



Iowa Aviation Bulletin

Iowa pilots do their part in flying one million youth

In 1992 the Experimental Aircraft Association (EAA) launched the Young Eagles program to involve more young people in aviation. The mission of the Young Eagles program was to provide a meaningful flight experience - free of charge - for young people between the ages of 8 and 17 by the 100th anniversary of the Wright brothers' first powered flight Dec. 17, 2003.

As of Thursday, Nov. 13, 2003, the Young Eagles program has registered more than one million Young Eagles. More than 35,000 EAA member pilots have participated in the program. Pilots volunteer their time and aircraft to make the flights possible.

Executive Director of the Young Eagles program, Steve Buss, commented, "Iowa pilots went home and embraced the Young Eagles program after its announcement at the Oshkosh Fly-In Convention in August 1992. Some of the Iowa Chapters of the EAA were the first to sign on for the Young Eagles program and have had a major impact on its success. There have been 601 Iowa pilots who have flown a total of 19,314 youth in Iowa, an average of 32 per pilot. This is above the national average of 29."

Congratulations are due to the Iowa chapters of the EAA for helping achieve a milestone and promoting aviation in Iowa. These pilots have donated their time, money and passion for aviation to touch the lives of many children in our state.

There are 19 active chapters of the EAA in the state of Iowa. For further information on the Young Eagles program or the EAA, visit the EAA's Web site at eaa.org.



As of Nov. 17, the Young Eagles program has flown more than 1 million youth.

Flannery receives Lifetime Achievement Award at conference

More Aviation Conference highlights on page 4

Three awards were given at the Iowa Aviation Conference from the Office of Aviation.

Bill Flannery, director of the Des Moines International Airport, received the Lifetime Achievement Award for his outstanding contributions to aviation in the state of Iowa during his career.

The Centennial of Flight Award was presented to the Eastern Iowa Airport and the city of Cedar Rapids for their efforts in promoting this year's Centennial of Flight Celebration.

The Outstanding Involvement in Aviation Award went to Mike Roe of the Washington Airport Commission for his involvement in a wide range of aviation activities and economic development efforts.



Bill Flannery of Des Moines International Airport



Director's Corner

Michelle McEnany, Office of Aviation Director

Security and funding continue to be the hot topics in aviation and most likely will continue to be through 2004. The Office of Aviation has been playing a larger role in general aviation security by monitoring the progress of the National Working Group on General Aviation Security, which is charged with making general aviation airport security recommendations and establishing a partnership with local Transportation Security Administration (TSA) officials.

Security

The National Working Group on General Aviation Security, comprised of representatives from the major aviation associations, has submitted its recommendations on security at the nations' general aviation airports. The report is pending approval by the TSA. (See article on page 9.)

One of the recommendations of the report is that general aviation airports develop a written security protocol addressing common-sense security issues for their airport. As the report works its way through the TSA, it is important that decision makers begin to take a proactive approach toward security at their airports. The aviation industry can no longer afford to be reactive in its approach toward security at general aviation airports.

One initiative of the Office of Aviation for 2004 will be to work closely with the TSA and Iowa's airports to promote general aviation security. While it is important to note that participation in any programs at the airport level is voluntary at this time, we all have a new level of responsibility for providing a reasonable level of security at our general aviation airports. As the report points out, this includes not only aviation, but all other modes of transportation as well.

Iowa airports have the opportunity to be leaders in the nation on this issue, and at the same time can help in providing enhanced protection and limited liability to their communities. The report is available on the Office of Aviation Web site at iawings.com.

We recently learned of another initiative that could potentially be a useful tool for Iowa airports' security issues. The Department of Justice has partnered with Iowa's Department of Public Safety in the continued development of a national security database for anti-terrorism information exchange. The program is called Regional Information Sharing Systems (RISS). The aviation portion for the program is being funneled to state aviation offices around the country. We met with the partnering officials to learn more about this system and believe this is an initiative that all airports may want to consider getting involved with.

The program combines three components for participant use in exchanging information. A bulletin board will provide a forum for participant discussion and posting of terrorism, disaster and homeland security; a Web site contains general and community specific information; and secure e-mail will be used for notification of terrorism alerts and homeland security information.

Our office will be working with airports in the coming months to help them gain access to this new tool.

Funding

In October the governor announced a 2.5 percent across-the-board spending cut from the state's General Fund. This cut has impacted the state aviation budget by \$63,000. We will try to minimize its impact by working with airports that have current funding projects to minimize the costs of those projects.

Pending an Iowa Supreme Court ruling on the spending of the Rebuild Iowa Infrastructure Fund, the Office of Aviation has been limited to spending only 40 percent of this year's \$500,000 airport appropriation. The appropriation covers facilities and equipment (F&E), runway marking, windsocks, AWOS maintenance, and the state's 10 percent federal match for the aviation system plan update and pavement management program. Because AWOS maintenance

and federally funded programs are already committed, the F&E, runway marking, and windsock programs are on hold until further notice. We will be watching this issue very closely and will update you on any changes.

On a positive note, the Vision 100 reauthorization bill has passed the House and Senate and has been signed by the President. It authorizes federal aviation programs through fiscal year 2007. This bill will have a huge impact on aviation in Iowa, especially through the AIP funding program, which will help develop Iowa's airports and position them to meet the needs of the state. A more detailed update is provided by Kay Thede in her federal legislation update later in the bulletin. (See article page 10.)

We are looking forward to working hard to make great things happen in Iowa in the coming year. We will continue to monitor security and funding issues, and play a role where appropriate and helpful to airports in Iowa. The Aviation System Plan Update that the office is working on will help us develop a long-term vision of the air transportation system in Iowa. We are working on setting goals and creating benchmarks to monitor the performance of the system in the future. (See article on page 12.)

Enjoy this edition of the Aviation Bulletin and, as always, don't hesitate to contact any of us at the Office of Aviation if you have any questions or need assistance.

The Aviation Advisory Council met in Ames on December 4, 2003. Minutes to the meeting are available on the Office of Aviation Web site at iawings.com.



Guest Columnist:

Aaron Siegfried, Exec 1 Aviation, Ankeny



Few things are as enjoyable to pilots as going out on a clear, calm day for nothing more than a local flight. Maybe you are even taking someone along that has never been flying before, an even more rewarding flight. You may be planning to practice instrument approaches, or fly to another nearby airport to work on takeoffs and landings.

You look at the weather in the flight planning office, glance at the windsock, grab your cup of coffee, and head for the airplane. Off you go, only to get to the nearby airport, have a nice approach and landing, taxi in, and find a few well-dressed folks waiting for you. You are really disappointed to realize your greeting party is the Secret Service asking you who authorized you to escort Air Force One into town along with the two F-16s on your wing!

