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Posted February 28, 2011

Dubuque firm gets C.R. airport terminal contract

1 comment [George Ford](#)

CEDAR RAPIDS — A Dubuque constructor has been awarded a \$2.99 million contract for the first phase of a major passenger terminal project at The Eastern Iowa Airport.

The Cedar Rapids Airport Commission on Monday approved the low base bid of Tricon General Construction Inc. The project will eventually locate all of the airline ticket counters adjacent to a single baggage belt and relocate large luggage screening machines.

The latter will be positioned so that luggage loaded on the baggage belt can be inspected prior to loading it on aircraft. In the wake of the 9/11 terrorist attacks, passengers have checked their luggage into the appropriate airline counter and then transported their bags to be screened by the large machines in the terminal lobby.

The new inline baggage system will return passenger check-in to the way it was before the 9/11 attacks. The commission on Monday authorized advertising for bids on the next phase of the baggage project and set March 28 as the date for awarding a contract.

Other contractors submitting bids for the project awarded to Tricon were City Construction Group LC of Iowa City (\$3.1 million) and Kleiman Construction of Cedar Rapids (\$3.6 million).

In other action, the commission approved new cash rent rates for land owned by the airport and farmed by tenants.

Verne Hosek will pay cash rent of \$266,800 to farm 920 acres and Rick Nolan will pay \$45,617 to farm 153.7 acres. Marvin Trachta will pay cash rent of \$52,600 for 181.4 acres and Ron Nove's cash rent will be \$107,503 to farm 370.7 acres. Shawn Nove will pay cash rent of \$122,438 for 422.2 acres.

The cash rent is \$290 per acre and the total payment is due March 1. The rate is \$15 per acre higher than it was last year, according to Farmers National Co., which manages the airport's farmland.

The commission on Monday also approved an amendment to a lease with Smarte Carte Inc. of Minneapolis reducing the airport's monthly rental charge for baggage carts to \$600 from \$783. Donald Swanson, airport director of finance and administration, said fewer travelers are using the baggage carts because of new fees charged by the airlines.

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One Response to Dubuque firm gets C.R. airport terminal contract



1. [Robert Meyer](#) said: On [April 20, 2011](#)

New Concrete at the Airport is a good approach and a needed improvement no doubt.

A topic of improved minimums would be to improve the ILS system to be more in line to that of the DSM airport. I think a good approach would be to ask for an upgrade of the ILS system on the airport from a MK1E and MK1F equipment to the newer MK20 or even a MK20A. The interlock system would also need to meet the requirements as mentioned in my NAP(needs assesment program)

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The unConference took place on Sept. 2, 2011 at CSPS in Cedar Rapids.

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Eastern Iowa Stocks

NAME	LAST TRF
COL - NYQ Rockwell Collins, Inc. Common S	\$51.3
1 YEAR CHART	
AEG - NYQ AEGON N.V. Common Stock	\$3.3
AFL - NYQ AFLAC Incorporated Common Stock	\$34.3
AGCO - NYQ AGCO Corporation Common Stock	\$32.4
ADM - NYQ Archer-Daniels-Midland Company	\$24.3
LNT - NYQ Alliant Energy Corporation Comm	\$38.0
GIS - NYQ General Mills, Inc. Common Stoc	\$38.0
HNZ - NYQ H.J. Heinz Company Common Stock	\$49.8
PENX - NGM Penford Corporation	\$5.1
PEP - NYQ Pepsico, Inc. Common Stock	\$60.7
PG - NYQ Procter & Gamble Company (The)	\$62.3

entries. The new UIC (Universal Interlock Controller) should also help to improve reliability and continuity of service at this airfield. I know of a project at MKE for a UIC installation, so the engineering basis has been established at several airports already.

CID should be able to qualify for an improved approach; the ILS signal in space is fairly clean and should be able to qualify at the CATII levels, of course Flight Check would and Flight Standards would have to be involved to verify. I have some legacy FC reports and looks like the signal has very little structure and should pass at the CAT II levels.

I think you should have a good case. Basically, if you can get Flight Standards on your side you would be ahead of the game. In the mean time you could request that for the Flight Check aircraft to check the system at CAT II levels during the next periodic Flight Check would be beneficial. Should be no additional cost here, they have to check the system anyway. The third step would be to leverage the case using support from Flight Standards and back that up with the Flight Check data.

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Mon Oct 3, 2011 5:30pm Coralville, IA
- [Women's Power Networking Group](#)
Tue Oct 4, 2011 5:30pm IA
- [IowaFathers.com Meeting](#)
Tue Oct 4, 2011 6:00pm Coralville, IA
- [Knitting Club](#)
Wed Oct 5, 2011 2:00pm Marion, IA
- [ABWA CR Chapter October Meeting](#)
Wed Oct 5, 2011 5:45pm Cedar Rapids, IA
- [Women's Power Networking Group](#)
Wed Oct 5, 2011 6:30pm Cedar Rapids, IA
- [Veterans Job and Resource Fair](#)
Thu Oct 6, 2011 4:00pm Iowa City, IA
- [FastTrac](#)
Thu Oct 6, 2011 6:00pm Coralville, IA
- [Autumn Shop 'Til You Drop](#)
Sat Oct 8, 2011 10:00am Cedar Rapids, IA

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