."





Aviation Association Update

Iowa Aviation Promotion Group



The call for AEROSPACE EDUCATION COUNCIL teacher grants deadline has been extended from Jan. 31, 2002, to April 1, 2002. Iowa teachers in grades K-12 in both public and private schools are eligible for grants of up to \$500 to assist in the presentation of classroom units or projects involving aviation, space, or related topics. Interested teachers, who have their school's approval, should apply. The grants are for the year beginning Jan. 1, 2002, with proposals due by April 1, 2002. For further information, please contact:

Chuck McDonald
c/o Exec 1 Aviation
3700 S.E. Convenience Blvd.
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The Iowa Aviation Promotion Group entertained proposals from Cedar Rapids Eastern Iowa Airport (EIA) and Washington Iowa Municipal Airport to host Fly Iowa 2003, the Centennial of Powered Flight. After hearing two strong proposals, EIA was asked to host the 2003 event and Washington Iowa in 2004.

In other board action, Bob Dickson, corporate pilot for Townsend Engineering Company and representing Central Iowa Business Aviation Association, was elected as director.

Iowa Space Grant Consortium



The Iowa Space Grant Consortium recently announced the winners of its seed grants and educational grants for 2002. For information on how to apply for these grants, visit their Web site

at www.public.iastate.edu/~isgc and click on the "research" and/or "pre-college" links.

Seed Grants

The seed grant awards, up to \$10,000, are to be used from Feb. 1, 2002, through Dec. 31, 2002, to initiate innovative projects that have clear relevance to the NASA mission. At least half of each grant must be used to support student fellowships or scholarships. The awardees, their affiliations and titles of their projects are listed below.

David Courard-Hauri, Drake,
"Development of a Novel Technique for the Automatic Generation of Dynamic Atmospheric Models"

LaRhee L. Henderson, Drake,
"Cellular Mediators of MODS: Neutrophil Priming, Activation and Apoptosis"

Charles H. Nelson, III, Drake,
"Investigating Bulges, Black Holes and Active Galactic Nuclei with Hubble Space Telescope"

Fredric J. Janzen, II, ISU, "Testing of Satellite Remote Sensing for Analysis of Semi-aquatic Habitat for Salvage of a Threatened Species"

Atul G. Kelkar, ISU, "Development of Robust Control Strategies for Aerospace Systems"

Mark E. Westgate, ISU, "Application of Hyperspectral Imaging for Remote Sensing of Maize Pollen Shed"

Virginia A. Berg, UNI, "Leaf Orientation in Space: Phototropic Leaf Movements"

David R. Mercer, UNI, "Geographic Information System Technology Used for Mosquito Surveillance in Northeastern Iowa"

Lizhi Sun, UI, "Mechanical Responses of Discontinuously Reinforced Aluminum Composites under Multi-axial Loads for Aerospace Applications"

Educational Grants

Educational activity grants, up to \$1,500, are for K-12 educator workshops or curriculum development. Educator incentive grants, up to \$750, are for individual educators for professional development. The awardees, their affiliation, and a brief description of their projects are listed.

Educational Activity Grants

Joy Tweedt, Sawyer Elementary, Ames: Space exploration curriculum development and teacher in-service

Stacey Newbrough and Patty Achey Cutts, AEA 7, Cedar Falls: Workshop development on using technology to develop science concepts

Shirley Johnson, Lakeland AEA 3, Lake Park: Curriculum development and elementary teacher training in physical science

Educator Incentive Grants

Ganesh Ganpat, Science Station, Cedar Rapids: Partial support for an educator to attend the Association of Science and Technology Centers annual conference

Gail Lynch, Maharishi School, Fairfield: Partial support to attend the National Science Teachers Association conference

Birgitta Meade, North Winneshiek Community School, Decorah: Partial support to attend the National Science Teachers Association conference

Ernest Schiller, Central Lee High School, Donnellson: Partial support to attend meetings of the American Junior Academy of Science, the American Association for the Advancement of Science, and the National Academy of Science

Iowa Public Airports Association

The new year has begun and IPAA is busy making plans for the current legislative session in support of Iowa's airports. This year we have engaged the help of a professional lobbyist to assist us with the several items on our legislative agenda. You may get a call in the coming weeks to request your support and to call your local legislators. Also, you can expect our next IPAA AirWaves newsletter soon.

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Iowa Public Airports Association Iowa Airports' Day at the Capitol

Join Iowa's 113 public airports for a legislative forum and rotunda luncheon with legislators on Tuesday, March 5, 2002. Airports from throughout Iowa will have displays and information in the rotunda area. IPAA will also host two legislator briefings that morning. Hear the current status of Iowa's aviation from industry leaders. Hear the latest on: airport security, airport economics, legislative issues and airport funding issues. Look for answers to several critical questions airport managers are asking:

- What did 9/11 do to Iowa's aviation industry?
- What can we expect in the future?
- Does your community's airport have a future?

Legislative priorities that IPAA is working on are: re-establishing the State Aviation Investment Fund, and increasing the Rebuild Iowa Infrastructure Fund by \$1 million for general aviation and commercial service airports.