There went that nice, clear, calm day for flying. Suddenly it hits you... I forgot to call Flight Service to check for NOTAMs (Notices to Airmen).

The Sept. 11 attacks have caused many changes in the way we conduct daily operations in aviation. Enhanced airport security, stronger doors in the cockpit of airliners, longer lines at airports, and noticeably to all general aviation pilots, additional TFRs.

It would be quite a site to see a couple F-16s escorting a J-3 cub down who just took off from the local grass strip.



A TFR, or temporary flight restriction, is a no-fly zone for aircraft. The reasons for not allowing flight in this area include activities such as major sporting events, major speedway motor events, and presidential visits, just to name a few.

If this doesn't sound like activities that go on in Iowa, consider the number of presidential candidates that will be flying into Iowa in the next year. I can recall from the last election, when the President was doing campaigns in rural

areas, there would be TFRs over gravel roads and farm sites. It would be quite a site to see a couple F-16s escorting a J-3 Cub down who just took off from the local grass strip.

Were you aware that the college football stadiums in Ames and Iowa City both have TFRs in place on game day? FAA NOTAMs spell out the criteria for the TFR, stating that for any Division One college football stadium with a seating capacity of 30,000 or more people, flight is prohibited at and below 3,000 feet agl within a three-nautical-mile radius of the stadium, one hour before to one hour after the scheduled sporting event. The same TFR applies to Major League Baseball and National Football League games.

FAR 91.103 requires a pilot to "become familiar with all available information concerning the flight." For NOTAMs and weather this means you must get a briefing from Flight Service. To be legalistic, the Flight Service Station is the only official source of information. For those of you who prefer to read rather than listen, DUATS is the only authorized source for an online briefing.

As pilots in the U.S., we enjoy a great deal of freedom to be able to fly when and where we want without having to "pay a toll" so to speak. Most of you recall when that right was taken away for over a week after 9/11. I remember several pilots with long faces, including mine.

To keep the freedoms we enjoy as pilots, it is imperative we do our homework each time we take to the air. By checking NOTAMs for TFRs first, you can wait until your next air show to see an F-16 up close, rather than checking your 9 o'clock position.

Aaron Siegfried is the general manager, a charter pilot and flight instructor with Exec 1 Aviation in Ankeny.

2003 Iowa Aviation Conference



(Above) Bill Flannery moderated the Partnership for Success session. Panel members include Myron Linn (Pella Corp.), Bill McGinn (Council Bluffs Airport Authority), Greg Gobble (Keokuk Airport), Rhonda Chambers (Fort Dodge Airport), Michelle McEnany (Office of Aviation), Bill Flannery (Des Moines Airport)



(Right) Jim Spence and Col. Bud Day



John McLaughlin talks about testing of XM-WX Satellite in his Robinson R22 helicopter.

The 2003 Iowa Aviation Conference was held on Oct. 16-17 at the Marriott Hotel in West Des Moines. The conference brought a wide range of groups together to share ideas and learn about aviation-related issues in the state.

More than 160 people attended the conference, including airport managers, FBOs, airport commissioners, consultants, and Iowa aviation associations. Other groups represented included the FAA, Iowa DOT Office of Aviation, Transportation Security Administration (TSA), Aircraft Owners and Pilots Association (AOPA), and Experimental Aircraft Association (EAA). The event provided an excellent opportunity to learn about aviation issues in Iowa and network with many different levels of aviation representatives.

Special guest presenters at the conference included Jim Spence, who relived Orville Wright's experiences in recognition of this year's celebration of 100 years of powered flight. Col. Bud Day, a Sioux City native and the nation's most highly decorated living service member, shared his experiences as a fighter pilot in the Korean and Vietnam wars, including being shot down and taken as a POW by the North Vietnamese. And John McLaughlin, chief meteorologist with KCCI TV in Des Moines and an accomplished pilot and flight instructor, spoke about his role in testing the XM-WX Satellite cockpit weather system, as well as his popular school visit program in central Iowa with his Robinson R22 helicopter.

General sessions involved a roundtable discussion on partnerships for legislative success, public relations, Young Eagles, and airport security. Optional breakout sessions included an FAA update, Managing Your Airport as a Community Asset, Marketing Success Stories, FBO Management Tools, How to Maintain Your Pilot Medical, Funding Sources, Education Resources and Careers, Airport Insurance Pool, and FSDO Safety Seminar. In addition, there were 24 exhibitors at the conference.

Many thanks are extended to the Iowa Public Airport Association and its support of the conference, as well as all of the sponsors and exhibitors. The conference was a great success and plans are already underway for next year's conference.

2004 Iowa Aviation Conference

Nov. 3-4, 2004

University Park Holiday Inn, West Des Moines, IA





Statewide Marketing

Tim McClung, Office of Aviation

Hello! My name is Tim McClung and I am the new marketing manager for the DOT's Office of Aviation.

I have been in the position a few months now, and have learned quickly that there is a lot going on in the Office of Aviation. The staff members are very dedicated to their work and working hard to help advance aviation in the state.

As part of my job I will act as the editor of this publication. Starting with this edition, we will be trying some new things and will look forward to input to see if the content is what you, the readers, want and need. Some of the changes include:

- Features on airports in the state to share what airports are doing to impact the areas they serve.
- A new column, Flying in Iowa, will feature a new guest writer with each issue. This column, as the name implies, will focus on pilot-oriented topics, and how they affect us here in Iowa.
- Recent reports on aircraft accidents/incidents in Iowa.

The first marketing role for the Office of Aviation is to maximize returns on airport investments from federal, state and local levels. This funding makes it possible to enhance utilization of airports and the role they play in their communities.

State revenue through aviation is created through aviation-related trade, job creation, fuel taxes, aircraft registration fees, and use tax on aircraft sales. It is a win/win situation between the aviation community and state when airports succeed. An important focus for the Office of Aviation is to educate decision makers so appropriate levels of reinvestment are made in Iowa's air transportation system.

Another critical marketing role is to build public awareness and support of airports and the opportunities they create in their regions.

Next, the aviation system in Iowa

creates a wonderful avenue for educational opportunities for aviation and aerospace studies. We need to expand on existing programs and look for new ways to create educational opportunities that will touch a large number of youth and even lead to career opportunities.

Finally, promoting safety at the state level is paramount. The Office of Aviation is working closely with the FAA and Iowa's airports to increase safety through well-developed facilities, airport inspections, programs such as AWOS and windsocks, and the partnership with TSA and other aviation associations to improve security at airports. We will work hard to provide appropriate communication on these initiatives.

There is no better way to expose new people to aviation than local fly-ins or air shows that bring the general public to the airport. The Office of Aviation will help in any way possible to promote events at

airports, including placement in the Aviation Bulletin and the iawings.com Web site, or even attending the event to help market airports.

We are beginning development of a marketing toolbox for airports. The basic premise is to help airports help themselves by confidently working with their local media and being aware of the available resources such as videos, brochures and teaching aids that will help them in marketing their airport.

I am looking forward to working with the aviation community in my new position. You will see more detail of our marketing initiatives in future editions of the Aviation Bulletin. In the meantime, please feel free to call or e-mail me or anyone else in the Office of Aviation, if you have any marketing needs, ideas, or news and calendar items that need to be covered.

Iowa's general aviation airports by the numbers



General aviation airports (those airports without commercial air service) support local aviation needs and promote economic development. General aviation airports provide facilities for business aircraft to access rural areas, aerial agricultural operations, air charter, flight instruction, medical transport, and hosting local events like fly-ins.

General Aviation Facts In Iowa

General aviation airports	105
Licensed pilots	6,135
Registered aircraft in Iowa	3,770
Approx. economic impact of Iowa's general aviation airports	\$176,000,000*

*2000 Economic Values Study by Iowa State University



Muscatine airport supports economic activity for community

The Bandag Lear jet and the Hon Industries Citation sit in front of the Muscatine airport terminal.



Tim McClung

Tucked between two river bluffs, Muscatine—in eastern Iowa—is a riverfront community rich in culture and history. The high bridge, the courthouse clock, church steeples, docked boats, Victorian mansions on the bluff, and red brick warehouses are the images that make Muscatine the “Pearl of the Mississippi.” Muscatine is picturesque located on a bank of the Mississippi River and astride U.S. 61, a major north/south route through the central United States.

It is also home to four corporate headquarters including Bandag, Grain Processing Corporation /Kent Feeds, The Stanley Group, and HON Industries, a Fortune 1000 company. In addition, Muscatine is the home of two major plants of Fortune 500 companies, Monsanto and Heinz, as well as many other well-known companies including IPSCO, BT Prime-Mover, Carver Pump, Allsteel, and Musco Lighting.

As a result of this concentrated business activity, the Muscatine Municipal Airport fills a strong demand for supporting the corporate travel needs of these companies. The airport houses four corporate jets from three of those Muscatine-based companies. Hon Industries, Bandag and Grain Processing Company/Kent Feeds directly employ more than 5,700 people locally. Hon Industries utilizes the airport to bring customers to its plant on an ongoing basis. Other Muscatine businesses also base their piston aircraft at the airport. In total, Muscatine houses four jets, three twins, 22 singles, and one glider.

Several other companies utilize the airport with their corporate jets for visits to their facilities in and around Muscatine. BT Prime Mover’s parent company flies its Hawker jet into Muscatine on a very consistent basis.

“The city of Muscatine has and does recognize the importance of the airport to the community . . .”

Janet Lewis, Airport Manager

In the early 1990s Muscatine submitted a request for an Airport Improvement Program (AIP) grant for a crosswind runway. According to Janet Lewis, airport manager, “the FAA stated crosswind runways were not a priority and that we had a pretty good main runway, but nowhere to park aircraft. They were correct. Our ramp was slurry seal and we had one small section at the edge of the ramp that was concrete, large enough to park a good-size jet. Aircraft would radio in to see if the concrete pad was busy. If so, they may not land and definitely would not stay.” A new ramp was finally constructed in 1992.

In 1994, an 800-foot extension and full-length taxiway was constructed on the main runway, followed by an overlay and new lighting system in 1995. A new crosswind runway was constructed in 1999 to get the existing crosswind runway moved farther away from U.S. 61 and existing obstacles. An instrument landing system (ILS) approach is currently being added to the main runway.

According to Lewis, “the Muscatine Airport has been very fortunate that the FAA recognized the need for improved facilities here and to have a city council that recognizes the value of the airport to this community. We finally were able to get our crosswind runway and it is utilized on a regular basis.”

Future short-term plans at the airport call for the construction of a new terminal and parking lot in 2004. The airport will also get city water to the airport in 2004. Lewis notes, “The state participated in funds for architectural services for this project. Sometimes this type of project, as well as hangars, should be considered an economic development issue. Small airports have a very tough time financing items like these.”

Despite the significant volume of corporate traffic, public perception can be a problem. According to Lewis, “We are still continually fighting against the mentality of the rich man’s playground. While some of that is true, it is not why most airports exist, and certainly not this one. The Muscatine Airport is used mostly by businesses, those based here, and those coming in to do business here.”

The management and FBO contract is actually with Carver Aero, Inc., owned by Roy Carver Jr. Lewis works for Carver Aero and has been the designated airport manager since 1990. The Carvers are an influential family in Muscatine. It was the late Roy Carver Sr. who founded Carver Pump and Bandag, and whose name is on Carver-Hawkeye Arena and Carver Pavilion at the University of Iowa.

Muscatine Municipal, continued on page 8



Carroll Municipal Airport

Tim McClung

Each year the Carroll Municipal Airport hosts a fly-in the Sunday after Labor Day. At the fly-in this past September a special guest was welcomed to the airport. The Carroll Area Pilots Association arranged a visit from the “Star of America” Super G Constellation, operated by the Airline History Museum in Kansas City, Mo. The event drew a strong local crowd to the airport, brought a large number of fly-in aircraft, and received positive television coverage. Carroll’s Masonic Lodge served breakfast as a fundraiser for local scholarships.

But the public outreach programs for the Carroll Municipal Airport did not end there. The airport regularly hosts field trips from preschool and grade school classes. There are off-airport presentations to local groups such as the Lions Club, Rotary and Carroll Area Development Corporation to discuss the role of the airport in the community. High school classes are visited to discuss career opportunities in aviation. And, there is the annual FAA Wings Safety Seminar, offering recurrent safety training to local pilots.

“Everyone involved works as a team . . . together, we succeed and become a better community”

Don Mensen
Carroll Airport Manager

The Carroll Municipal Airport moved into its current location in 1939 with three grass runways. A 2,860-foot runway was hard surfaced in 1966. In 1978 runway 13/31 was extended to 4,000 feet, and again in 1993 it was extended to 5,500 feet to accommodate the need to land larger business aircraft using the airport.