Iowa Aviation Conference - Oct. 8-9, 2002. Once again, the Iowa Public Airports Association has partnered with Iowa DOT's Office of Aviation to bring you the best speakers, latest information and most valuable opportunity to hear Iowa's aviation industry discussed. The two-day format provides a concise set of training sessions for airport operators, FBO owner/operators, public and elected officials, and airport community leaders.



So "Long"

Airport Inspector Don Long retired on Jan. 31, after 37 years with the DOT. The last 25 years were spent in aviation.

A world of knowledge walks out the door with Don. His vast experience in construction and inspection, and his familiarity with FAA issues, will be difficult to replace. Thankfully, the plan is for Don to work part-time during the summer to help train the new inspector.

A pizza lunch was held at the office on Don's last day. Don's only immediate plans are to buy a riding lawnmower for use on his and his son's yards. His son and daughter-in-law are expecting grandchild #2. (Looks like Grandad will have more time to spoil the kids.) Don says he did buy a new rod and reel. Maybe there are some lazy days by the lake in his, and wife Karen's, future.

Reasons why may differ, but everyone at Iowa airports will surely miss Don! Hey, buddy, don't be a stranger!

Statewide marketing

By Roy Criss

We have distributed 130 copies of the promotional video **Iowa Airports Give Us a Lift**. It either has been aired, or is being aired, on about 20 public access channels around the state and is being made available in several public libraries. Additionally, it is being used as a curriculum aid in the Travel and Tourism class at AIB College of Business in Des Moines. All in all, when combined with its traditional uses, we are getting great exposure with it. (As an aside, the video is being entered in the Telly Awards and the Iowa Film Awards.)

In January, we ran display ads in selected newspapers around the state. The ads were replicas of the billboards that are up and they appeared in papers that represent general aviation communities. Supplementing the billboards with the newspaper ads should have given us an effective blanketing of the state with our message "**Airports are a community's best economic engine.**" The economic impact message (\$834 million and 10,000 jobs) will appear in April and May on the billboards and in newspapers.

During February and March we are running a series of news releases touting the importance of airports to Iowans' quality of life. The releases will stress economic impact, emergency and medical services, entertainment and education. The releases are sent to print and broadcast outlets around the state. Maybe you saw or heard them in your area.

In January, the Office of Aviation participated in the Legislative Transportation Day activities with a display booth

and handouts. In February the booth made an appearance at the Professional Aviation Maintenance Association's annual symposium, of which we were a sponsor.

I invited **John Infanger, editor of Airport Business magazine**, to do an article on the Ankeny Airport. We met with authority members, the airport manager, the FBO, a consultant, a pilot, and a representative of Ankeny's economic council. **The story will appear in the March issue.** This publication has international distribution. This represents another step in Phase 2 of our marketing plan, raising our airport quality level and letting the rest of the world know about Iowa's airports.

I have created a tri-fold brochure to be placed in Iowa's eight welcome centers. At the top, on the front, it says "Next time, why not fly?" There is a U.S. map with Iowa elevated and the word "Welcome" on it. Then we encourage people to visit aviation-related points of interest around the state. This list will need to be updated from time to time, so if you know of an aviation-related point of interest you would like to see listed, let me know. Right now, we have the museums listed.

Final note: In January I was invited to speak at Nebraska's Annual Aviation Symposium. My presentation centered on marketing a state's airports and its air system. Be glad Iowa's Annual Conference is held in October! (BRRR!) *Gotta Go...*





Commercial Service Airport Update

Des Moines International

Another milestone in the continued growth of the Des Moines International Airport was reached in late December as airport and Federal Aviation Administration (FAA) officials opened the newly extended Runway 5/23 to air traffic.

The runway opened with an interim length of 9,700 feet and will not only increase the airport's capacity but, more importantly, will help divert aircraft noise from residential neighborhoods around the airport.

"The opening of this runway is the culmination of over 10 years of planning, design, and construction work. We are extremely proud of this project," said Aviation Director William Flannery.

This multi-year project will continue in FY2002 with the final phase of work to be completed on the northeast end of the runway. The FAA is also scheduled to finish their installation of an instrument landing system to the Runway 5 approach and the Iowa Air National Guard's aircraft arresting systems will have to be installed, which will require the closure of the runway for a brief period in 2002.

Total project costs are expected to exceed \$80 million.

Quad City International

Representatives from the Quad City area media attended a "media day" Jan. 29 at the new terminal in Detroit, Mich. Northwest Airlink is also planning on announcing service to a new hub in early February. Stay tuned for details.

The Eastern Iowa Airport

New destinations continue to be added to the flight schedule at the Eastern Iowa Airport. Starting in March, Northwest Airlines will have two, daily roundtrip flights to its Detroit hub. The non-stop flights will feature 50-passenger CRJs. This announcement's timing coincides with the opening of Northwest's World Gateway at the Henry G. McNamara terminal. Passengers will fly into a new, state-of-the-art facility. This is the second new destination added to the airport's schedule in the last six months. US Airways Express began non-stop regional jet service to Pittsburgh last fall.

In other air carrier news, US Airways Express recently announced it would end its daily flights to Kansas City. The carrier, Air Midwest, maintained the Kansas City flights for the past 15 years, but passenger counts had been steadily declining. In its prime, there were five daily flights to Kansas City, but after Sept. 11 that number was reduced to three. A Beechcraft turboprop plane was used for those flights.