A combination of federal, state and local funds have been used for the airport improvement projects. Ninety percent of the costs of runway construction were funded with federal grants. Seventy percent of crack sealing and updates to the fuel system have been funded through state grants. And some projects, such as



(Clockwise from top left) A Seneca is fueled for a charter flight at the Carroll Airport; ground support was a major hurdle that was overcome to bring the Super Constellation to Carroll’s 2003 Fly-in; Lockheed Super Constellation “Star of America” from the Airline History Museum in Kansas City.

the construction of six new aircraft storage hangars in 1998, have been funded locally.

Don Mensen and his wife, Amy, have managed the airport since 1998. They also operate Carroll Aviation and provide flight instruction, aircraft rental, fuel sales, and aircraft maintenance. Don provides Part 135 aircraft charter service in a 1978 Piper Seneca.

Amy takes care of administrative duties and watches the airport while Don is instructing or on a charter. She also fuels aircraft and mows. Don and Amy live at the airport in an apartment above the airport terminal.

Users of the airport include local factories, hospitals, real estate agencies, agricultural cooperatives, farmers, lawyers, small business owners, and engineers. In addition to flights for

business, personal travel and recreation, the airport is also utilized for power line patrol, aerial photography, medical flights and agricultural spraying. Aircraft utilizing the airport include single and multi-engine airplanes, helicopters, King Aircs, Citations, and Lear jets. There are 24 aircraft based at the field.

The airport has a five-member commission that receives funding from the city of Carroll. Don Mensen commented, “I feel there is a good working relationship between the city of Carroll, the city council, and the airport commission. Everyone involved works as a team . . . Together, we succeed and become a better community.”



PCI inspections completed

Mike Marr

The Office of Aviation recently completed pavement condition inspections (PCI) at 35 of Iowa's hard-surfaced, public-use airports.



Mike Marr

Results from these inspections are expected by March and will be used by the FAA and Office of Aviation to prioritize construction and rehabilitation projects in the state.

Federal grant assurances state that airports must perform PCI inspections at least once every three years. The Office of Aviation offers this service to keep airports in compliance with this requirement. Inspections at the remaining hard-surfaced public-use airports will be conducted over the next two years.

This March the Office of Aviation will be sponsoring a class on the MicroPaver pavement analysis software that was used in the inspections. MicroPaver was used to derive PCI numbers. The class will last approximately 2.5 days and is open to all interested parties. For more information on the upcoming class or the PCI inspections, please contact Mike Marr at 515-239-1468 or michael.marr@dot.state.ia.us.

Boone Area Pilot's Association honors Centennial of Flight, supports airport

The Boone Area Pilot's Association has constructed a large model replica of the Wright Flyer to celebrate the Centennial of Flight. The model has a 12-foot wing span and stands 4 feet tall.

It was recently used on a float in the Boone Pufferbilly Days Parade, and will be used for other aviation-related events. Primary builders were Connie Younger, airport manager, and Jeff Lorimor, with big assists from their wives.

The pilot's association also recently updated the sign for the entrance of the airport, with the help of the Boone Airport Commission. The creative design welcomes everyone to the facility.

Many thanks to the Boone Area Pilot's Association for supporting their local airport and helping to promote general aviation.



Pictured with the Wright Flyer replica are (left to right) Connie Younger, Lisa Kuehl, and Peg Lorimor; at the controls, the airport dog, Polly.



The new Boone Municipal Airport sign

Muscatine Municipal, continued from page 6

Carver Aero, Inc. provides flight-training, aircraft rental, charter service, and line services. Carver Aero also has the management and FBO contracts at the Davenport Airport, and provides maintenance services through that facility. Janet's husband, Gary Lewis, is the designated manager at Davenport.

The airport management contract at Muscatine calls for overseeing day-to-day operations, maintaining runway lights, providing labor for snow removal, and mowing of grass. The city provides and maintains the equipment, leases all hangars, and is responsible for maintaining them.

Airport tours are provided to interested groups on a regular basis and Carver Aero flight instructors visit schools to give aviation-related

presentations. The EAA chapter at Muscatine is very active and has had several Young Eagles days each year with the airport's cooperation.

The airport has an advisory board that reports to the city administrator and city council. According to Lewis, "The Muscatine Airport is very fortunate to have now and in the past, board members that are either business professionals and/or pilots and other interested individuals that have brought much support to the airport. The city of Muscatine has and does recognize the importance of the airport to the community and has always been very supportive."



Office of Aviation partners with TSA, AOPA in general aviation security issues

Kay Thede, Bob Boleyn (TSA)

The Office of Aviation has formed a partnership with the Moline hub of the Transportation Security Administration (TSA) and Aircraft Owners and Pilots Association (AOPA) to coordinate a proactive approach for security at general aviation airports in Iowa. This partnership will provide a better understanding of security needs at general aviation airports, build relationships to enhance communication and ease implementation of any future guidelines.

Office of Aviation and TSA staff visited 34 airports in eastern Iowa during the month of September to meet with airport and city leaders.

The visits provided an opening for communication to alleviate apprehension about TSA and the many rumors circulating about what TSA is going to do to general aviation airports. The partnership with AOPA was emphasized at all locations, urging the airports to follow the AOPA Airport Watch program.

Airports visited were: Albia, Amana, Belle Plaine, Bloomfield, Cedar Rapids,



Officials from Decorah Municipal Airport, TSA, and the Office of Aviation discuss security issues at general aviation airports.

Clinton, Cresco, Davenport, Decorah, Dubuque, Elkader, Fairfield, Fort Madison, Independence, Iowa City, Keosauqua, Keokuk, Knoxville, Mount Pleasant, Maquoketa, Manchester, Marion, Monona, Monticello, Muscatine, New Hampton, Oelwein, Ottumwa, Postville, Tipton, Vinton, Washington, Waukon, and West Union.

A site review was done at each location, checking for locked hangar doors, observing access to runways, controlled access, security fencing, and

other security issues. The majority of airports did have hangars locked with keys removed from aircraft.

AOPA Watch information, the Iowa DOT general aviation security poster, or NATA's "Top 10 Common Sense Things to Improve Aviation Security" were displayed at nearly all airports. AOPA Watch material was offered to airports not currently displaying the information.

The meetings were very successful in alleviating many misconceptions about TSA by presenting TSA as partners with the DOT and AOPA. Every airport expressed gratitude that TSA had reached out to them and has a strong desire to be kept in the loop of what is going on.

The airports also appreciated the Office of Aviation being a part of the discussion and knowing that we would share any new information as it became available. The Office of Aviation intends to pursue a continued partnership with TSA.