Staff continue to find the best way to balance complying with federal security directives and providing convenience to passengers. On Jan. 8, the airport's short-term parking lot and Terminal Drive were reopened for use for the first time since the terrorist attacks. To reopen them, a checkpoint was set up where security officers do a brief vehicle search before allowing a vehicle to go into either area. There have been several positive comments from passengers happy that they can again be dropped off right in front of the terminal's main entrance.

Fort Dodge

The Fort Dodge Regional Airport hosted a ribbon-cutting ceremony, through the Fort Dodge Chamber of Commerce, Tuesday, Jan. 23, 2002. This ribbon cutting was for both the airport and our on-site rental car agency. The Hertz rental company had previously been a franchise operation that had given notice of ending its contract in Fort Dodge. The airport was extremely pleased to have a contract signed and a corporate Hertz branch office open in the Fort Dodge Regional Airport terminal. Jeremy Smith is the Hertz manager and became a member of the Fort Dodge Chamber of Commerce. The airport ribbon-cutting ceremony covered three projects completed in 2001: (1) Taxiway A&C reconstruction; (2) terminal entrance door replacement; and (3) bathroom renovation.

Plans are being drawn up to expand and renovate the sterile screening area in the main terminal. Funding sources for this renovation will most likely come from Federal AIP or the State CSVI program. Due to the Sept. 11 tragedy, the 2001 enplanements from Fort Dodge were 278 short of the 10,000 annual require-

ments. However, with the passing of the Aviation Security Bill last November, the airport will retain its AIP primary status since it will be able to use last year's numbers.

Fort Dodge is Part 108 approved and compliant and began using security screening equipment Feb. 1, 2002. Since Sept. 11 the airport had been screening all passengers individually using hand wands. The future plan for our passengers flying into Minneapolis is to deplane directly into the terminal instead of the current procedure of unloading onto a shuttle bus that takes them to the terminal and then pass through the security screening process. The improved service will allow our passengers even more convenient service from Fort Dodge.

Mason City

Air Service Developments

Northwest Airlines recently filed a proposal with the U.S. Department of Transportation to continue to provide commercial air service to Mason City through the department's Essential Air Service (EAS) Program. Northwest filed a docket with the U.S. DOT in September 2001 serving a notice of intent to suspend service to Mason City effective Jan. 1, 2002. However, until the U.S. DOT has selected a carrier to provide EAS they have ordered Northwest to hold over. The airline made the decision to file such notice prior to September 2001 and cited financial reasons for the filing. The U.S. DOT should make the air carrier selection by the end of February. Mason City Airport Manager Duane Haataja said he expects Northwest to continue serving Mason City with subsidy from the EAS Program. Northwest has not been paid subsidies for prior operations.

Runway Approach Protection Program

The Mason City Municipal Airport is continuing to work on the acquisition of property interests for runway approach protection on the ends of both runways. The acquisition program has been approved by the FAA. ACSG, Inc.,

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Naperville, Ill., was hired by the Mason City Airport Commission to complete the acquisition of property interests, which may include acquisition of land in fee simple and navigation easements. The property interests to be acquired are within the runway protection zones (RPZs) at the end of each runway. The \$2 million program will be funded 90 percent by the airport's FAA entitlement funds, with the remaining 10 percent funded by the city of Mason City. The program was initiated by the airport commission to comply with FAA regulations.

Airport Authority Feasibility Study

The Mason City Airport Commission is planning to make a decision soon on conducting a feasibility study to determine if there is local interest and support in creating an airport authority for the Mason City Municipal Airport, or if there is an alternate method to obtain financial support for the airport from sources other than the city of Mason City. If the airport commission decides to proceed with the study, it should be completed by the end of the year.

Southeast Iowa Regional

Southeast Iowa Regional Airport is looking forward to spring and the beginning of construction of Phase 2 of the Taxiway A relocation project. Phase 2 extends the new pavement about 1,400 feet to the south. Phase 3 of the project will take the taxiway on south to the end of 18/36, our main north-south runway. Depending on funding, they would like to see Phase 3 follow on the heels of Phase 2.

The airport is completing a major renovation of all passenger areas in the main terminal. New carpeting and floor tile is in place throughout the main area of the terminal, the security station, and also at the airline and rental car counters. New floor coverings are also in place in the FBO terminal. Both restrooms received a much-needed complete overhaul with new ceramic tile, sinks, fixtures, partitions and wall coverings. This project was funded by the state infrastructure grant.

The car rentals are enjoying the use of a wash bay on the airport. Minor renovations were made and hot water pressure washers were installed in a building formerly used by the city. The car rentals

began leasing the area in November and are pleased with the convenience of the on-site location.

The Airport Authority will be traveling with members of the Chamber of Commerce to Des Moines Feb. 12-13 for the Southeast Iowa Days Economic Summit. This is an annual event in cooperation with Fort Madison, Keokuk and Mount Pleasant. Meetings are being scheduled with representatives of several departments, including the Iowa Department of Transportation, and various state legislators.

Waterloo

The Waterloo Airport plans to continue with the terminal renovation project. They will complete the design phase for the renovation in a few months and it is anticipated that construction could begin in July of 2002.