National Working Group on General Aviation Security submits recommendations

The National Working Group on General Aviation Security submitted its recommendations to the Aviation Security Advisory Council (ASAC) Nov. 17, 2003. ASAC accepted the report and it is now up to TSA to accept the report.

TSA will build on these recommendations to establish formal guidelines that general aviation airports can follow to further strengthen security. By early next year TSA will issue "best practices" guidelines for security at more than 18,000 landing facilities nationwide that serve general aviation.

The report does not recommend general aviation security mandates. Instead, it recommends "best practices." Managers and operators of general aviation airports are encouraged to use the recommended guidelines in the report to enhance the security of their facilities. This would include the development of a written security protocol, which, among



Controlled airport access and signage at Davenport Municipal Airport

other things, would emphasize critical elements such as awareness, prevention, preparation, response, and recovery.

Intrinsic in these guidelines is the concept that each general aviation airport is unique. The recommendations in the report are general in nature and should be relevant to all general aviation airports. It also emphasizes that general aviation is but one aspect of the nation's transportation system and it should not be isolated and asked to follow security procedures that are beyond those being adopted by other transportation modes.

Members of the working group who participated in creating the guidelines include:

- Aircraft Owners and Pilots Association
- Airport Consultants Council
- American Association of Airport Executives
- Experimental Aircraft Association
- General Aviation Manufacturers Association
- Helicopter Association International
- National Air Transportation Association
- National Association of State Aviation Officials
- National Business Aviation Association
- United States Parachute Association

The full report is available on the Office of Aviation's Web site at iawings.com



Federal legislation update

Kay Thede

By the time you are reading this, the federal aviation programs should be good to go! The Vision



Kay Thede

100 reauthorization bill authorizes federal aviation programs through fiscal year 2007. It also allows many of the provisions that provided significant funding in AIR

21 to continue, while providing increased flexibility and other enhancements.

Vision 100 – Century of Aviation Reauthorization Act – H.R. 2115

The House passed the second conference report out of committee Oct. 30. The Senate followed on Nov. 21 and the President is expected to sign the bill. This four-year reauthorization of federal aviation programs increases the federal Airport Improvement Program by \$100 million per year from \$3.4 billion in federal fiscal year (FFY) 2004 to \$3.7 billion in FFY 2007.

The bill continues the non-primary entitlement program for general aviation airports with some additional flexibility for use of the funds. Another change will allow non-primary entitlement funds that an airport is unable to use to be used by other airports in the state or region. The Small Community Development Program continues as a permanent program and Essential Air Service (EAS) continues with some alternatives available, including a local participation program. A summary of Vision 100 can be found under “Hot News” at the Office of Aviation Web site iawings.com.

FY 2004 Appropriations – H.R. 2673

Although the Senate and House each passed a version of the Transportation and Treasury Appropriations bill, Congress included transportation in an omnibus appropriation bill covering seven appropriations rather than a stand-alone bill. FAA continues to operate

under continuing appropriations. The Senate is expected to act on the consolidated appropriations bill in late January. Identified in the conference report for the omnibus bill is \$3.4 billion for AIP, \$102 million for the Essential Air Service program, and \$20 million for the Small Community Development Program. A provision in the appropriation bill does not allow the FAA to implement the EAS local participation program. Only two airports in Iowa are named for priority funding: Council Bluffs - \$2 million for the new runway, and Fort Dodge - \$734,000 for a runway extension. Eastern Iowa Airport will receive \$1.5 million under the Facilities and Equipment ILS program for an unspecified project.

Federal legislation can be viewed on the following Web site: <http://thomas.loc.gov> by typing in the bill number.

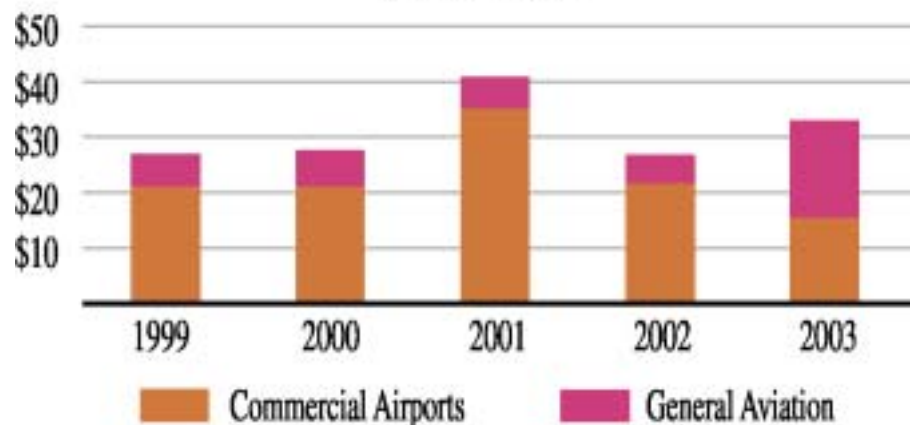
2003 Federal Airport Improvement Program Funds

Kay Thede

Forty-eight Iowa airports, including 41 general aviation airports, received grants of more than \$33 million in federal AIP funds during federal fiscal year 2003. General aviation airports received \$17.3 million, a substantial increase from the \$5.2 million received in fiscal year 2002. For general aviation airports, this was the final year to use or lose fiscal year 2001 non-primary entitlement funds. Four Iowa airports opted not to use their 2001 entitlement funds, totaling \$421,577, due to lack of local funding or local support for the projects. This reverted the funds to the discretionary account that could be used nationwide.

Iowa Federal AIP Funds

(in millions of dollars)



AIP Funds, continued next page



2003 Federal Airport Improvement Program Funds

Airport	Grant	Project
Albia	\$264,199	Rehabilitate taxiway and apron; construct taxiway
Algona	\$205,470	Construct taxiway; extend runway - 12/30
Ames-DOT	\$469,642	State system plan update; PCI update
Ankeny	\$368,208	Extend taxiway
Atlantic	\$618,750	Construct runway - 2/20
Bloomfield	\$146,520	Expand apron
Boone	\$51,766	Install airfield guidance signs
Burlington	\$935,000	Rehabilitate taxiway
Carroll	\$189,000	Acquire land for approaches and for development
Cedar Rapids	\$2,643,611	Rehabilitate apron and taxiway; construct apron
Chariton	\$149,849	Install perimeter fencing; construct access road
Charles City	\$51,000	Rehabilitate runway - 12/30
Cherokee	\$470,394	Rehabilitate taxiway; rehabilitate apron
Clinton	\$1,327,790	Construct taxiway; install taxiway lighting
Council Bluffs	\$5,286,005	Construct runway - 13/36
Davenport	\$681,300	Rehabilitate runway - 3/21, 15/
Denison	\$102,857	Rehabilitate runway lighting - 12/30
Des Moines	\$7,863,068	Expand apron; security enhancements; construct runway 5/23
Dubuque	\$884,213	Snow removal equipment; update master plan
Estherville	\$766,124	Rehabilitate runway - 16/34; rehabilitate taxiway
Fairfield	\$438,822	Construct runway - 18/36
Forest City	\$16,560	Rehabilitate runway - 9/27
Fort Dodge	\$1,000,000	Improve runway safety area, aircraft rescue and fire equipment
Greenfield	\$149,029	Rehabilitate taxiway; rehabilitate apron
Grinnell	\$261,929	Expand apron; extend taxiway; install taxiway lighting
Hampton	\$269,800	Remove obstructions
Harlan	\$178,447	Rehabilitate apron; rehabilitate taxiway
Humboldt	\$459,633	Construct taxiway; construct apron
Independence	\$198,000	Rehabilitate runway - 17/35; construct taxiway
Jefferson	\$148,519	Extend runway 18; rehabilitate apron and taxiway
Keokuk	\$234,273	Rehabilitate runway; misc. study; install lighting
Knoxville	\$406,036	Rehabilitate runway - 15/33
Marshalltown	\$400,045	Rehabilitate apron
Mason City	\$1,404,835	Land for approaches; rescue and fire vehicle; extend taxiway
Monticello	\$270,000	Acquire land for development
Muscatine	\$318,221	Install airfield guidance signs; improve runway safety area
Newton	\$394,290	Construct apron
Oelwein	\$122,000	Rehabilitate taxiway; improve access road
Oskaloosa	\$300,000	Rehabilitate runway and taxiway; install AWOS
Pella	\$106,364	Rehabilitate runway - 16/34; rehabilitate apron
Pocahontas	\$528,250	Expand apron; rehabilitate lighting; remove obstructions
Red Oak	\$118,586	Rehabilitate runway lighting - 17/35
Sac City	\$309,839	Rehabilitate apron; rehabilitate taxiway
Sheldon	\$284,960	Rehabilitate apron; improve airport drainage
Spencer	\$160,370	Rehabilitate apron; rehabilitate taxiway
Storm Lake	\$86,984	Rehabilitate runway - 17/35; rehabilitate taxiway
Washington	\$374,249	Expand apron; extend taxiway
Waterloo	\$1,000,000	Rehabilitate terminal building
Webster City	\$177,896	Install runway lighting and runway vertical/visual guidance

Total **\$33,592,703**

Iowa Aviation System Plan update underway for Iowa airports

The Office of Aviation is in the process of updating Iowa's State Aviation System Plan. The plan, when completed, will be used as a tool to guide planning and investment strategy in Iowa's air transportation system.

The consultant team hired to conduct the study met with the Aviation Advisory Council in October and December to establish guidelines for the system plan.

An airport inventory and data survey was sent to all airports in Iowa in November. Data collected from the survey will be used as part of the system plan. Facilities, services and system roles will be identified for each airport to help identify its part in Iowa's air transportation system.



The aviation community is encouraged to participate in the development of the plan by providing input at any time during the process.

Details of the planning to date can be found on the Office of Aviation's Web site, iawings.com (click on "Hot News"). As each task is completed, a draft report will be available on the Web site. Please

take some time to review the progress of the plan, and provide comments and suggestions to Kay Thede at the Office of Aviation who is serving as the project manager for the study (kay.thede@dot.state.ia.us).

A series of informational meetings will be held throughout the state next summer to obtain input on draft recommendations. Throughout this planning process, outreach and public input will have an impact on the direction of the study and recommendations. The study is scheduled for completion in the fall of 2004.

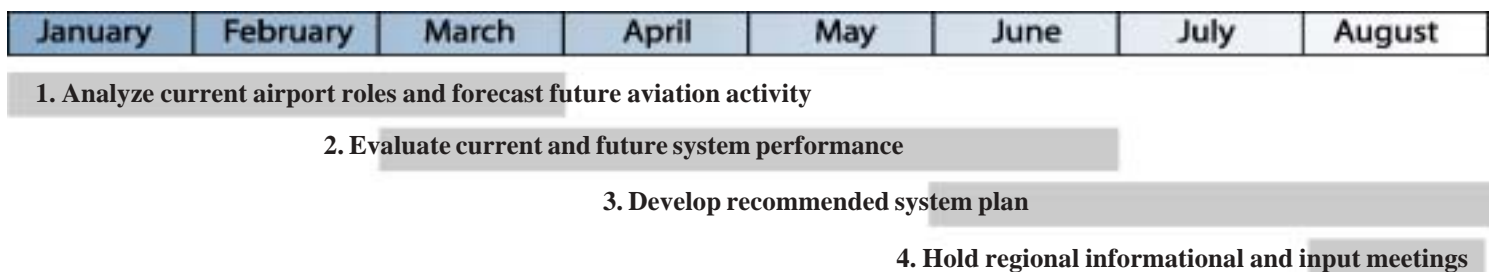


A special Advisory Council meeting in October began the process of setting guidelines for Iowa's air transportation system.

And the winner is . . .

The System Plan survey was sent to all 113 publicly owned airports in Iowa at the end of October. Airports were asked to return them to the Office of Aviation by Nov. 17 to qualify for a drawing to win a framed Centennial Timeline. There were 52 airports that responded by the Nov. 17 deadline. We are happy to announce that Shenandoah was the winner of the framed Centennial Timeline. Thank you to Shenandoah and all of the airports that returned their surveys on a timely basis.

System Plan Update Timeline





Commercial Service Airport Update

Mason City Airport

The annual FAA airport certification inspection was conducted Aug. 26-27, and resulted in a discrepancy-free inspection for the second year in a row. On another safety note, Oshkosh Corporation was recently awarded the bid for the airport's new 1,500-gallon Striker airport aircraft fire fighting (ARFF) vehicle, which should be delivered within the next year. The Runway Safety Approach Protection Project is proceeding and is expected to be complete in May 2004. North Iowa Air Service was selected as the airport's FBO operator for the next five-year period.

A federal grant taxilane extension project was recently completed in the private hangar development area of the airport, allowing for future construction of seven private hangars. There are several pilots interested in constructing hangars this spring. In association with this project, two vertical infrastructure projects were completed. They consisted of the removal of two Quonset buildings and water/sewer utility extension to the new hangar development area, as well as relocating an existing electrical transformer to service the area.