Sioux Gateway Airport/ Col. Bud Day Field

The Sioux Gateway Airport ended 2001 with a 5 percent increase in total passengers, the first yearly increase since 1995. Other highlights of the year included: purchase and installation of the new passenger loading bridge, an increase in the number of jet aircraft serving the market, completion of a new airport master plan, new airline and farming agreements, receipt of a federal innovative financing grant, a 25-year extension to the Iowa Air National Guard lease, execution of a three-year professional service contract for airport engineering and architectural projects, renaming of the airport, an amendment and extension to JetSun Aviation lease agreement, execution of a Military Construction Cooperative Agreement (to provide funding for Air National Guard conversion-related construction projects to be undertaken by the Airport), execution of design contracts for a new entrance road, airfield pavement remarking, Taxiway Alpha construction/reconstruction work, and serving as host for the Siouxland Airshow 2001.

The airport recently began preparing a bid specification document for the acquisition of a new snowblower and snowplow. The new vehicles will replace a snowblower purchased in 1987 and a snowplow purchased in 1980, which will

be traded in as part of the bid documents. It is anticipated that bids on the equipment will be received in February, with action by the city council expected in March. The manufacturer will have 150 calendar days to manufacturer and deliver the vehicles.

The airport also submitted, and was recently notified of approval of an amendment to one of the airport's approved PFC applications, increasing the approved levy from \$3.00 to \$4.50. The airport currently has three approved PFC applications and collects approximately \$264,000 per year for Airport Capital Improvement Project costs. The increased PFC will begin to be collected March 1.

In early 2001, the airport began negotiations with Northwest and Chautauqua Airlines for new airline agreements. The current airline agreements were entered into in 1994 and have been on a month-to-month basis, with no rate increases since 1995. Through a series of discussions and meetings, an "agreement in principle" was reached, but before it could be executed the country experienced the Sept. 11 terrorist attacks. Since that time, the airport has done two things. First, the airport and Northwest Airlines agreed to an amendment to the new lease agreement increasing the lease term one year while holding the rates and charges constant for one additional year (increased rates to become effective July 1, 2002). Second, the airport established a new, non-signatory airline agreement. Both of these documents were approved by the city council in early January.

In July the airport began the preparation of its FY 2003 operating budget. While the airport historically generated operating revenue in excess of operating expenditures, the difference was not enough to cover airport debt service; therefore, the airport relied on reserve funds and/or a tax levy subsidy to cover its obligations. The FY02 required tax levy subsidy, for example, was \$150,000. Due to new agreements with the airlines (increased revenue), modifications to the JetSun aviation agreement (increased revenue), new farming agreements (increased revenue and decreased expenses), and receipt of an innovative



2002 Aviation Art Contest

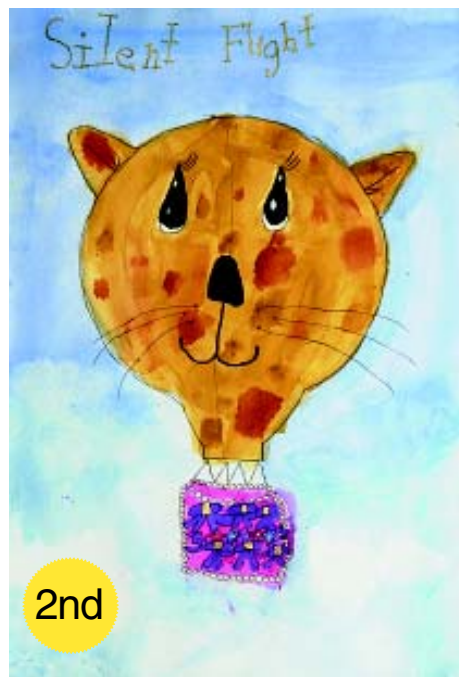
STATE WINNERS

The theme for this year's contest was "Silent Flight." The goal of the contest is to encourage young people to become more familiar with, and participate in aeronautics, engineering and science. The state winners' art will be entered in the national competition. About 75 entries were received this year.

The sponsors of the International Aviation Art Contest are: the National Aeronautic Association, the National Association of State Aviation Officials, the National Aeronautics and Space Administration, and the Federal Aviation Administration, in cooperation with the Federation Aeronautique Internationale.

NEWS FLASH!

As this issue of the Aviation Bulletin was being prepared for press, word came that Brian Church placed 1st in the national competition. *Way to go, Brian!*



Ages 6-9

- 1st - Jonathan Church, Cedar Rapids
- 2nd - Kaitlin Church, Cedar Rapids
- 3rd - Rachel Torry, Urbandale





1st



2nd

Ages 10-13

1st - Brian Church, Cedar Rapids

2nd - Luke Shaffer, Cambridge

3rd - Heather Ross, Stockport



3rd



1st



3rd



2nd

Ages 14-17

1st - Aaron Church, Cedar Rapids

2nd - Will Moul, Boone

3rd - Kelli Koster, Fonda



The *perfect* Christmas gift!



Flight instructor Fred Reynolds and nine-year-old Joey Wallace of Huxley prepare for preflight. Joey loves all kinds of airplanes, as well as learning about aviation history and design. A ride in a small plane at the Ames Municipal Airport proved to be a big hit as a birthday present in October, so he received a series of flying lessons for Christmas. With the help of an extra seat cushion or two, Joey is tall enough to reach the pedals and still see out of the windshield.