On Sept. 11, the airport hosted a National Air Tour Stop of 13 vintage aircraft. This brought hundreds of spectators to the airport. The mayors of Mason City and Clear Lake welcomed the pilots and Mason City Mayor Pro-Tem Lori Henry proclaimed Sept. 11 to be National Air Tour Day.

Eastern Iowa Airport

The Eastern Iowa Airport in Cedar Rapids had the highest percentage of change in air service compared to small hub airports in Iowa and Western Illinois, according to a recent report published in an airport industry newsletter.

The Change in Air Service Index, completed by the Arlington, Va.-based ECLAT Consulting, shows that Cedar Rapids had a 23.2 percent change in its air service index for the time periods studied, Oct. 1-7, 2002, and Oct. 1-7, 2003.

The Air Service Index analyzes market frequency, aircraft type and seat size, miles flown and number of stops. The high percentage of change indicates that airlines find a favorable travel market in eastern Iowa.

With the completion of the Wright Brothers Boulevard Southwest relocation, the airport and airport tenants have all been assigned new addresses. In most cases building numbers have remained the same, but street names have changed. Each of the nine airport roads have now been officially named and street signs installed. The new addresses went into effect Oct. 1. Street names were taken from aviation pioneers, including Arthur Collins, Alexander Lippisch, Alan Shepard, and Charles Lindbergh.

Construction on a new fixed-based operator facility that will be leased by Piedmont Hawthorne has been delayed until spring. The original plan was to begin the project this fall, but after further review, all parties agreed it would be best to wait until the start of the next construction season. The \$2.6 million facility will provide a first class-facility for operators of general aviation and corporate aircraft.

Southeast Iowa Regional Airport

Air Show 2003 lives up to billing: Fun, exciting. In just their second year, the all-volunteer board celebrated the centennial year of modern aviation Sept. 20 with the pre-dawn flipping of the first breakfast pancake to the fading late-afternoon roar of the last departing "warbird." Air show spokesmen estimated 15,000 to 20,000 people attended sometime throughout the day. The flow of visitors onto the field was constant from the start of the pancake breakfast at 6 a.m. continuing through the afternoon. Highlights included a flag-raising, static displays including World War II-era craft, a "parade" of vintage and experimental aircraft, skydivers, model airplanes, and the United States Air Force, whose F117 stealth fighter made several low passes during the noon hour.

Tying the flyover in with training, USAF officials gave the pilot a reconnaissance mission and later reported that

analysis of Nighthawk photos indicated a crowd of at least 6,000 on the grounds at one time.

The Air Show Board is starting to plan for next year. With the support received from the public, sponsors and all the volunteers, it can only grow from here.

New Board Member – West Burlington has appointed Police Chief Alex Oblein as its permanent representative on the Southeast Iowa Regional Airport Authority Board. He considers BRL "a beautiful facility, a quality airport," but one that faces definite challenges. As an authority board member, he hopes to help Southeast Iowa Regional "attract some more flights, get a connection to Chicago, and increase our passenger boarding levels."

Oblein has been pleased to see the nearly-completed taxiway project going well, and to learn that our general aviation hangars are 100 percent occupied – "there are just a lot of good things happening here. I'm very impressed."

Enplanements – The board and staff are encouraged with the increase in enplanements the past few months. September had an increase of 10 percent, with October continuing with an additional increase of 8 percent. We're excited to see the numbers for November.

Quad Cities International Airport

The QCIA has experienced seven out of 10 months of record enplanements this calendar year. January, February, May, June, July, September and October set new records for those months, while July was the best month ever in airport history for passenger boardings. Additionally, seats have recently been gained with aircraft upgrades and added flights by United Express, Northwest Airlink and Delta Connection. Our 100th anniversary of flight celebration includes an essay contest for grades 6 – 8, done locally in cooperation with our local Argus/Dispatch newspaper, with three savings bonds provided by MetroBank. Winners will be featured in the newspaper and refreshments will be served to passengers throughout the day on Dec. 17.

CSA Update, continued on page 16

Iowa Space Grant Consortium

Legendary space pioneer Dr. James Van Allen of the University of Iowa is the recipient of the 2004 National Space Grant Distinguished Service Award. “The award honors



individuals who have shown exceptional dedication in their efforts to support and promote aerospace technology, science and education,” according to William Byrd, president of the National Space Grant

Foundation and director of the Iowa Space Grant Consortium.

Van Allen was the lead scientist for the first American satellite, Explorer I, launched in 1958 in response to the successful launch of Sputnik 1 by the Soviet Union. Following a long and distinguished space research career, he retired from the University of Iowa in 1985, but he continues to be active in his field and encourages students to pursue careers in science. “It is for his continuing and exemplary work as a mentor that Dr. Van Allen has been recognized with this award,” said Byrd.

The National Space Grant Foundation aims to support and enhance the Space Grant Consortia in every state to carry out education, research and public outreach activities in science, mathematics, engineering, technology, and related fields.

Iowa Space Grant Consortium is presently negotiating with AEA (area education agency) 13 in Southwest Iowa and AEA 10 in eastern Iowa to do aviation workshops for them this year.

Aircraft Accidents and Incidents

IOWA ACCIDENTS

A Cessna 172 sustained substantial damage when it veered off the runway on landing due to a blown nose tire. Investigation revealed the pilot was flying with an expired medical certificate.

Two accidents involved two-place ultralights that were not certificated as aircraft; the pilots were not certificated, and they did not have medicals. One sustained serious injuries when the vehicle crashed into a tree on takeoff; the other involved one serious injury and one fatality when the vehicle crashed during an approach to landing.

An Enstrom F-28C was involved in an emergency landing when a control tube failed due to corrosion. During the emergency landing the main rotor hit and cut the tail boom.

The commercial pilot of an AT-301 sustained serious injuries when the aircraft hit a power line pole during aerial application and crashed in a field. The aircraft was destroyed on impact.

The commercial pilot in an AT-502B made an off-airport landing due to fuel exhaustion. The aircraft sustained substantial damage.

The private pilot in a Luscombe LL-8-A was involved in a landing accident when he lost control. The aircraft ended up nosing over and came to a rest on its back.

A KR-2 aircraft sustained substantial damage during an attempted takeoff on a gravel road. The aircraft had landed earlier on the road due to inclement weather. During the attempted takeoff the aircraft struck a mailbox. The pilot was not injured.

IOWA INCIDENTS

A Pietenpol sustained minor damage to the landing gear and propeller when the pilot made an off-airport landing because of a loss of power.