Advisory Council, from page 1

The Aviation Advisory Council meeting was held in one of our classrooms. Major topics covered during the advisory council meeting were:

1. Michelle McEnany discussed the budget cuts for FY 2002. Approximately \$97,000 was cut from the Office of Aviation budget.
2. There was discussion about possible aviation issues that need to be sent to the Legislature in 2003. Two of the top issues are airport zoning and land use.
3. Kay Thede spoke about the Office of Aviation survey results, noting there was a 20 percent response rate. Members of the council felt this was important and the results should be used as a benchmark for future use.
4. John Hey presented an Aviation System Plan update that will be used in upcoming public meetings as the office works to modify the current system plan.
5. Roy Criss discussed the new marketing initiative "Helping Business Soar." It was well received by all in attendance. Roy also showed the new marketing video, "Iowa Airports Give Us a Lift." Roy has distributed more than 130 copies of the video and it has been shown on 20 public access channels around the state.

At the end of the meeting, Bill Flannery, director of Des Moines International Airport, hosted a tour of the airport.

Mark your calendars: the next council meeting is **March 14, 2002, at the Gateway Center in Ames.**

A little help, please

The following is a request of the EAA.

All responses are to be directed to EAA.

In preparation for EAA's 50th convention and anniversary, we are doing some serious sleuthing, and we need everyone's help. At EAA AirVenture Oshkosh 2002, EAA plans to recreate its first fly-in convention held Sept. 12-13, 1953, at Milwaukee's Curtiss-Wright Field. Approximately 180 people and 22 airplanes attended this convention and we are trying to uncover as much information about them as we can.

We are looking for photos, home movies, memorabilia and personal recollections of those who attended the inaugural EAA gathering in 1953. We also seek any information about the history and whereabouts of the 22 airplanes that attended the first convention. We hope to have as many as possible on display at the 50th EAA Fly-in Convention, AirVenture 2002, in Oshkosh, July 23-29.

Our goal is to make the 50th convention a memorable celebration for all EAAers regardless of which conventions they have attended, the first or 50th. By recreating that first fly-in, you will be able to see the roots and spirit from which EAA has grown. Send your information to: Susan Lurvey, Library/Archives Manager, P.O. Box 3065, Oshkosh, WI 54903-3065; call 920-426-4848; or E-mail slurvey@eaa.org.



Quad City Aviators Association



The Quad City Aviators Association will host a meeting with area pilots on the future of general aviation, featuring Aircraft Owners and Pilots Association President Phil Boyer. The meeting will take place March 20, 2002, at 7 p.m. at the Airport Holiday Inn in Moline, Ill.

The meeting, titled "Securing the Future of General Aviation," will discuss the current state and future of non-commercial aviation in the United States. Post Sept. 11 has brought about numerous changes, restrictions and public distrust. The very accessibility and benefits of operating general aviation aircraft have been challenged, causing the future of this type of flying to be called into question. Pilots and aircraft owners from all over Eastern Iowa and Northwest Illinois are invited to attend.

The Quad City Aviators Association (QCAA) is a non-profit group of local pilots, aircraft owners and flying groups who promote general aviation in Eastern Iowa and Western Illinois. Originally formed in the 1940s, the group started anew in 1998. The QCAA hosts a variety of aviation events that include safety seminars, flights to various events, tours and dinners. Through the local Pilot Wannabee program, they have introduced hundreds of interested youth to general aviation. Many members of other local aviation organizations such as the Experimental Aviation Association (EAA) and Mississippi Valley Aviators Association are members of the QCAA. The Quad City Aviators Association is dedicated to aviation leadership and the promotion of general aviation.

2002 EAA Air Academy residence sessions

Enrollment is now open for the 2002 residence sessions of the nation's longest-running aviation camp, the EAA Air Academy. This year's various programs, ranging from five to nine days in length and designed for young people from 12 to 18 years old, will begin June 13 and end on Aug. 25.

Four distinct programs are offered at the EAA Air Academy: the Primary Aviation Fun Camp for 12- and 13-year-olds; Intermediate Aviation Experience Camp for those 14 and 15 years old; Advanced Aviation Leadership Camp for ages 16-18; and the First Flight Academy for young people ages 15-18, as well as adults. All sessions are based at the EAA Aviation Center and the new Air Academy Lodge in Oshkosh, Wis.

"Since 1984 the EAA Air Academy has hosted thousands of young people from around the world, launching them on their own voyages of self-discovery and aviation adventure," said Chuck Larsen, executive director of residence education for the EAA Aviation Foundation. "Each participant will learn that the sky is not the limit - it's a beginning for aviation fun, adventure, friendship and knowledge."

For more information on any of the EAA Air Academy sessions, including a registration brochure, contact:
EAA Education Office
EAA Aviation Foundation, Inc.
P.O. Box 3065
Oshkosh, WI 54903-3065
airacademy@eaa.org
920-426-6815 or 1.888.EAA.EAA9
(1-888-322-3229)

Web site: http://www.eaa.org/education/youth_programs.html

The EAA Aviation Foundation was founded in 1962 and is dedicated to aviation education, preservation and research. Its headquarters are at the EAA Aviation Center in Oshkosh, Wis.

Quotable Quotes

"We'd sit outside and watch the stars at night.
She'd tell me to make a wish; I'd wish we both could fly."

James McMurtry, the song "Levelland"

"But the fact that some geniuses were laughed at does not imply
that all who are laughed at are geniuses. They laughed at Columbus,
they laughed at Fulton, they laughed at the Wright Brothers.

But, they also laughed at Bozo the Clown."

Carl Sagan



Funds available

By Alan Beddow

If you are in need of funding for a hangar project at your general aviation airport, you are in luck. There is still money available from the State of Iowa's Hangar Revolving Loan Fund (HRLF) program. This program may be used to construct and/or rehabilitate hangars at public use general aviation airports. The HRLF is a 3 percent low-interest loan with a variable term of three to 10 years and a \$100,000 limit. The program has a variable matching fund ratio with a maximum being 90 percent state and 10 percent local funds. Applications are available through the Office of Aviation or on our Web site.

Federal Airport Improvement Program (AIP) requests soar!

By Gary Harris, P.E.

The Iowa Transportation Commission has approved the forwarding of pre-applications to the Federal Aviation Administration (FAA) for possible airport project funding in federal fiscal year 2003. These submissions set a new record for both number of requests (78) and amount (\$29,973,323) by general aviation airports in Iowa.

The state "Channeling Act" requires pre-applications for federal AIP funds to be recommended by the Iowa Transportation Commission for submission to the FAA. The Iowa DOT evaluated each pre-application with the following considerations: criteria contained in the 1999 Iowa Aviation System Plan; potential non-primary entitlement funds to selected airports; and development priorities from a state perspective. Any funding awarded and the timing of that award is solely at the discretion of the FAA.

The complete list can be viewed on our Web site, www.iawings.com, under "Federal Funding."

Iowa Aviation System Plan update

By Gary Harris, P.E.

The Iowa DOT is in the process of soliciting public input on updating elements of the Iowa Aviation System Plan. The purpose is to review the current funding criteria to ensure the best public investment decisions are made as they relate to the development of Iowa's air transportation system.

The draft recommendations have been mailed out to airport managers, cities and consultants for comment and feedback. Written responses should be sent to the Office of Aviation no later than **Monday, April 1, 2002**. This will allow staff to incorporate any changes to the draft recommendations for final approval by the Iowa Transportation Commission at its May 2002 meeting.

State Airport Improvement Program (AIP) for FY 2003

By Gary Harris, P.E.

It is that time of year again when the Iowa DOT seeks applications for the state AIP for fiscal year 2003, which begins July 1, 2002. All publicly-owned airports in Iowa that do not receive federal primary entitlement funds are eligible. This program funds many airside projects that include pavement rehabilitation, planning studies, airport lighting and navigational aides, among other things.

Our letter soliciting applications came out a month later than normal due to the ongoing review of the Iowa Aviation System Plan. It is our aim to incorporate the changes into the programming process for the upcoming FY 2003 state AIP cycle.

The deadline for submitting applications to the Office of Aviation is **Monday, April 8, 2002**. If you have any questions about application submission requirements or the state AIP, please contact me at 515-239-1190 or e-mail me at gary.harris@dot.state.ia.us.

FY 2002 GAVI recipients

By Alan Beddow

The Iowa Transportation Commission has approved the General Aviation Vertical Infrastructure Grant Program for FY 2002. The approval of this funding shows the importance of general aviation activities to Iowa's economic viability. Iowa's air transportation system contributes \$834 million to Iowa's economy and supports 10,000 jobs. Following are the grant recipients, their projects and grant amounts:

Airport	Project Description	Grant Amount
Ankeny	Construct 70' X 100' addition to maintenance hangar	\$50,000
Atlantic	Design & construct new 6-unit T-hangar	\$50,000
Carroll	Upgrade fuel facility	\$50,000
Centerville	Replace non-functioning hangar doors	\$34,313
Charles City	Install jet fuel facility	\$30,800
Denison	Repair hangar roof	\$22,505
Greenfield	Insulate & install concrete floor in museum hangar	\$40,600
Keokuk	Replace non-functioning hangar doors	\$27,370
Mount Pleasant	Design & construct new FBO hangar	\$50,000
Manchester	Upgrade fuel facility and construct new terminal	\$44,412
Red Oak	Construct new 6-unit T-hangar	\$50,000
Washington	Construct new 10-unit T-hangar	<u>\$50,000</u>
	Grand Total	\$500,000





Congress has “picked up” where it left off when it adjourned Dec. 20, 2001, and continues to face difficult issues of the economy and homeland security. Although some aviation issues were addressed late in the session, other issues were not addressed. General aviation economic impacts resulting from Sept. 11 remained an issue. Several bills were introduced during 2001, including the General Aviation Small Business Assistance Act (S.1552) introduced by Senator Harkin, which would provide relief to general aviation businesses. The General Aviation Industry Repairs Act of 2001 (HR 3347) is another bill that would provide relief to Iowa’s general aviation industry.

FY2002 Appropriations for Aviation – Funding for aviation was appropriated in the Transportation Appropriation bill (signed by the President Dec. 18, 2001) and the Defense Appropriation bill (signed on Jan. 10, 2002). Below are some highlighted details:

Airport Improvement Program: Funding was appropriated at the authorized level of \$3.3 billion. With this amount of funding, the increases in primary entitlements and the general aviation entitlements authorized in AIR-21 are in effect.