The private pilot in a CE-182 landed on the highway due to fuel exhaustion. There was no damage to the aircraft.

The pilot of a KR-2 made an off-airport landing on a gravel road due to deteriorating weather. The aircraft struck a stop sign, causing minor damage to the aircraft.

A Ford Tri-Motor landed in a bean field after the pilot declared an emergency to air traffic. The pilot reported problems with the number three engine.

Until next time, have a safe flight.
Roger “N” Clark
Safety Program Manager
Des Moines Flight Standards District Office



Aviation Calendar

Contact the activity host for more information

Jan. 31, 2004

Annual chili fly-in
Sponsored by: Iowa Aviation Museum
11:30 a.m. – 2:30 p.m.
Greenfield, Iowa, Municipal Airport
Info: 641-343-7184

Feb. 1, 2004

Soup fly-in
11 a.m. – 2 p.m.
Harlan, Iowa, Airport
Info: 712-741-5421

Feb. 13-14, 2004

Midwest Regional Aircraft Maintenance
Symposium and Trade Show
Sponsored by: Iowa Chapter of PAMA
Gateway Center Hotel
Ames, Iowa
Info: Phil Conn 319-295-5221
PJConn@rockwellcollins.com

April 25, 2004

Fly-in/drive-in
Pilots in command free
Sponsored by: Sac City Kiwanis
Sac City, Iowa, Municipal Airport
Info: 712-662-7801

June 4 – 6, 2004

Fly Iowa 2004
Commemorating the
60th anniversary of D-Day
Washington, Iowa
Info: 319-653-6646 Mike Roe
flyiowa2004.com

June 6, 2004

54th Annual flight breakfast
6:30 a.m. – 10:30 a.m.
Audubon, Iowa, Airport
Info: 712-563-3780

June 12, 2004

Webster City Airshow
10 a.m.
Webster City, Iowa, Airport

June 13-16, 2004

Youth Aerospace Education Camp
Iowa 4-H Camp
Madrid, Iowa
Info: 515-964-1398

June 20, 2004

Optimists' fly-in breakfast
7 a.m. – 1 p.m.
Maquoketa, Iowa, Municipal Airport
Info: 563-652-2484

June 20, 2004

Annual fly-in breakfast
Rock Rapids, Iowa, Municipal Airport

June 26-27, 2004

Quad City Air Show
Davenport, Iowa, Airport
Info: 563-322-7469
www.quadcityairshow.com

July 4, 2004

Annual flight breakfast
Sponsored by: Atlantic Jaycees
7 a.m. – 10 a.m.
Atlantic, Iowa, Airport
Info: 712-243-3056

July 4, 2004

Estherville flight breakfast
7 a.m. – 11 a.m.
Estherville, Iowa, Airport
Info: estavtn@rconnect.com

July 4, 2004

Fly-in breakfast
Sponsored by: Corning Chamber
of Commerce
Corning, Iowa, Municipal Airport

July 4, 2004

Annual flight breakfast
7 a.m. – 11 a.m.
Sponsored by: Iowa Falls Windsockers
EAA/Chapter 1324
Iowa Falls, Iowa, Municipal Airport
Info: 641-648-3191 (Kevin / Jane)

Aug. 8, 2004

Annual fly-in breakfast
7 a.m. – Noon
Sponsored by: Humboldt Rotary
Humboldt, Iowa, Municipal Airport
Info: 515-332-1863 (Dave)
dave@groethland.com

Aug. 15, 2004

Fly-in breakfast
Monona, Iowa, Municipal Airport

Aug. 15, 2004

Fly-in breakfast
7 a.m. – 11:30 a.m.
Sponsored by: Mapleton Flying Club
Mapleton, Iowa, Municipal Airport
Info: 712-881-2764 (Bill)

Aug. 29, 2004

3rd Annual fly-in/drive-in/air show
11 a.m. – 4 p.m.
Manchester, Iowa, Municipal Airport
Info: 563-927-3636 (Marty)

Aug. 29, 2004

Wings, Wheels & Whistles
Fly-In Breakfast
7:30 a.m. – 11 a.m.
Pilots in command free
Greenfield, Iowa, Municipal Airport
Info: 641-343-7184

Iowa Public Airports Association



2004 LEGISLATIVE PRIORITIES

1) Increase the Aviation Assistance Program appropriation from the current \$500,000 to at least \$750,000. The extra funds are required to meet the basic safety needs of the state's public airports.

2) Continue the current appropriations for vertical infrastructure projects at the state's commercial service and general aviation airports.

3) Provide a special appropriation of \$500,000 to be used as a portion of required local match for Federal Airport Improvement Program non-primary entitlement grants and Small Community Air Service Development Program.

General aviation airports have turned down nearly \$300,000 because they did not have local funds available for match. General aviation airports are entitled to \$10.2 million during federal fiscal year 2004, but will be required to provide a 5 to 10 percent local match. In addition, successful grants for the federal Small Community Air Service Development Program require significant local and regional support. State participation in this program would increase Iowa's commercial service airports chances of obtaining a grant to improve service, market their services and reduce prices.

4) Reestablish the Aviation Trust Fund. In the early 1990s the Aviation Trust Fund was eliminated by the General Assembly, with all aviation-generated funds going to the state's General Fund. The members of the Iowa Public Airports Association urge lawmakers to reestablish the Aviation Trust fund during the 2004 legislative session.

Sept. 6 (Labor Day)

Sky High Flyers & EAA
Chapter 1295 Fly-In
Sheldon, Iowa, Airport

Sept. 12, 2004

15th Annual fly-in/drive-in breakfast
7 a.m. – Noon
Sponsored by: EAA Tri-State Chapter 327
Dubuque, Iowa, Regional Airport
Info: 608-723-4359 (Stacey)

Nov. 3-4, 2004


Annual Iowa Aviation Conference
University Park Holiday Inn
West Des Moines
Info: 515-239-1691 (Michele)



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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Des Moines International Airport

Officials at Des Moines International Airport announced that enplanements for the airport in October were 4.6 percent higher than October 2002. An enplanement is defined as a passenger buying a ticket for a regularly scheduled commercial flight and the Air Transport Association reported a 1 percent decrease in airline traffic in October. The airport continues to buck the national trend and is on pace to equal or better its best enplanement year in 1996 of 905,405.

Deputy Director of Aviation Administration Mike Salamone explains, "As central Iowa air travelers continue to discover the true value of using Des Moines International, versus the real costs of driving someplace else, we will see this pattern continue. We have a full service airport with competitive fares and the convenience of being home. As our passenger loads increase, we will be better positioned to attract expanded air service."