Earmarks: Ankeny Airport received a \$1 million earmark for taxiway, access road and security improvements. Keokuk Airport received \$350,000 to upgrade its ILS to attain full ITS status.

Essential Air Service (EAS) Funding: The Aviation Stabilization Act authorized an increase to \$120 million for the EAS program. Congress appropriated \$113 million for FY 2002 - \$63 million in the Transportation Appropriations Bill and another \$50 in the Defense Appropriations bill (funding comes from the Aviation Trust Fund). This increase in funding is important to help maintain service at smaller airports where service may have been discontinued due to the effects of Sept. 11 and the economy.

Small Community Air Service Development Program: Established as a pilot program in AIR-21, this program is designed to improve air carrier service to airports not receiving sufficient air

carrier service. The FY 2002 Transportation Appropriations bill appropriated \$20 million for the program, to come out of the Airport Improvement Program funds. The pilot program will fund no more than four projects per state and no more than 40 projects at any one time.

Aviation and Transportation Security Act (S.1447) – Signed into law Nov. 19, 2001.

Congress created a new administration, the Transportation Security Administration (TSA), to be responsible for the security of all modes of transportation. Initial emphasis of the administration is aviation security. The responsibility for baggage screening and airport security was transferred to TSA. The new administration continues to work at setting up procedures and meeting timelines established in the law.

The security act authorized up to \$1.5 billion to reimburse airport operators and on-airport parking lots for direct costs incurred to meet new or revised security requirements. Congress appropriated \$175 million in the Defense appropriations bill for this purpose. Guidelines and procedures for obtaining reimbursement have been issued.

A passenger security fee of \$2.50 per segment (\$5 maximum per one-way flight) is now being collected from passengers to help cover the new security requirements. The fees are transferred to the Transportation Security Administration to finance salaries of screeners, supervisors, airport security, equipment, training, federal air marshal program, security research, and other security needs. Air carriers may also be assessed a fee if passenger fees are insufficient to cover costs.

The security bill also provided some flexibility in the use of federal AIP funds to help airports cover additional security costs. Primary entitlement allocations for FY 2003 will use enplanements from calendar year 2000 or 2001, whichever is greater.

CSA Update, from page 7

financing grant to eliminate terminal building debt service, the airport has prepared a budget which will be the first self-sustaining operating budget.

Dubuque

Andrew D. Perry was hired as the airport manager for the Dubuque Regional Airport. Andy (as he prefers to be called) was formerly the Director of Aviation for Garden City, Kansas, a non-hub primary commercial service airport in southwest Kansas. Prior to

that he held the position of project manager at Terre Haute International Airport. Andy holds a master’s of science in Aviation Safety and a pilot’s license. Please join Dubuque in welcoming Andy, his wife Danita, and son Colten.

The annual 2001 enplanements for Dubuque were 56,353. This is down only 3.38 percent from 2000. It appears January 2002 is starting the year on a very positive note. American Eagle surpassed a long-standing ten-year record by boarding 3,100 passengers in January. Northwest Airlinck’s January figures show

increased enplanements and absolutely no cancellations for January.

Preliminary work has begun for the overlay of taxiway Charlie and the rehabilitation of the lighting on taxiways Charlie and Delta.

The Dubuque Regional Airport hosted a dinner reception on Jan. 16, 2002, to thank the travel agents for their hard work and introduce the new airport manager. Also in attendance were Michelle McEnany and Roy Criss from the DOT’s Office of Aviation.





Aviation Calendar

Contact the activity host for more information

Mar. 5

Airport Day on the Hill
State Capitol
Des Moines, Ia.

Mar. 6

FAA Safety Seminar
7 p.m. start
Municipal Airport
Sac City, Ia.
Info: 800-728-7250

Mar. 10-12

Air Freight Management Conference
Air/Expedited Motor Carriers Assoc.
Hollywood, Fla.
Info: 202-466-1317

Mar. 12-13

FAA Commercial Aviation
Forecast Conference
FAA/Airports Council International-
North America
Washington, D.C.
Info: 202-267-9943

Mar. 21

FAA Safety Seminar
7 p.m. start
Monticello High School
Monticello, Ia.

Mar. 22-24

EAA/Van's Aircraft Builders Workshop
Build RV aircraft the right way
Corona, Calif.
Info: 800-967-5746

Mar. 23-24

EAA Ultralight Instructor Ground School
Oshkosh, Wis.
Info: 920-426-6523

Mar. 24-26

AAAE/Great Lakes Chapter-AAAE
National Aviation Environmental
Management Conference
Marriott Hotel
Dayton, OH
Info: 703-824-0500, ext. 172

Mar. 28

FAA "Listening Session"
7 p.m. start
Kirkwood Community College
Iowa Hall
Cedar Rapids, Ia.

Apr. 2-3

AAAE Rates & Charges Workshop
Swissotel Washington
Washington, D.C.
Info: 703-824-0500, ext. 152

Apr. 4

AAAE Passenger Facility Charge Workshop
Swissotel Washington
Washington, D.C.
Info: 703-824-0500, ext. 152

Apr. 13

Chili Fly In
11 a.m. – 2 p.m.
Sponsor: Plane Crazy's
Rain date-April 14
Fort Dodge, Ia. Regional Airport

Apr. 7-9

National Air Service Conference
Des Moines Marriott
Des Moines, Ia.
Info: 703-824-0500, ext. 144

Apr. 15-16

AAAE/APG Airport
Purchasing Conference
Technical solutions and
streamlined processes
Orlando, Fla.
Info: Rebecca.khamneipur@airportnet.org

May 3-5

EAA/Van's Aircraft Builders Workshop
Build RV aircraft the right way
Griffin, Ga.
Info: 800-967-5746

May 18

Fly-in breakfast
7 a.m. – 10:30 a.m.
Ultralight & GA aircraft welcome
DeSoto, Ia. Airport

May 19

Flight breakfast
7 a.m. – Noon
Free to Fly-ins
Sponsor: Cherokee Flying Club
Cherokee, Ia. Municipal Airport

May 25

Bud Day Field Dedication
1 p.m. start
Sioux Gateway Airport
Sioux City, Ia.

June 1-2

Family Flight & Balloon Festival
EAA Aviation Center
Oshkosh, Wis.
Info: 920-426-6523

June 2

Flight breakfast
6:30 a.m. – 10:30 a.m.
Free to all fly-ins
No ultralites please
Audubon, Ia. Airport

June 2

Flight breakfast
7 a.m. – 11 a.m.
Pilots in command free
Displays and plane rides
Washington, Ia. Airport

June 2

Pancake fly-in breakfast
6:30 a.m. – 12:30 p.m.
Pilots in command free
Sponsor: EAA Chapter 94
Mason City, Ia. Airport

June 8-9

Quad City Airshow
USAF Thunderbirds
Davenport, Ia. Municipal Airport
Info: QCASBOSS@aol.com

June 11-12

Regional FAA Conference
Embassy Suites
Kansas City, Mo.
Info: 816-329-2637

Aviation Calendar, go to next page



*Aviation Calendar,
from previous page*

June 16

Flight breakfast
7 a.m. – 11 a.m.
Fly-ins free
Harlan, Ia. Airport

June 16

Optimists Fly-in Breakfast
Maquoketa, Ia. Municipal Airport
563-652-6517
www.maquoketaairport.f2s.com

June 30

Fly-in breakfast
8 a.m. – noon
Pilots in command free
Pender, Neb.
Info: 402-385-2687

July 4

Flight breakfast
6 a.m. – 10 a.m.
Fly-ins eat free
Corning, Ia. Airport

July 6-7

FLY IOWA 2002
Lemars, Ia.

July 7

Kiwanis flight breakfast
7 a.m. – 12:30 p.m.
Free to pilots and co-pilots
Featuring taildraggers
Emmetsburg, Ia. Airport
Info: 712-852-3810

July 13

Iowa Aviation Hall of Fame Banquet
Greenfield, Ia.
Info: 641-343-7184

July 18-20

Annual International L-Bird Convention
Keokuk, Ia. Municipal Airport
Info: 319-524-6203

July 21

Flight breakfast
7 a.m. – Noon
Pilots in command free
Traer, Ia. Airport 8C6
Sponsor: Clutier Lions Club

July 23-29

EAA AirVenture 2002
Whittman Regional Airport
Oshkosh, Wis.

Aug. 18

Fly-in/drive-in pancake breakfast
7 a.m. – noon
Free to fly-in pilots

Monona, Ia. Airport
Sponsor: EAA Chapter #368

Aug. 25

Fly-in breakfast
7 a.m. – 1 p.m.
Free to pilots in command
Giant model airplane show
Iowa City, Ia. Municipal Airport
Info: 319-338-9222

Sept. 22-25

NASAO Convention & Trade Show
Burlington, Vt.
Info: 301-588-0587

Sept. 29

Fly-in/drive-in pancake breakfast
7 a.m. – Noon
Free to fly-in pilots
Elkader, Ia. Airport
Sponsor: EAA Chapter #368

Oct. 8-9

Annual Aviation Conference
Gateway Center Hotel
Ames, Ia.
Info: 515-256-5180

Oct. 18-20

EAA/Van's Aircraft Builders Workshop
Build RV aircraft the right way
Oshkosh, Wis.
Info: 800-967-5746



The logo features the number '50' in large yellow font with a blue outline, followed by 'TH' in a smaller yellow font with a blue outline. To the right is a stylized yellow airplane flying over a blue and red striped background. Below this is the word 'AIRVENTURE' in large, bold, red letters with a blue outline. At the bottom is 'OSHKOSH' in yellow letters with a blue outline, followed by a yellow star and '2002' in yellow letters with a blue outline.



Iowa Aviation Bulletin

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Address Service Requested



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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.

Office of Aviation
515-239-1691
Fax: 515-233-7983

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

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Web site for weather



The DOT offers a service called Weatherview. This service provides weather information from the department's Roadway Weather Information System (RWIS) and Automated Weather Observation Stations (AWOS).

By visiting www.dotweatherview.com you can get weather forecasts by regions within the state and a quick glance at airport and RWIS real time air temperature, relative humidity, wind speed and direction, cloud heights and visibility information.

Just another helpful hint to all of our pilot friends from the Office of Aviation!